BAROSSA ASSESSMENT PANEL

Notice is hereby given that a meeting of the Barossa Assessment Panel will be held at the Council Offices, 43-51 Tanunda Road, Nuriootpa on

Tuesday, 2 April 2024, commencing at 5.00 pm

Aaron Curtis
Assessment Manager

The Barossa Council

AGENDA

Please note that due to federal copyright law restrictions, attachments associated with the proposed development are available on our website for viewing only and are locked for printing or copying

NOTE: Plans contained in this agenda are subject to Copyright Laws.

I N D E X

1. Welcome 3

2. Attendance 3

3. Confirmation of Minutes 3

4. Business Arising from Minutes 3

5. Declaration of Interest by Members of the Panel 3

6. Reports – Application for Decision (Planning, Development and Infrastructure Act 2016)

6.1 23026949 - 17 Queen Street Williamstown, 19 Queen Street Williamstown and 21-23 Queen Street Williamstown 4

Applicant: Sean Elliott of Beyond Ink on behalf of Klose's Supermarket

Representors: Lyn Venning

6.2 23028764 - 54 Penrice Road Angaston and 56 Penrice Road Angaston 241

Applicant: Barry Bradbrook from JBG Architects on behalf of the owner Plush Group

Representors: Ross Dawkins on behalf of Robert Meissner

7. Reports – Review of Assessment Manager Decisions (Planning, Development and Infrastructure Act 2016) 334

Nil

8. Reports – Panel Updates 334

Nil

9. Reports – Other Business 334

Nil

10. Reports – Confidential 334

Nil

11. Next Meeting 334

12. Closure of Meeting 334

1. WELCOME

2. ATTENDANCE

2.1 Present

2.2 Apologies

2.3 Absent

3. CONFIRMATION OF MINUTES

RECOMMENDATION

That the minutes of the Barossa Assessment Panel meeting held on Tuesday 5 March 2024 and the Special Barossa Assessment Panel meeting held on Tuesday 26 March 2024 be received and confirmed.

4. BUSINESS ARISING

5. DECLARATION OF INTEREST BY MEMBERS OF THE PANEL

The Minister's Assessment Panel Members – Code of Conduct requires that a member of an assessment panel who has a direct or indirect personal or pecuniary interest in a matter before the assessment panel (other than an indirect interest that exists in common with a substantial class of persons):

a. must, as soon as he or she becomes aware of his or her interest, disclose the nature and extent of the interest to the assessment panel; and
b. must not take part in any hearings conducted by the assessment panel, or in any deliberations or decision of the assessment panel, on the matter and must be absent from the meeting when any deliberations are taking place or decision is being made.

A member of an assessment panel will be taken to have an interest in a matter if an associate of the member (within the meaning of section 3(7) of the PDI Act) has an interest in the matter.

Any member that considers that they have an interest must notify the Presiding Member and have it recorded in the minutes as to the nature and extent of the interest.

6. REPORTS – APPLICATION FOR DECISION (PLANNING, DEVELOPMENT AND INFRASTRUCTURE ACT 2016)

6.1 23026949 - 17 Queen Street Williamstown, 19 Queen Street Williamstown and 21-23 Queen Street Williamstown

APPLICANT:	Sean Elliott of Beyond Ink Town Planning on behalf of Klose's Supermarkets
REPRESENTORS:	Lyn Venning

APPLICATION DETAILS

PROPOSAL	Variation to Development Authorisation 960/493/2017 to demolish existing structures and construct new supermarket building, car park, earthworks, retaining walls, fencing, signage and associated landscaping (amendments principally involve redesign of and re-siting of the building and variation to car park design)
APPLICANT	Beyond Ink
OWNER	Klose's Supermarkets
APPLICATION NO	23026949
CERTIFICATE(S) OF TITLE	CT 5358/482, CT 5090/36 and CT 5191/131
AREA	2,904 sqm
CURRENT USE	17 Queen Street – Vacant 19 Queen Street – Dwelling and sheds 21-23 Queen Street – Office
PLANNING AND DEVELOPMENT CODE VERSION	Version 2023.13 – 31.08.2023
PLANNING AND DESIGN CODE EXTRACT LINK	Relevant Code Extract
ZONE	Township Main Street
OVERLAYS	Character Preservation District (Township) Historic arear (Baro8) Hazards (Bushfire-Urban Interface) Hazards (Flooding – Evidence Required) Mount Lofty Ranges Water Supply Catchment (Area 2) Native Vegetation Prescribed Water Resources Area Traffic Generating Development Urban Transport Routes
APPLICATION TYPE	Performance Assessed
PUBLIC NOTIFICATION	Notified – Sign Required
REFERRALS	Commissioner of Highways
PREVIOUS APPLICATIONS	*17 Queen Street, Williamstown*

	- 1984 – Tool Shed - 351/2003/D1 – Garage - 960/493/2017 – Demolition of existing structures, including a contributory heritage-listed building, construction of a shop with associated signage, retaining walls and siteworks – (Staged Development), Amendment – Façade amendment, amendment to mezzanine/roof area, Stage 1 – Demolition of existing structures, Stage 2 – Civil works and retaining walls, Stage 3 - Superstructure *19 Queen Street, Williamstown* - 1959 – Toilet - 1969 – Caravan shed - 1972 - Verandah - 1974 – Extension of shed used as carport - 1987 – Shade house - 166/2001/D1 – Carport - 960/493/2017 – Demolition of existing structures, including a contributory heritage-listed building, construction of a shop with associated signage, retaining walls and siteworks – (Staged Development), Amendment – Façade amendment, amendment to mezzanine/roof area, Stage 1 – Demolition of existing structures, Stage 2 – Civil works and retaining walls, Stage 3 - Superstructure *21-23 Queen Street, Williamstown* - 1963 - Toilet - 132/2004/D1 – Garage, carport and verandah - 960/493/2017 – Demolition of existing structures, including a contributory heritage-listed building, construction of a shop with associated signage, retaining walls and siteworks – (Staged Development), Amendment – Façade amendment, amendment to mezzanine/roof area, Stage 1 – Demolition of existing structures, Stage 2 – Civil works and retaining walls, Stage 3 - Superstructure
ASSESSING OFFICER	Aaron Curtis
RECOMMENDATION	That Planning Consent be GRANTED subject to Reserved Matters and Conditions

INTRODUCTION

Beyond Ink Town Planning lodged the application on behalf of Klose's Supermarkets for a "*Variation to Development Authorisation 960/493/2017 to demolish existing structures and construct new supermarket building, car park, earthworks, retaining walls, fencing, signage and associated landscaping (amendments principally involve*

redesign of and re-siting of the building and variation to car park design)" at 17, 19 and 21-23 Queen Street, Williamstown.

Given that the development is a variation, the development is subject to assessment against the matters that are subject to variation, which is principally in respect to the redesign of and re-siting of the building and variation to car park design. The Planning Consent is valid insofar as the use is established and a representative building on the site is authorised to be demolished.

The site is located within the Township Main Street Zone. The proposed development was subject to Performance Assessment and underwent public notification. Ten representations were received, all of which were in support. Several of the representations provided support, subject to some concerns.

This application is subject to decision of the Barossa Assessment Panel for the following reason:

(1) Representations have been received and at least one representor has requested to be heard.

The application was subject to statutory referral to the Commissioner of Highways who has provided support to the development subject to conditions.

On balance, it is considered that the proposed variation is an appropriate form of development in the Township Main Street Zone, is sufficiently conducive to development in the locality and will have an acceptable level of impact on the locality. The site has various challenges in accommodating a development of this type and scale and design responses have been adopted to balance the business needs with operational requirements and further, to balance external impacts of the development. It is concluded that the proposal sufficiently complies with the provisions of the Planning & Design Code such that Planning Consent is warranted, subject to recommended Reserved Matters and Conditions.

Background

In May 2021, The Barossa Council granted Planning Consent to Development Application 960/493/2017 on the same site as follows:

> *Demolition of existing structures, including a contributory heritage-listed building, construction of a shop with associated signage, retaining walls and site works (Staged Development)*
>
> *Amendment – Façade amendment, amendment to mezzanine/roof area*
>
> *Stage 1 – Demolition of existing structures*
> *Stage 2 – Civil works and retaining walls*
> *Stage 3 – Superstructure*

The plans granted Planning Consent were for a new supermarket building located in the northern portion of the site with boundary walls along the eastern street boundary, northern side and portion of the western boundaries with car parking to the south. Car parking numbers totalled 49 spaces with two access points to Queen Street.

The application was subject of an extension of time granted by Council until 3 May 2024. Klose's Supermarkets purchased the site with the valid Planning Consent in

place and resolved to submit a variation development Application to amend the Planning Consent on 18 September 2023.

Klose's Supermarkets identified several areas where a redesign was required in order to address the following shortcomings with the approved design:

- The access and egress points were intuitively 'backwards' to the manner in which drivers would typically enter and exit the car park. A vehicle travelling north along Queen Street would have had to have passed the egress point before getting to the access point. A more logical approach to the access would be desired.

- Limitations on the size of delivery vehicles would be prohibitive in providing for the suppliers and deliveries required by supermarkets in the Adelaide Hills. Access by an articulated vehicle or heavy rigid vehicle would be required. The approved site layout would not facilitate necessary turns without substantial conflict with the authorised parking layout.

A copy of the previous Planning Consent and stamped plans associated with Development Authorisation 960/493/2017 are contained in ***Attachment 1***.

SITE AND LOCALITY

The overall 'site' comprises three allotments known as 17, 19 and 21-23 Queen Street or otherwise formally described as allotments 188 (CT 5358/482), 189 (CT 5090/36) and 9 (CT 5191/131).

The allotments are subject to existing easement A as contained within the Certificate of Title for drainage purposes.

The site has a combined area of approximately 2,904 sqm and has frontage to Queen Street of 60.360 metres and maximum depth of approximately 50 metres. The uses of the respective sites are as follows:

- 17 Queen Street – vacant;
- 19 Queen Street – dwelling with attached verandahs and ancillary outbuildings
- 21-23 Queen Street – former office/retail shop with attached verandahs

The site is relatively level with there being a gentle fall from the highest point in the north-western corner (284.163 metres) down to the lowest point in the south-western corner (280.703 metres), thus reflecting a fall of 3.46 metres.

There is a substantial drop off on allotment 188 near the southern fence line in the order of about two metres. Thus, when not accounting for this drop off, the site has a fall of approximately 1.5 metres more generally.

The site is largely devoid of vegetation. There are some stands of planted vegetation within the rear yard of the sites, comprising exotic species. There are also three established street trees in the Queen Street verge.

Access to the site is in the nature of two separate kerb inverts, one that is shared and provides access to allotments 188 and 189 with the third access being in nature of a separate single width invert to allotment 9.

The locality is defined primarily by visual reference to the site together with anticipated vehicular movements and car parking in Queen Street associated with the land use.

The locality includes all adjacent properties bordering the site and includes all properties on opposite side of Queen Street up to the George Street intersection in the north and down to the existing residence at 4 Queen Street in the south.

The nature of uses within the locality is predominantly residential in the form of detached dwellings on generous sized allotments, typically in order of about 1,000 sqm. Being a main street locality, there are however non-residential uses as follows:

- 25-27 Queen Street – Williamstown Police Station and Williamstown Medical
- 29 Queen Street – Dwelling
- 31-33 Queen Street – Shop and tourist accommodation
- 10 Queen Street – The Old Bakehouse Tavern
- 12 Queen Street – Williamstown bed and breakfast
- 16 Queen Street – Little Shop of Treasures & Williamstown Men's Shed
- 20 Queen Street, Williamstown Hotel

A land use breakdown is contained within the Beyond Ink Planning Report and is contained below in ***Figure 1***.



Figure 1: *Land Use Breakdown, as per Planning Report, Beyond Ink*

Figure 2 below contains a zone map and details of the location of the site.

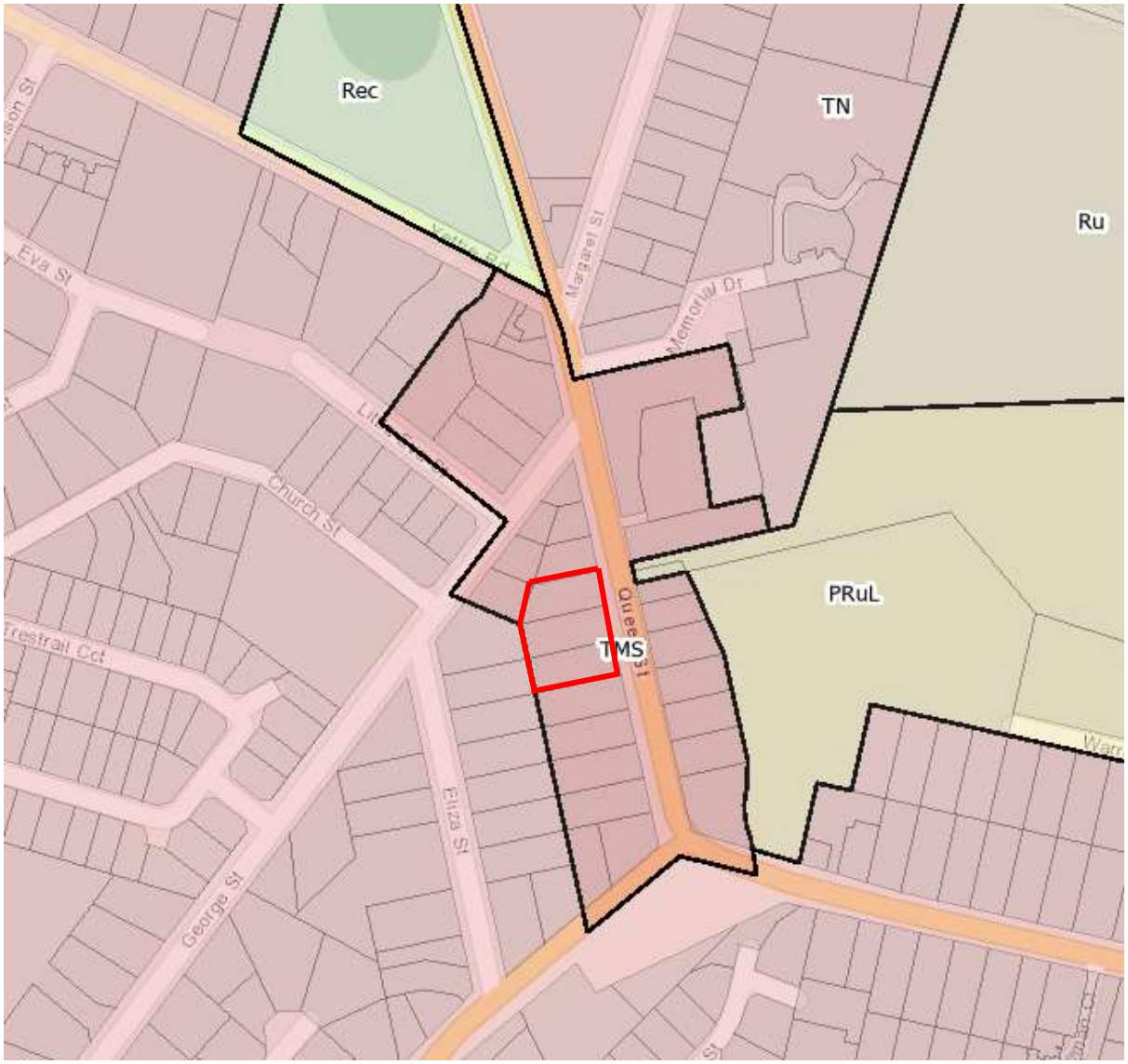


Figure 2: *Zone Map and Locality*

An aerial view of the site and locality are contained in ***Figure 3*** and ***Figure 4***.

Site photos are provided in ***Figure 5*** to ***Figure 27.***

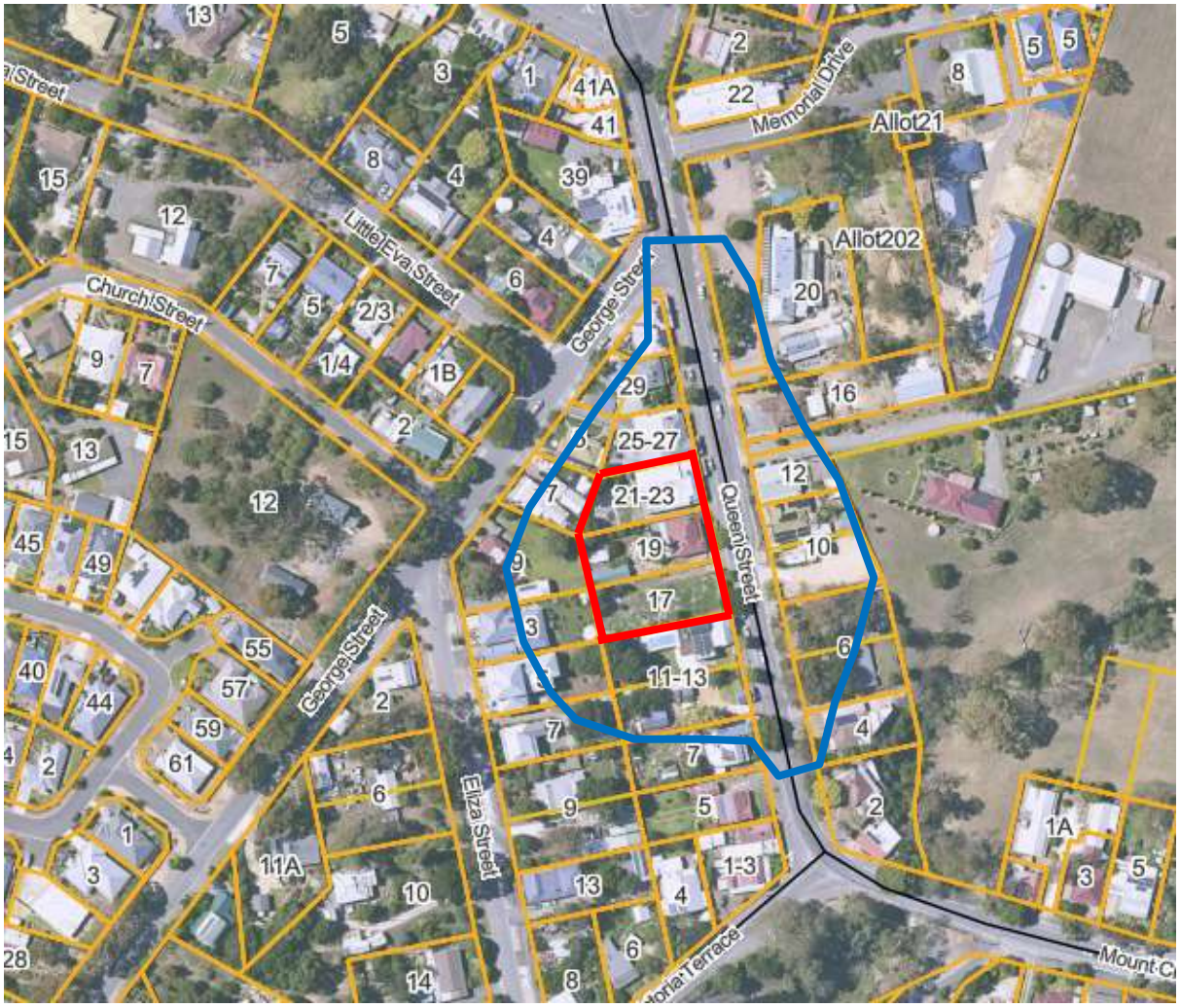


Figure 3: *Aerial – Locality, subject site in red, locality in blue*

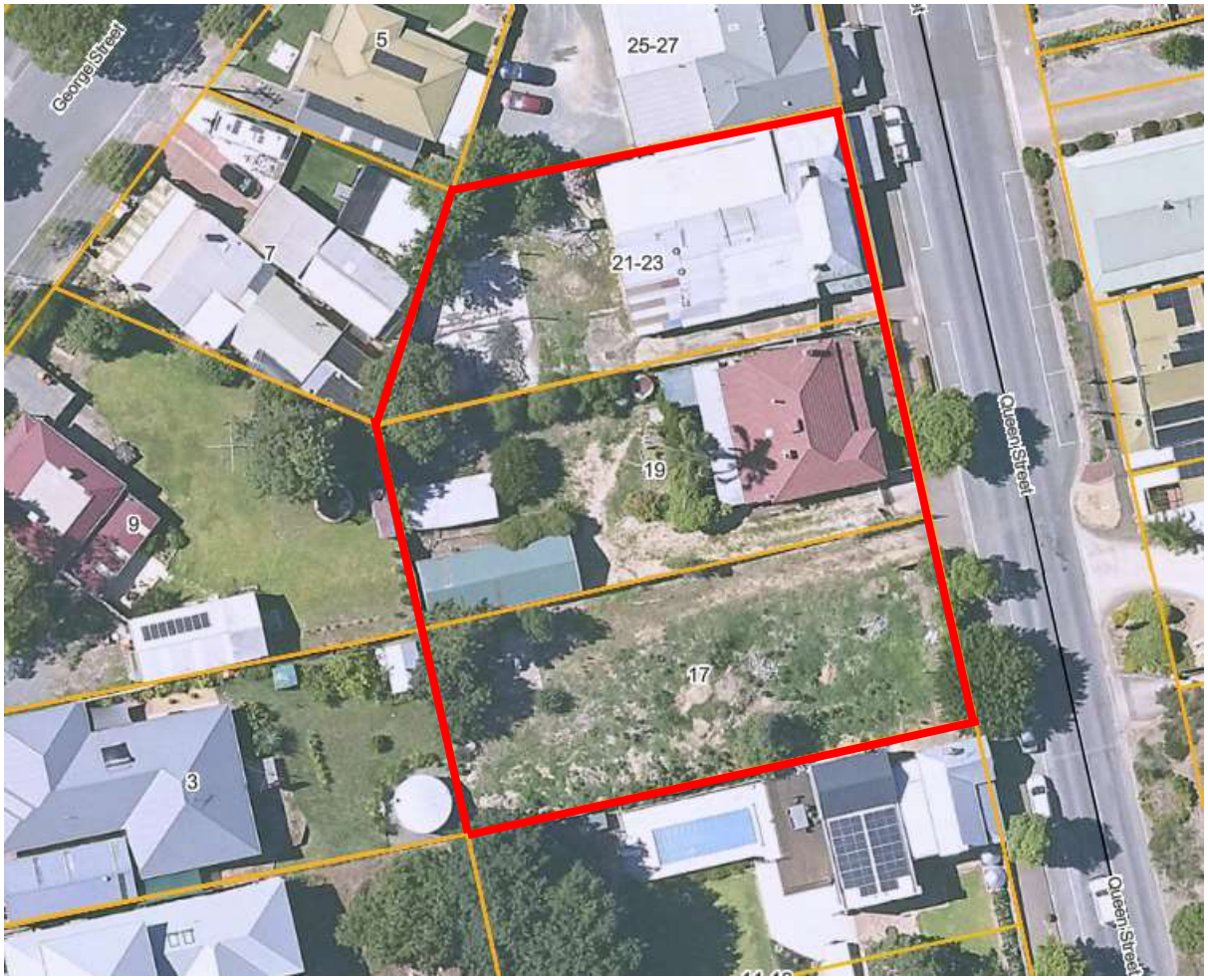


Figure 4: *Aerial – Site*



Figure 5: *Site Photo – looking north along Queen Street*



Figure 6: *Site Photo – looking west toward Police Station, 25-27 Queen Street*



Figure 7: *Site Photo – looking west toward existing building at 21-23 Queen Street*



Figure 8: *Site Photo – looking south-west toward existing dwelling at 19 Queen Street*



Figure 9: *Site Photo – looking west toward location for new access, note street tree on right side to be removed*



Figure 10: *Site Photo – looking north-west toward existing dwelling at 19 Queen Street*



Figure 11: *Site Photo – looking north-east toward Williamstown Hotel*



Figure 12: *Site Photo – looking east toward 16 Queen Street*



Figure 13: *Site Photo – looking east toward 12 Queen Street*



Figure 14: *Site Photo – looking south-east toward 10 Queen Street*



Figure 15: *Site Photo – looking south-east toward dwelling at 11-13 Queen Street*



Figure 16: *Site Photo – looking south toward rear yard of 11-13 Queen Street*



Figure 17: *Site Photo – looking west toward existing tank at rear of 3 Eliza Street*



Figure 18: *Site Photo – looking south from rear of 19 Queen Street toward existing shed at 3 Eliza Street*



Figure 19: *Site Photo – looking west from rear of 19 Queen Street toward rear yard of 9 George Street*



Figure 20: *Site Photo – looking north-west toward yard of 9 George Street*



Figure 21: *Site Photo – looking north from rear yard of 19 Queen Street along rear fence of 9 George Street*



Figure 22: *Site Photo – looking north-east from rear pergola of 7 George Street toward rear fence*



Figure 23: *Site Photo – looking north-east toward rear fence from rear yard of 7 George Street*



Figure 24: *Site Photo – looking east from rear yard of 7 George Street*



Figure 25: *Site Photo – Looking north-east in rear yard of 7 George Street toward rear fence of site*



Figure 26: *Site Photo – Looking south from rear car park of Police Station toward site*



Figure 27: *Site Photo – Looking south from rear car park of Police Station toward site*

PROPOSAL

The proposal comprises a "*Variation to Development Authorisation 960/493/2017 to demolish existing structures and construct new supermarket building, car park, earthworks, retaining walls, fencing, signage and associated landscaping (amendments principally involve redesign of and re-siting of the building and variation to car park design)*".

The proposal includes the following key elements:

- New supermarket building comprising ground floor (excluding awnings) of 1,261 sqm and upper floor office of 159 sqm;
- Floor areas comprising:
    - 936 sqm retail area;
    - 229 sqm back of house/general preparation/coolroom areas;
    - 130 sqm office areas;
    - 25 sqm plantroom area;
    - 25 sqm delivery area.
- Maximum building height of 9.6 metres to the two storey section of building, remainder of building at 5.5 metres;
- Architectural form comprising:
    - Feature gable two storey element with glass void to front and compressed fibre cement cladding to side, compressed fibre cement cladding band and facebrick above;
    - Facebrick to façade with parapet wall;

  - Steel framed cantilevered awning to façade of building, powder coated aluminium framed windows and two gable ends fixed above the awning;
  - Colorbond metal deck roofing in grey;
- Concrete precast boundary walls to portion of northern and western boundaries, having heights varying between 4.99 metres and 2.7 metres;
- Generator and refuse enclosure in south-western corner, behind fence/gates;
- 500 mm low wall to Queen Street boundary;
- Concrete panel retaining wall to portion of western side boundary and length of southern boundary to maximum height of 3.3 metres with 2.1 metre Colorbond fence on top;
- Translucent acrylic panels fixed to steel frame on 30 degree rake to portion of southern boundary, resulting in total height of fence to southern boundary of 3.5 metres;
- Two double trolley bays within car park and walkway from Queen Street into car park;
- Total provision of 46 car parks including two disabled car parking spaces, 10 car parking spaces designated for staff, turning bay next to car park 13;
- Two new crossovers to Queen Street, both for simultaneous vehicle entry/exit;
- Landscaping to the Queen Street boundary and tree planting along southern boundary;
- One fascia mounted sign proposed along the eastern street facing façade with top of sign to be 4 metres above floor level and 5.5 metres long and 875 mm high (total area of 4.81 sqm). The sign will be internally illuminated and include the Foodland logo and Klose's Supermarkets logo;
- Realignment of wastewater easement to ensure that any redundant infrastructure is not 'trapped' beneath the building. Connection of existing CWMS line of 3 Eliza Street into the site will be retained.

The proposed hours of operation are detailed below:

DAY	STORE OPENING HOURS	OPERATIONAL HOURS
MONDAY	7:30am – 9pm	6:30am – 9:15pm
TUESDAY	7:30am – 9pm	6:30am – 9:15pm
WEDNESDAY	7:30am – 9pm	6:30am – 9:15pm
THURSDAY	7:30am – 9pm	6:30am – 9:15pm
FRIDAY	7:30am – 9pm	6:30am – 9:15pm
SATURDAY	7:30am – 9pm	6:30am – 9:15pm
SUNDAY	7:30am – 9pm	6:30am – 9:15pm

Deliveries are expected on average, seven per weekday, five on Saturdays and three on Sundays. Vehicle size differs depending on the type of delivery. Further information regarding the delivery arrangements and vehicle size is contained below:

- Main grocery and dairy supply once per weekday via 14.4 metres long semi-trailer truck. No more than five per week;
- Fruit and veg deliveries three times per week via heavy rigid vehicle (12.5 metre long);
- Bread delivery two times per day via medium / heavy rigid vehicle;
- Milk delivery five to six times per week via medium / heavy rigid vehicle;
- Meat delivery once per weekday via medium rigid vehicle;
- Direct smaller deliveries average five per day via light rigid vehicles, vans and the like.

Attachment 2 contains a copy of the application and associated documentation.

APPLICATION TYPE
The site is located within the Township Main Street Zone under the Planning and Design Code.

The proposal comprises a number of elements including demolition of existing buildings, construction of a new supermarket and associated works including car parking, earthworks, retaining walls, fencing, signage and landscaping.

The proposed development is neither assigned as a form of 'Accepted' or 'Deemed to Satisfy' development under Tables 1 or 2 of the Township Main Street Zone. The proposed development is also not assigned as a restricted form of development in Table 4 of the Township Main Street Zone.

The proposal is therefore a form of "Code Assessed – Performance Assessed" development in accordance with Table 3 of the Rural Zone of the Planning and Design Code.

PUBLIC NOTIFICATION
The application was subject to public notification in accordance with Table 5 – Procedural Matters – Notification of the Township Main Street Zone.

Item 2 within Table 5, Column A states:

Class of Development (Column A)	*Exceptions (Column B)*
2. Any kind of development where the site of the development is not adjacent land to a site used for residential purposes in a neighbourhood-type zone.	*Except any of the following:* *1. The demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building)* *2. The demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building)*

Given that the site is adjacent to land in the Township Neighbourhood Zone, the application does not satisfy Item 2. Public notification is therefore applicable.

The table below provides details of the public notification process.

Representations: Ten representations were received as follows:

- Brent O'Driscoll
- Lyn Venning
- Trevor Martin
- Mary Birnie
- Jeff Johns
- Sheryl Johns
- Mitchell Mavrinac
- Lyndall Bain

- Rick Lane
- Patricia Tomley

There were no late representations were received.

Person wishing to be heard: Of the ten representations received, one representor wishes to be heard.

- Lyn Venning

No late representations were received.

Applicant Beyond Ink on behalf of the applicant Klose's Supermarket, wishes to appear to respond to representations.

Time period for Public Consultation 9 November 2023 to 29 November 2023

The table below summarises the contents of the representations and the applicant's response.

Summary of representations:	
Representor/s	• **Applicant Response:**
Support for Supermarket	
• *Williamstown has been a 'food desert' for many years without a supermarket.* • *A Supermarket will provide an essential service to the residents and improve our streetscape for the better.* • *The development will provide more employment and bring growth to the region.* • *The development will provide much needed access to the community for a supermarket.* • *There is a current lack of variety and accessibility to shopping facilities in Williamstown. The introduction of a supermarket would address this need, enhance accessibility, convenience and leakage from community.* • *The supermarket will become a hub for social interaction and community engagement.* • *The development has given careful consideration to setbacks and landscaping to help mitigate potential impacts on the amenity of adjoining residential land uses, and ensure a harmonious co-existence between development and community.* • *The Williamstown community has been actively consulted since the initial*	• *It is worth highlighting the positive comments received from the representors in support of the development. These include confirmation that this development provides a desired need for Williamstown and the community.* • *The supermarket will provide much needed convenience items that cater for the population of Williamstown. It will also provide employment opportunities in the construction, management and operations of the supermarket once complete. Once in operation, the development will increase opportunities for social interaction and community engagement for all ages of the population.*

proposal to establish a supermarket in the town. Multiple public meetings have been widely advertised with community showing strong support for this development. • *Convenience access to food and other supermarket items is essentially for people who are elderly, disabled or do not have access to transport.*	
Interface with property at 11-13 Queen Street, Williamstown	
• *The southern boundary retaining wall is over 7 metres tall and will look quite imposing from our backyard. I am seeking negotiation of corten steel artwork and bunker style lighting to soften impact of this structure, as previously arranged with Salty Jam Pty Ltd in 2017.*	• *Our client has confirmed there is no concern with supplying the artwork and lighting in line with the previous discussions. We can also confirm the retaining wall will be tilt up concrete panels, as opposed to concrete sleepers, to help further reduce the visual impact.* • *The retaining wall along the southern side boundary will range in height from 2 metres to 3.3 metres. This is lower than the previously approved retaining walls which ranged in height from 2.1 metres to 3.7 metres. Retaining on the rear boundary will be up to 2.5 metres in height.* • *To meet noise attenuation requirements, a 3.5 metre high fence is required to be constructed along the southern side boundary. This means at its highest point the retaining wall and fence will be 6.8 metre height, all visible to the neighbouring property. This is in lieu of the previously approved fence and retaining height of up to 5.8 metres.* • *A 2.4 metres high fence is proposed with a clear Perspex cantilevered element above it to a total height of 3.5 metres above the retaining wall. The cantilevered element will be directed away from the neighbouring property and be see-through helping reduce the visual massing of the fence and wall. From the neighbouring property, the view will consist of the retaining wall and 2.4 metre high fence,*

	which, at its worst will be 5.9 metres in height. The 5.9 metre height is only 100 mm higher than the previously approved fence. • *When considering what was previously approved and that the southern boundary wall and fence will balance both noise and visual impacts, coupled with the expectations of the Zone, the fence and wall heights are considered suitable measures to ameliorate impacts in the circumstances.*
Interface with property at 3 Eliza Street, Williamstown	
• *I live at 3 Eliza Street, backing onto the bin area, emergency generator and unloading bay. I request that the translucent acrylic panels be erected across the back of my property to the unloading bay to combat noise from cars, bin unloading and emergency generator. I worry if rodents may inhabit bins and escape to my property.*	• *Sonus Pty Ltd were engaged to prepare an Environmental Noise Assessment which details measures to mitigate noise impacts to ensure the development is compliant with the relevant EPA Noise Policy. Included as part of their recommendations was the installation of a 2.1 metre high fence above the retaining wall along the rear boundary adjacent the loading bay that is shared with 3 Eliza Place, the location of the representor.* *Noting that the proposed 2.1 metre high fence currently ensures compliance with the relevant noise policies, there is no intention to raise the height as requested by the representor.*

A copy of the representations are contained in ***Attachment 3*** and the applicant's response is contained in ***Attachment 4***.

REFERRALS

External

Pursuant to Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017* and Part 9 of the Planning and Design Code, the application was subject to the following referrals:

- **Commissioner of Highways** – The proposed development will create two two-way crossovers to Queen Street, thereby referral pursuant to Schedule 9(7).

The Commissioner of Highways has not objected to the proposed development. The following response was received:

Commissioner of Highways	• *The subject site abuts Queen Street, an arterial road under the care, control and management of the Commissioner of Highways.* • *This section of Queen Street carries approximately 5,600 vehicles per day (10.5% commercial vehicles) and has a posted speed limit of 50km/h.* • *The subject proposal is for a new supermarket. Although a previous application for the site, the subject application proposes a revised layout to accommodate a 14.4 metre long semi-trailer delivery vehicle.* • *The Department has reviewed the proposed design and liaised with CIRQA and Council on a number of matters relating to the proposed access and car park operation. As a result, the current site plan proposes that the development will be served by two-two way crossovers. An 8.2 metre wide crossover is proposed at the southern end of the site to accommodate entry and exit movements of both passenger and commercial vehicles. A 7 metre wide northern access will accommodate simultaneous two-way movements of passenger vehicles only.* • *With respect to delivery vehicle movements for the supermarket, where possible, shall be undertaken either outside of hours of trade or at times of low patronage. It will be necessary to establish a Traffic Management Plan for the site that will ensure that the southern access is closed to all passenger vehicle movements when commercial vehicles larger than a small rigid vehicle (6.4 metre long) are accessing the site. All passenger vehicles will need to be directed to the northern access during these times.* • *It is noted that sightlines at the southern access may be compromised due to the presence of street trees with mature canopy. This roadside vegetation adjacent to Queen Street access will need to be trimmed so that sight distances in accordance with the Urban Transport Routes Overlay DTS/DPF 5.1(b) can be achieved.* • *It is also noted that pedestrian sightlines at the northern access appears not to be met. Minor adjustments to the access design will need to be undertaken as part of the final design of the*

	car park to ensure that these sightlines are achieved. • *The current plans identify the provision of 46 car parking spaces of which several are red 'hatched' parking spaces that will be time restricted. Additionally, parking along southern boundary has been identified for being for staff use only to minimise pedestrian crossings during deliveries. The Department is generally satisfied with the proposed parking layout and operation.* • *The proposal includes internally illuminated signage on façade of the building facing Queen Street with an area of 7.4 metre. It is recommended that conditions are utilised to minimise potential for driver distraction.* • *Commissioner of Highways supports the proposed development and directs the planning authority to attach conditions to any approval.*

A copy of the relevant report is contained in ***Attachment 5***.

Internal
The following internal advice has been received from staff:

Health Services	*The applicant will need to lodge a wastewater application. It is assumed that Council will be assessing the development application, however, once we get the loading values, we can determine whether it will be Council or SA Health.* *CWMS charges will be assessed by Council's CWMS Department.* *The development shall comply with the Food Act 2001 and Food Safety Standard.*

Engineering Services	*Engineering Services are satisfied with the proposed stormwater management plans provided.* *We note an existing street tree is proposed to be removed. Separate approval is required to be gained from Council's Arboriculture Team Leader.* *Any CWMS augmentation applicable will be determined at time of assessment of any increase in load on the CWMS system as a result of the development.* *The proposed traffic management for the site provides a level of risk in terms of on-site traffic*

	management. The Commissioner of Highways referral response and CIRQA traffic assessment are accepting of the risks associated with the proposal.

Heritage Advisor	*The application has been amended to include a 500 mm high boundary wall to the Queen Street frontage, which will give the site some definition along the street edge. The boundary wall provides opportunity for people to sit on it and goes a small way toward replacing the loss of definition to the street edge that is not otherwise achieved by having the building setback.* *Improvements have been made to the application as a result of feedback to result in greater articulation and colours. It would have been preferred to make the built form appear as a collection of buildings, rather than one large one. The small gable roofs do that to a limited degree.* *Architecturally the proposal is acceptable. The proposal is not an optimal outcome for the streetscape.*

ASSESSMENT

Please refer to the following link, the Planning and Design Code extract for this proposal, Version 2023.13 – 31 August 2023.

Planning and Design Code Extract Link	*Relevant Code Extract*

Seriously at Variance

Pursuant to Section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016,* it is recommended that the Panel determine that the proposed development is not Seriously at Variance with the relevant provisions of the Planning and Design Code.

The proposed development is not considered to be Seriously at Variance, having regard to the fact the development is a variation of a Planning Consent and that the land use (being a shop) is clearly envisaged in the Township Main Street Zone.

Character Preservation (Barossa Valley) Act 2012

Pursuant to Section 6(2) of the *Character Preservation (Barossa Valley) Act 2012,* having regard to the objects of the Act, it is recommended that the Panel determine that the proposed development does not adversely impact the character values of the district as set out within Section 7 listed below:

(a) The rural and natural landscape and visual amenity of the district;
(b) The heritage attributes of the district;
(c) The built form of the townships as they relate to the district;
(d) The viticultural, agricultural and associated industries of the district;
(e) The scenic and tourism attributes of the district.

The objects of the *Character Preservation Act 2012* are set out in Section 6 of the Act and this Section states:

The objects of this Act are –

(a) To recognise, protect and enhance the special character of the district while at the same time providing for the economic, social and physical wellbeing of the community; and
(b) To ensure that activities that are unacceptable in view of their adverse effects on the special character of the district are prevented from proceeding; and
(c) To ensure that future development does not detract from the special character of the district; and
(d) Otherwise to ensure the preservation of the special character of the district.

The development is located within the Williamstown township and clearly character values (b) and (c) are most relevant to the proposed development.

Williamstown has a unique and special character and Section 6 of the Act seeks that this must be recognised, protected and enhanced. At the same time, development should provide for the economic, social and physical wellbeing of the community and development or activities should not result in adverse effects or detract from the special character.

It is considered the development is in accordance with the Character Values of the District and Objects of the Act. The main street of Williamstown has an eclectic mix of uses, building styles and building setbacks that result in a diverse and interesting main street. The proposed building, being setback from the street, is somewhat incongruent with policy within the Planning and Design Code but is not inconsistent with what is a diverse streetscape which has a mix of building setbacks.

The building architectural style is underpinned by a design theme that picks up on the characteristics of the steep pitched gable roof forms of adjacent historic buildings, incorporate landscaping to the street frontage together with a low wall to semi-encase the street. Additional gable roof elements are proposed above the steel frame cantilevered awning to further replicate heritage elements within the main street Historic Area and robust materials incorporating brick are proposed.

Further discussion is contained under the Assessment section below under the headings of "Appearance of Development", "Main Street Character" and "Character Preservation District Overlay".

Assessment

Detailed assessment of the proposal has taken place against the relevant provisions of the Planning and Design Code as quoted above. Commentary is provided below under headings:

Land Use

Township Main Street Zone	
Desired Outcomes	
DO 1	*A cohesive, active, accessible and welcoming main street environment to residents and visitors to shop, work, meet, entertain and relax.*

DO 2	*Development contributes to the vibrancy and activity of public spaces and reinforces the traditional main street character.*
Relevant Performance Outcomes/Designated Performance Features	
PO 1.1 *Retail, office, entertainment and recreation related uses are supplemented by other businesses that provide a range of goods and services to the local community and the surrounding district.*	***DTS/DPF 1.1*** *Development comprises one or more of the following:* *(a) Advertisement* *(b) Child care facility* *(c) Cinema* *(d) Community facility* *(e) Consulting room* *(f) Dwelling* *(g) Hotel* *(h) Indoor recreation facility* *(i) Library* *(j) Office* *(k) Place of Worship* *(l) Shop* *(m) Tourist accommodation*

The proposed development is in nature of a shop as defined within Part 7 of the Planning and Design Code. It is noted that the authorised Planning Consent has given Consent to a shop and that the nature of the development has not fundamentally changed. As such, the land use is not in effect being reassessed but it is also important to again acknowledge that such form of development is clearly anticipated by Performance Outcome 1.1.

Williamstown is currently unserved by a supermarket and this proposal will provide an important community need to support this growing township. It is evident from a number of the representors that the facility is desired to provide for improved accessibility for the community, increased employment and reduced leakage from the town.

It is considered that the proposal will achieve Performance Outcome 1.1 by providing a range of goods and services to the local community and the surrounding district.

Appearance of Development

Township Main Street Zone	
Relevant Performance Outcomes/Designated Performance Features	
Building Height and Setbacks	
PO 2.4 *Buildings create visual interest and an active interface with the main street frontage and maximise passive surveillance*	*DTS/DPF 2.4* *Not less than 50% of the ground floor primary frontage of buildings are visually permeable, transparent or clear glazed.*
PO 3.1 *Building height is consistent with the form expressed in any relevant Maximum Building Height (levels) Technical and Numeric Variation layer and the Maximum Building Height (Metres) Technical and Numeric Variation layer or is low-rise, with height commensurate with the development site's frontage and depth as well as the main street width, so that the impacts of building mass on*	*DTS/DPF 3.1* *Building height is not greater than:* *(b) in all other cases (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)):*

adjoining properties and the streetscape are minimised.	*(i) Where the site has a frontage of at least 25 metres and depth of at least 50 metres – 3 building levels* *(ii) In all other cases – 2 building levels up to a height of 9 metres.*

Design	
Relevant Performance Outcomes/Designated Performance Features	
External Appearance	
1.3 *Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.*	*DTS/DPF 1.3* *None are applicable.*
PO 1.4 *Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:* *(a) Positioning plant and equipment in unobtrusive locations viewed from public roads and spaces;* *(b) Screening rooftop plant and equipment from view;* *(c) When located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.*	*DTS/DPF 1.4* *Development does not incorporate any structures that protrude beyond the roofline.*
PO 1.5 *The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.*	*DTS/DPF 1.5* *None are applicable*

As mentioned earlier, the proposed development will have a maximum building height of 9.6 metres to the two storey section of the building and the remainder at 5.5 metres. In terms of siting, the building will be setback 18.89 metres from the street boundary, 18.14 metres from the southern side boundary (other than the 'delivery area' which is 5.87 metres from the side boundary) and built to portion of the northern and western boundaries.

The architectural form will comprise:

- Feature gable two storey element with glass void to front and compressed fibre cement cladding to side, compressed fibre cement cladding band and facebrick above;
- Facebrick to façade with parapet wall;
- Steel framed cantilevered awning to façade of building, powder coated aluminium framed windows and two gable ends fixed above the awning;
- Colorbond metal deck roofing in grey;

The proposed building height is consistent with Performance Outcome 3.1 in that the maximum building height does not exceed three levels.

It is considered the development creates visual interest and an active interface with the main street frontage, having regard to provision of the main entry feature, the steel framed cantilevered awning, the glazing to the majority of the façade and feature gables. This outcome achieves more than 50% visual permeability as per DTS/DPF 2.4.

The development addresses the street by incorporating a clearly identifiable entry point that is the focal point for entry of customers. This aspect of the design is considered to satisfy Performance Outcome 1.3.

It is important to note that through the evolution of the assessment, design changes were made to improve the level of articulation to the façade and this included changes to the awning design, incorporation of the gables above the awning, reduction in the sign and breaks in the glazing to the face.

Council's Heritage Advisor has acknowledged the improvements made as a result of earlier feedback and advised the architectural form is acceptable. Feedback acknowledges preference to achieve greater breaks in the form, but that the effect of the gables above the awning, addresses this aspect to some degree.

Regarding the design of roof plant and ground level plant, this is addressed by combination of screening and siting back behind the parapet line (or behind fencing in case of the ground level plant). These approaches achieve the intent of Performance Outcomes 1.4 and 1.5.

Main Street Character

Township Main Street Zone	
Relevant Performance Outcomes/Designated Performance Features	
Built Form	
PO 1.5 *Development is sited and designed to achieve or maintain a vibrant and interesting streetscape within retail areas.*	*DTS/DPF 1.5* *Any of the following:* *(a) Shop, other than a bulky goods outlet with a gross leaseable floor area more than 500m²;* *(b) Cinema;* *(c) Hotel;* *(d) Licensed premises.*
PO 2.1 *Buildings and structures are designed to complement the traditional low scale main street built form by ensuring wall, parapet and roof height, verandah profile, and materials of construction are consistent with adjacent traditional main street buildings.*	*DTS/DPF 2.1* *None are applicable*
PO 2.2 *Buildings preserve main street character by complementing key traditional shop-front elements such as narrow building and tenancy footprint with frequently repeated frontages, clear-glazed narrow shop front*	*DTS/DPF 2.2* *None are applicable*

displays, above raised display levels (base stall boards) and recessed entries.	
PO 3.4 *Buildings are constructed to the front boundary to achieve a continuity of street façade to the main street, with the occasional section of building set back to create outdoor dining areas, visually interesting building entrances and intimate, active spaces.*	*DTS/DPF 3.4* *None are applicable*
PO 4.2 *Vehicle parking is located behind buildings away from the primary main street frontage and designed to minimise impacts on residential amenity.*	*DTS/DPF 4.2* *Vehicle parking areas are located behind the building line of the associated building.*

Historic Area Overlay	
Desired Outcomes	
DO 1	*Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic area and expressed in the Historic Area Statement.*
Relevant Performance Outcomes/Designated Performance Features	
All Development	
PO 1.1 *All development is undertaken having consideration to the historic streetscapes and built form as expressed in the Historic Area Statement.*	*DTS/DPF 1.1* *None are applicable.*
Built Form	
PO 2.1 *The form and scale of new buildings and structures that are visible from the public realm are consistent with the prevailing historic characteristics of the historic area.*	*DTS/DPF 2.1* *None are applicable*
PO 2.3 *Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, openings, chimneys and verandahs) complement the prevailing characteristics in the historic area.*	*DTS/DPF 2.3* *None are applicable*
PO 2.4 *Development is consistent with the prevailing front and side boundary setback pattern in the historic area.*	*DTS/DPF 2.4* *None are applicable*
PO 2.5 *Materials are either consistent with or complement those within the historic area.*	*DTS/DPF 2.5* *None are applicable*

A challenging element of the proposal is that of the building setback, which is incongruent with a number of Performance Outcomes quoted above. Performance Outcome 3.4 for example seeks buildings constructed to the front boundary to achieve a continuous street façade. Performance Outcome 4.2 seeks vehicle parking located behind buildings.

The applicant has given consideration to this matter in detail and in conceiving the final design presented before the Panel, the applicant has identified a number of challenges in achieving a design that encases the street. The following design themes are identified within the Site Analysis Plan, Beyond Ink, Sheet Number PA00-2, Revision A, 2 November 2023:

Outcome of proposed design	***Outcome of alternative design***
- *Good visual surveillance* - *Acoustic attenuation to existing residences* - *Safe interface between vehicles and people* - *Creates two alternate exit points to reduce congestion;* - *Creates identifiable wayfinding and sense of entry;* - *Creates efficient delivery and manoeuvring for articulated vehicle*	- *Creates poor visual surveillance* - *Creates poor acoustic attenuation to existing residences* - *Creates unsafe interface between vehicles and people* - *Creates identifiable wayfinding and sense of entry;* - *Creates single point of vehicle entry and exit* - *Creates inefficient delivery and manoeuvring for articulated vehicles*

A fundamental difference between the current design and that of the design granted Planning Consent is that of the building siting. The authorised Planning Consent incorporated portion of the building built to the street boundary whereas the proposed design incorporates building setback. In achieving the current design, the applicant advises a fundamental challenge with the approved design is that of vehicle manoeuvring for the articulated vehicle.

It is acknowledged that the approved design incorporates a better balance between built form to the street and setback to achieve the intent of Performance Outcomes 3.4 and 4.2. While acknowledging this is a shortcoming in the current design, the setting back of the building is not considered fatal to the overall merit of the proposal when considering the various trade-offs made in the design to achieve vehicular access, acoustic performance and multiple points of access (a request of Commissioner of Highways). In addition, in acknowledging the intent of the policies within both the Township Main Street Zone and the Historic Area Overlay, it is acknowledged that Williamstown has a diverse main street character.

As noted earlier, the main street of Williamstown has an eclectic mix of uses, building styles and building setbacks that result in a diverse and interesting main street. The particular locality has a range of building setbacks with a number of examples of buildings being setback from the street including that of the Williamstown Hotel, the Op Shop and dwellings at 4 and 6 Queen Street.

The characteristics of the locality are thereby such that there is a sense of space both between buildings and in front of buildings. While there are some sites built up to the street, there is no continuous and consistent theme of built form to the street. It is therefore concluded that building up to the street is not necessarily essential to accord with the characteristics of this locality.

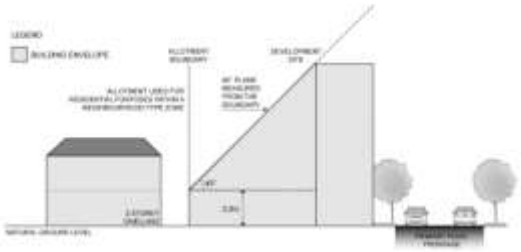
Notwithstanding this, the applicant has made further refinement to the design to incorporate a 500 mm high boundary wall to the Queen Street frontage, which will give the site some definition along the street edge. The boundary wall provides opportunity for people to sit on it and goes a small way toward replacing the loss of

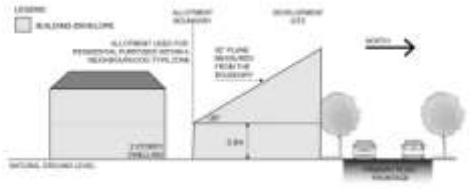
definition to the street edge that is not otherwise achieved by having the building setback.

Council's Heritage Advisor has considered that the proposal is not the optimal outcome for the streetscape but having included the front low wall, deems that the proposal is on balance, acceptable.

In terms of elements of the built form that respond to the elements of the Historic Area Overlay, these are discussed earlier within the 'Appearance of Development' section of the report. Council's Heritage Advisor considers the architectural form of the development to be acceptable.

Boundary Walls

Township Main Street Zone	
Relevant Performance Outcomes/Designated Performance Features	
Building Height and Setbacks	
PO 3.2 *Buildings mitigate the visual impacts of massing on residential development within a neighbourhood-type zone.*	*DTS/DPF 3.2* *Buildings constructed within a building envelope provided by a 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of an allotment used for residential purposes in a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary or where the boundary is the street boundary).* 
PO 3.3 *Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.*	*DTS/DPF 3.3* *Buildings on sites with a southern boundary adjoining the boundary of an allotment used for residential purposes in a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram (except where this boundary is a street boundary).*

	
PO 3.6 *Buildings are setback from rear boundaries (other than where these are also street boundaries) to minimise impacts on neighbouring properties, including access to natural light and ventilation.*	*DTS/DPF 3.6* *Buildings are setback 3m or more from rear boundaries where the subject land directly abuts an allotment of a different zone, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.*

The proposal incorporates lengths of boundary wall of the main building as well as boundary retaining walls. The boundary retaining walls are described under the next heading 'cut and fill and retaining walls'. The boundary walls are articulated in the proposal plans and described as follows:

- Northern boundary of allotment 9 (bordering Williamstown police station) – boundary wall of between 4.99 metres and 4.32 metres;
- Western boundary of allotment 9 (bordering 7 George Street) – boundary wall of between 4.32 metres and 3.73 metres;
- Western boundary of allotment 189 (bordering 9 George Street) – boundary wall of between 3.46 metres (2 metre precast, 1.46 metre Klip-lok metal cladding) and 3.96 metre (2.5 metre precast, 1.46 metre Klip-lok metal cladding);
- Western boundary of allotment 188 (bordering 3 Eliza Street) – short section of boundary wall being approximately 3 metre in length at 4.16 metre height (2.7 metre precast, 1.46 metre Klip-lok metal cladding).

The delivery area is proposed to be setback 1.1 metres from the western boundary of 3 Eliza Street and this wall has a length of 12.27 metres and height of 4.16 metres.

The boundary walls are extensive and will result in degree of visual and overshadow impact upon the neighbouring properties. In considering the impact, it is important to recognise that the current Planning Consent has authorised boundary walls having the following lengths and heights:

- Boundary wall to full length of western boundary of allotment 9 having a height of 4.6 metres;
- Short section of boundary wall to western boundary of allotment 189 having a length of 8.5 metres and height of 4.3 metres.

The boundary of 7 George Street is not captured by Performance Outcome 3.2 in that this site is located within the same Township Main Street Zone. Noting that the length of wall and height of the wall is not increased, this wall is considered to be acceptable. It should also be noted that this boundary currently comprises lengths of high fence sheeting, which is in poor condition and when replaced, will provide a secure and improved outlook for the rear yard of this property.

In respect to the proposed boundary wall with 9 George Street, this wall will be constructed to the full length of the boundary and have height varying between 3.46 metres and 3.96 metres. As this property is located within the Township Neighbourhood Zone, the wall offends DTS/DPF 3.2 in that the wall exceeds 3 metres above natural ground level. A portion of wall is also proposed on the western boundary of allotment 188 (approximately 3 metres) to height of 4.16 metres and this wall also offends DTS/DPF 3.2.

In weighing up the visual and overshadow impact of the proposed boundary walls upon 9 George Street and 3 Eliza Street, it is noted that:

- The levels of the land of 9 George Street and 3 Eliza Street are such that this land rises up away from the wall thereby diminishing the visual impact or sense of enclosure upon these properties;
- The wall bordering 9 George Street and 3 Eliza Street is broken up in the nature of the pre-cast wall and the Klip-lok metal cladding to provide for some articulation of this wall;
- The advantage of the boundary wall is that acoustic performance can be achieved by avoiding openings into the boundary;
- The Planning Consent granted for wall on the boundary of 9 George Street was shorter in length (8.5 metres) but would have an increased height of 4.3 metres;
- There are structures both on the site (allotment 189) and on the neighbouring sites (tank and shed at 3 Eliza Street) that mitigates the visual impact of the boundary walls and in case of 3 Eliza Street, the western wall of the delivery area;
- The orientation of the adjacent properties is such that the boundary wall is east of the rear yards, meaning overshadow will be cast during the morning only over a small portion of the rear yards of these sites.

While not a relevant consideration, it is important to note that neither of the owners of 9 George Street or 3 Eliza Street have objected to the proposed development. Ultimately, they will have outlook to the boundary walls. As the existing fence lines must be removed, consultation with neighbours will be necessary pursuant to the *Fences Act 1975.*

For all of the above reasons, the length of boundary walls, their heights and related visual and overshadow impact is considered to be acceptable, having regard to the above mentioned Performance Outcomes.

Cut and Fill and Retaining Walls

Character Preservation District Overlay (Township)	
Relevant Performance Outcomes/Designated Performance Features	
Earthworks	
PO 4.1 *Excavation and filling of land is limited to that associated with:* *(a) minimising the visual impact of buildings or structures* *or* *(b) construction of water storage facilities.*	*DTS/DPF 4.1* *Excavation and/or filling of land is:* *(a) no greater than 1.5 metres from natural ground level* *(b) only undertaken in order to reduce the visual impact of buildings or structures or to construct water storage facilities.*

Design General Section	
Relevant Performance Outcomes/Designated Performance Features	
Fences and Walls	
PO 9.1 *Fences, walls and retaining walls are of sufficient height to maintain privacy and security without unreasonably impacting the visual amenity and adjoining land's access to sunlight or the amenity of public places.*	*DTS/DPF 9.1* *None are applicable*

In addition to the boundary walls, the development incorporates retaining walls. The impact of these walls and combined fencing is discussed below.

As mentioned earlier, the site has a pronounced drop off at the southern boundary, which is subject to filling in order to create a level platform for the new car park and the related service enclosure in the south-western corner. Excavation is required in the north-western corner as this is the highest part of the site.

The building will be constructed to a finished floor level of 283 metres AHD. Having regard to site levels, this means there will be excavation in order of 1.1 metres in the north-western corner. At the low points, filling is required to raise the site level up in the south-western corner and along the southern boundary.

- The building will have a retaining wall constructed as part of the precast/footing construction that will vary in height from 0.2 metres to 0.6 metres;
- Western boundary of allotment 188 will have a retaining wall having a maximum height in the south-western corner of 2.5 metres tapering back to natural ground level, constructed using concrete panel and steel posts with a Colorbond fence above of 2.1 metres;
- Southern boundary of allotment 188 will have a retaining wall having variable height between 3.3 metres and 2 metres, constructed using concrete panel and steel posts with a Colorbond fence above of 2.1 metres and translucent acrylic panels fixed to steel frame on 30 degree rake of 1.4 metres above the 2.1 metre fence.

The proposed excavation and filling across the majority of the site satisfies DPF/DTS 4.1 in that excavation and filling does not exceed 1.5 metres. As a result of the pronounced fall in the southern end of the site, filling is necessary in order to create the level platform and to avoid a step-down which would otherwise create issues of privacy impact and difficulty in achieving the noise attenuation.

In respect to the visual impact of the combined fencing and walls, as noted earlier, the property at 3 Eliza Street has a tank and shed located in the rear yard next to the boundary and rises up from the rear boundary toward the dwelling. As such, the visual effect of the combined fence and retaining wall is significantly diminished and on balance is considered acceptable.

The combined retaining wall and fence is most significant as it relates to the neighbouring property to the south of 11-13 Queen Street. The combined retaining wall and fence at its maximum height will be 5.4 metres and with inclusion of the translucent acrylic panels fixed to the steel frame above, will be a further 1.4 metres in height, thus bringing the total height to 6.8 metres at its maximum.

The visual impact of this wall is significant both in terms of visual sense of enclosure and overshadow impact. While this is noted, the adjacent site at 11-13 Queen Street is located within the same Township Main Street Zone and therefore, Performance Outcome 3.2 does not apply. Further, other diminishing factors in weighing up the acceptability of this combined fence/wall are that:

- The current Planning Consent is granted with provision of boundary retaining walls along the southern boundary ranging in height from 2.1 metres to 3.7 metres with a 2.1 metres high acoustic fence above, thus making the total height 4.8 metres solid fence at a maximum;
- The translucent acrylic panels are designed with a 30 degree rake and being translucent will maintain light for the property;
- Overshadow of the rear yard from the combined fence and wall will not exceed 50% of the rear yard of the property

Similar to the properties at 9 George Street and 3 Eliza Street, the owner of the neighbouring property at 11-13 Queen Street has not objected to the proposal ad has withdrawn their request to be heard, on basis that the applicant has committed to supply artwork and lighting, consistent with previous agreement reached in relation to the original Planning Consent.

On balance, the proposed excavation and filling and retaining walls are considered to be acceptable.

Character Preservation Overlay

Character Preservation District Overlay (Township)	
Desired Outcomes	
DO 1	*Recognise, protect and enhance the special character of Character Preservation Districts.*
Relevant Performance Outcomes/Designated Performance Features	
Built Form and Character	
PO 2.2 *Development contributes to and maintains the historic identity and character of townships through appropriate:* *(a) form* *(b) scale* *(c) siting* *(d) design* *(e) landscaping.*	*DTS/DPF 2.2* *None are applicable.*

It is considered the development is in accordance with the Character Values of the District and Objects of the Act. The main street of Williamstown has an eclectic mix of uses, building styles and building setbacks that result in a diverse and interesting main street. The proposed building, being setback from the street, is somewhat incongruent with policy within the Planning and Design Code but is not inconsistent with what is a diverse streetscape which has a mix of building setbacks.

The building architectural style is underpinned by a design theme that picks up on the characteristics of the steep pitched gable roof forms of adjacent historic buildings, incorporate landscaping to the street frontage together with a low wall to semi-encase the street. Additional gable roof elements are proposed above the steel

frame cantilevered awning to further replicate heritage elements within the main street Historic Area and robust materials incorporating brick are proposed.

Landscaping

Design	
Desired Outcomes	
DO 1	*Development is:* *(a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area.* *(b) durable - fit for purpose, adaptable and long lasting.* *(c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors.* *(d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.*

Relevant Performance Outcomes/Designated Performance Features	
All development	
Landscaping	
PO 1.5 *The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development completed in the relevant zone.*	
PO 3.1 *Soft landscaping and tree planting is incorporated to:* *(a) minimise heat absorption and reflection* *(b) maximise shade and shelter* *(c) maximise stormwater infiltration* *(d) enhance the appearance of land and streetscapes* *(e) contribute to biodiversity.*	*DTS/DPF 3.1* *None are applicable.*
PO 3.2 *Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.*	*DTS/DPF 3.2* *None are applicable.*
PO 7.5 *Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site from public places.*	*DTS/DPF 7.5* *None are applicable*
PO 7.6 *Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.*	*DTS/DPF 7.6* *None are applicable*

PO 7.7 *Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.*	*DTS/DPF 7.7]* *None are applicable*

A landscaping plan has been prepared by Beyond Ink in support of the application. The landscaping plan provides for landscaping bed adjacent the length of the Queen Street frontage, within one larger pocket in the south-eastern corner and planting of trees in spaces adjacent the southern side boundary.

Species comprise a mix of small and medium trees and a range of bushes, both native and exotic, suited to the Williamstown climate. Species include the following:

- P1 – *Betula Pendula* – Silver Birch
- P2 – *Anigozanthos* Bush Dawn – Yellow Kangaroo Paw/*Anigozantos* Pink Joey – Kangaroo Paw
- P3 – *Lomandra Longifolia Nyalla*
- P4 – *Patersonia Occidentalis* – Long Purple Flag
- P5 – *Acrotriche Serrulata* – Honey Pots
- P6 – *Westringia fruticose ' Zena'* – Native Rosemary

The proposed landscaped areas are adequate to soften the effect of the hard pavement, to improve visual appearance and contribute to amenity. While the planting areas themselves are acceptable, it is considered that greater verticality of plantings is desired to increase shade.

In this regard, a Reserved Matter is recommended that a final Landscape Plan be submitted for approval.

Effluent Disposal

General Development Policies	
Design	
Waste Treatment and Management Facilities	
Desired Outcomes	
DO 1	*Mitigation of the potential environmental and amenity impacts of waste treatment and management facilities.*
Relevant Performance Outcomes/Designated Performance Features	
Wastewater	
PO 5.1 *Wastewater generating development utilises existing communal wastewater management infrastructure to avoid on-site disposal.*	*DTS/DPF 5.1* *Development (including land division) that generates wastewater is connected to sewerage or community wastewater management systems with sufficient hydraulic capacity to accept the inflow.*

The site has three existing CWMS connection points to the Williamstown CWMS. The alignment of the existing CWMS drain is shown within the image below in ***Figure 28***. The CWMS pipework traverses the site through existing easement and drains to low point in the south-western corner and connects up with 3 Eliza Street.

The applicant is seeking extinguishment of portion of the easement in order to ensure that any redundant infrastructure is not 'trapped' beneath the building. Connection the existing CWMS line of 3 Eliza Street will be retained. It is considered that this extinguishment is a separate process subject to consent of Council.

The applicant advises they are currently working through detail to submit a wastewater application. The applicant has given their consent to a Reserved Matter to enable the wastewater application to be prepared and submitted for approval, following grant of Planning Consent.

Council's Environmental Health staff advise that a wastewater application can be approved, pursuant to the *SA Public Health Act 2011*. The loading values will however determine whether the application is assessed by Council or SA Health.

It is considered that wastewater generated from the development can connect to communal wastewater management infrastructure, as desired by Performance Outcome 5.1.

In addition, a condition of consent is recommended in respect to augmentation to the Williamstown CWMS to account for the increase in loads from the development upon the Williamstown CWMS.



Figure 28: *Site Photo – Existing CWMS pipes and connection points*

Interface between Land Users

Interface between Land Uses	
Desired Outcomes	
DO 1	*Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.*
Relevant Performance Outcomes/Designated Performance Features	
General Land Use Compatibility	
PO 1.1 *Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.*	*DTS/DPF 1.1* *None are applicable.*
PO 1.2 *Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.*	*DTS/DPF 1.2* *None are applicable.*
Hours of Operation	
PO 2.1 *Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:* *(a) the nature of the development.* *(b) measures to mitigate off-site impacts.* *(c) the extent to which the development is desired in the zone.* *(d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.*	*DTS/DPF 2.1* *Shop, other than anyone or combination of the following:* *(a) restaurant* *(b) Cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone* *7.00 am to 9.00 pm, Monday to Friday* *8.00 am to 5.00 pm, Saturday and Sunday*
Activities Generating Noise or Vibration	
PO 4.1 *Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).*	*DTS/DPF 4.1* *Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.*
PO 4.2 *Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor workspaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:*	*DTS/DPF 4.2* *None are applicable.*

(a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers. *(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers.* *(c) housing plant and equipment within an enclosed structure or acoustic enclosure.* *(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.*	
PO 4.4 *External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.*	*DTS/DPF 4.4* *Adjacent land is used for residential purposes.*
Light Spill	
PO 6.1 *External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).*	*DTS/DPF 6.1* *None are applicable.*
PO 6.2 *External lighting is not hazardous to motorists and cyclists.*	*DTS/DPF 6.2* *None are applicable.*
Solar Reflectivity/Glare	
PO 7.1 *Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.*	*DTS/DPF 7.1* *None are applicable.*

The principal impacts regarding the proposed development is that of noise and light glare/spill associated with night-time activities. Noise is anticipated associated with:

- Delivery truck movements, including the movement, idle and refrigeration components (for various truck and van sizes);
- Unloading activity, such as the unloading of pallets from a truck using a pallet jack;
- Car parking activity, including the opening and closing of doors, vehicles starting and idling and moving into or out of their parked position;
- General vehicle movements on site
- Waste collection.
- Mechanical plant operation.
- Operation of a standby 200 kVA generator.

The applicant has advised the proposed hours of operation will be as follows:

External lighting has potential to result in light spill impact.

DAY	STORE OPENING HOURS	OPERATIONAL HOURS
MONDAY	7:30am – 9pm	6:30am – 9:15pm
TUESDAY	7:30am – 9pm	6:30am – 9:15pm
WEDNESDAY	7:30am – 9pm	6:30am – 9:15pm
THURSDAY	7:30am – 9pm	6:30am – 9:15pm
FRIDAY	7:30am – 9pm	6:30am – 9:15pm
SATURDAY	7:30am – 9pm	6:30am – 9:15pm
SUNDAY	7:30am – 9pm	6:30am – 9:15pm

The proposed hours of operation exceed that of DTS/DPF 2.1 in that the operational hours will commence at 6:30 am (30 minutes prior to 7.00 am on Mondays to Fridays and 1.5 hours prior to 8.00 am on Saturdays and Sundays) and cease at 9:15pm (15 minutes after 9.00 pm on Mondays to Fridays and 4.25 hours after 5.00 pm on Saturdays and Sundays).

Noting that Sonus have assumed that operating hours do not occur before 7.00 am, Beyond Ink have clarified that 'operational hours' prior to 7.00 am are 'internal' only and will involve staff setting up the store for the day, putting out fruit and veg and starting the bakery. As such, no external use or operations are proposed.

The applicant engaged acoustic consultants, Sonus to prepare an Environmental Noise Assessment, dated August 2023 to assess the predicted noise levels from the facility against the *Environment Protection (Commercial and Industrial Noise) Policy 2023*.

In preparing the Environmental Noise Assessment, Sonus has based the assessment on the following:

- The proposal plans;
- Manufacturer data supplied for a *JCB G200QS generator*;
- Previous noise measurements and data obtained from similar sites for plant and equipment, delivery activity and vehicular activity;
- Supermarket not opening prior to 7:00 am.

The assessment identifies a number of sensitive receivers in nature of dwellings located at:

- Nearest sensitive receiver adjacent to the southern boundary of the development (11-13 Queen Street), Township Main Street Zone;
- Sensitive receiver on the opposite side of Queen Street to the east (6 Queen Street), Township Main Street Zone;
- Two sensitive receivers, located behind the supermarket to the north-west (5 and 7 George Street), Township Main Street Zone;
- Two sensitive receivers to the west and south west, 9 George Street and 3 Eliza Street, both in the Township Neighbourhood Zone.

The assessment identifies that the following goal noise levels are provided by the Policy to be achieved at all sensitive receivers:

- Within the *Township Main Street Zone*:
  - An average noise level of 57dB(A) during the day (7.00 am to 10.00 pm).
  - An average noise level of 50dB(A) during the night (10.00 pm to 7.00 am).

- Within the *Township Neighbourhood Zone:*
  - An average noise level of 52dB(A) during the day (7.00 am to 10.00 pm).
  - An average noise level of 45dB(A) during the night (10.00 pm to 7.00 am).
  - An instantaneous maximum noise level during the night (10.00 pm to 7.00 am).

Sonus make a number of recommendations in order to achieve the goal noise levels outlined in the Policy. These are identified on pages 9 and 10 of the report. The proposal plans incorporate all physical design recommendations outlined by Sonus.

Sonus conclude that:

> *The predicted noise levels at sensitive receivers from the development will achieve the relevant requirements of the Environment Protection (Noise) Policy 2007, subject to the incorporation of the acoustic treatments recommended in this report, including:*
>
> - *Restricting the operating hours of the facility;*
> - *Restricting the hours of deliveries and rubbish collection;*
> - *Restricting the hours of any routine testing and maintenance of the generator;*
> - *Constructing specific boundary fences;*
> - *Constructing mechanical plant barriers.*

Sonus acknowledge that the generator will only operate during emergency situations (which could occur at any time) or during occasional maintenance/testing operations which would occur during the day. The operation of the generator has therefore been assessed against the daytime "compliance" noise levels.

Sonus advise that the detailed design of the mechanical plant systems typically takes place post grant of Planning Consent. As such, a Reserved Matter is recommended that the final acoustic assessment of all mechanical plant systems takes place prior to grant of Development Approval.

Having regard to all acoustic treatments adopted within the proposal and that they achieve the *Environment Protection (Commercial and Industrial Noise) Policy 2023*, the acoustic performance associated with the development is considered to be acceptable and in line with the above Performance Outcomes.

In respect to light spill, the applicant advises that the specific location, design and nature of lighting is yet to be determined. Notwithstanding, the applicant advises that all lighting will be in accordance with Australian Standard 4282 – 1997 '*Control of the obtrusive effects of outdoor lighting'*.

It is concluded that Performance Outcomes 6.1 and 6.2 will be satisfied in that lighting will be provided to ensure clear visibility for users of the car park. This matter is subject of a recommended condition.

In respect to materials, the development utilises materials and finishes that do not unreasonably result in glare. Insofar as Klip-lok metal wall cladding is proposed to

portion of the boundary wall, this material can be pre-treated in Colorbond finish to address the effect of glare. A condition is recommended in this regard.

Plant and Servicing

Design	
Relevant Performance Outcomes/Designated Performance Features	
General Land Use Compatibility	
PO 1.1 *Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.*	*DTS/DPF 1.1* *None are applicable.*
PO 1.5 *The negative visual impact of outdoor storage, waste management, loading and service areas is minimized by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant Zone.*	

A refuse area is proposed in the south-western corner of the site, adjacent to the proposed delivery area. The applicant advises that general waste will be collected on average once per week, via contracted garbage truck, between hours of 7.00 am and 7.00 pm on weekdays and Saturdays and 9.00 am – 7.00 pm on Sundays/Public Holidays.

Cardboard bails for recycling will be collected on average twice per week via a heavy rigid vehicle. This is also proposed to be collected between hours of 7.00 am and 7.00 pm on weekdays and Saturdays and 9.00 am – 7.00 pm on Sundays/Public Holidays.

These hours comply with the *Local Nuisance and Litter Control Act 2016.*

Plant is also required in the nature of air conditioning units, compressors and condensors for the refrigeration units. Sonus have assessed noise levels from mechanical plant and recommended the following acoustic measures:

- Locate the packaged air conditioning units and the condensors for the refrigeration units in the plant enclosure on the roof deck;
- Locate the compressors for the refrigeration units within the first floor plant room;
- Construct a mechanical plant screen adjacent the western side of the plant enclosure on the roof deck;
- Restrict any routine testing and maintenance of the generator to the day period (7.00 am – 10.00 pm).

Subject to final acoustic performance being assessed at detailed design stage, the above proposed recommendations will achieve satisfactory acoustic performance in compliance with the *Environment Protection (Commercial and Industrial Noise) Policy 2023.*

The plant and servicing area will be screened from public view by way of 2.1 metre high Colorbond fence and gates while the loading and deliveries area will be screened by a Colorbond roller door. This approach satisfies Performance Outcome 1.5. The roof mounted plant will also be screed by a corrugated Colorbond screen.

Flooding

Hazards (Flooding – Evidence Required) Overlay	
Desired Outcomes	
DO 1	*Development adopts a precautionary approach to mitigate potential impacts on people, property, infrastructure and the environment from potential flood risk through the appropriate siting and design of development.*
Relevant Performance Outcomes/Designated Performance Features	
Flood Resilience	
PO 1.1 *Development is sited, designed and constructed to minimise the risk of entry of potential floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.*	*DTS/DPF 1.1* *Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished floor level at least 300 mm above:* *(a) the highest point of top of kerb of the primary street* *or* *(b) the highest point of natural ground level at the primary street boundary where there is no kerb*

Flood mapping does not exist for this area, such that the general above provisions apply pursuant to the Hazards (Flooding – Evidence Required) Overlay.

The proposed finished floor level is proposed at 283 metres. This provides 300 mm of freeboard from the top of kerb levels to the south-east of the site. The perimeter pavements around the buildings shall grade away from the building and as such divert any change for overland flows to elsewhere on the site.

These measures maintain an appropriate freeboard level higher than surrounding formed ground surfaces in order to enable overland flows from the 1:100 ARI storm events to exit the site in an appropriate manner and so as to not affect the neighbouring properties.

Given the above, it is considered that the development is sited, designed and constructed to minimise the risk of entry of potential floodwaters, as per Performance Outcome 1.1 of the Hazards (Flooding – Evidence Required) Overlay.

Stormwater Management

Design General Section	
Relevant Performance Outcomes/Designated Performance Features	
Water Sensitive Design	
PO 31.1 *Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.*	*DTS/DPF 31.1* *None are applicable.*

PO 31.2 *Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.*	*DTS/DPF 31.2* *None are applicable.*

A stormwater management plan has been prepared by CPR Consulting Engineers for the development. The following stormwater criteria have been adopted as per The Barossa Council's Land Division Guidelines:

- Detention shall be provided to limit the 1% AEP post development discharge to the 5% AEP pre-development discharge from the site or as required by Section 8.2 (Site Discharge), whichever is the lesser.
- The maximum point of discharge to kerb and gutter up to a 10 year ARI event shall be 12L/sec; 100 year ARI event shall be 20L/sec.

It is proposed that stormwater from the development will be detained onsite by use of underground stormwater detention tanks with pumped discharge to two kerb and water table outlets.

The post development site will result in increased impervious areas, hence requiring on-site detention. The pre-development condition of the primary site has the following discharge conditions:

- Existing 5 year ARI Pre-Development Flow = 25.80L/sec

In order to meet Council's detention requirements for the site, the roof and surface runoff will discharge into two underground tanks, thereby providing a minimum combined capacity of 35.1kL. Each tank will be fit with a pump discharging to the street kerb and water table (at two separate locations) at 12L/sec.

Council's Engineering Services Department have reviewed the proposed stormwater management plan and determined that it is acceptable.

In respect to stormwater quality, stormwater runoff has been designed to comply with "*Environment Protection Authority's Stormwater Pollution Prevention Code of Practice for Local, State and Federal Government*". In this regard, a proprietary SPEL Ecocepter in ground system is proposed.

Preliminary discussions with SPEL technical department indicate that the proposed SPEL Ecocepter will achieve the water quality objectives. Council's Engineering Services Department are satisfied with the proposed water quality system. As such, the above Performance Outcomes 31.1 and 32.2 are considered met.

Signage

Township Main Street Zone	
Relevant Performance Outcomes/Designated Performance Features	
Advertisements	
PO 5.1 *Advertisements are sited and designed to achieve an overall consistency of appearance along individual street frontages.*	*DTS/DPF 5.1* *None are applicable*

Overlay Section	
Historic Area Overlay	
Relevant Performance Outcomes/Designated Performance Features	
Ancillary Development	
PO 4.3 *Advertising and advertising hoardings are located and designed to complement the building, be unobtrusive, be below the parapet line, not conceal or obstruct significant architectural elements and detailing or dominate the building or its setting.*	*DTS/DPF 4.3* *None are applicable*

As mentioned earlier, one fascia mounted sign is proposed along the eastern street facing façade with the top of the sign to be 4 metres above floor level and 5.5 metres long and 875 mm high (total area of 4.81 sqm). The sign will be internally illuminated and include the Foodland logo and Klose's Supermarkets logo.

Freestanding signage is not proposed.

The sign is considered to be of a size, location and design that will achieve consistency of appearance with individual street frontages, as per Performance Outcome 5.1 of the Township Main Street Zone. The sign is also located to be unobtrusive, below the parapet line and not dominating, as per Performance Outcome 4.3.

The Commissioner of Highways have also suggested a condition of consent be applied in respect to the ongoing display of the sign and illumination levels. Conditions of consent are recommended to be applied.

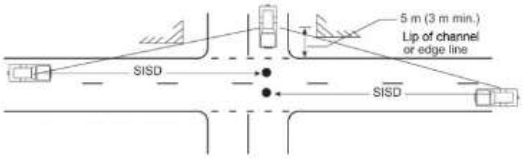
Access

Township Main Street Zone	
Relevant Performance Outcomes/Designated Performance Features	
Traffic, Parking and Access	
PO 4.1 *Development minimises the need for vehicle crossovers on the main street to reduce conflicts with pedestrians and avoid disruption to the continuity of built form.*	*DTS/DPF 4.1* *None are applicable*

Transport, Access and Parking – General Development Policies	
Desired Outcomes	
Safe and efficient operation of Urban Transport Routes for all road users.	
Provision of safe and efficient access to and from Urban Transport Routes.	
Relevant Performance Outcomes/Designated Performance Features	
Access - Safe Entry and Exit (Traffic Flow)	
PO 1.1 *Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads.*	

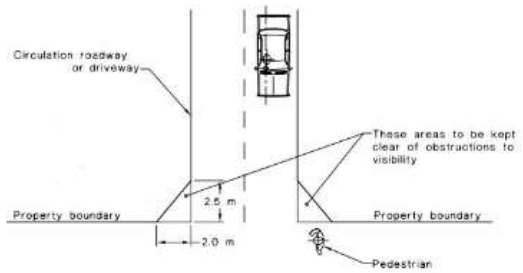
PO 2.1 *Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and maintain safe vehicle movements.*	
Access - (Location Spacing) - Existing Access Point	
PO 3.1 *Existing access points are designed to accommodate the type and volume of traffic likely to be generated by the development.*	
Access - Location (Sight Lines)	
PO 5.1 *Access points are located and designed to accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner*	*An access point satisfies (a) and (c) or (b) and (c):* 1. *the development site does or is intended to serve between 1 and 6 dwellings and utilises an existing access point* *or* 2. *drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1 metres above the surface of the road):*

Speed Limit	Access point serving 1–6 dwellings	Access point serving all other development
40 km/h or less	47m	73m
50 km/h	63m	97m
60 km/h	81m	123m
70 km/h	100m	151m
80 km/h	121m	181m
90 km/h	144m	226m
100 km/h	169m	262m
110km/h	195m	300m



and

) pedestrian sightlines in accordance with the following diagram:



Subsequent to the original lodgement of the application, the application has been amended to include introduction of a turning bay)wider and longer than a typical parking space) at the end of the blind aisle and alteration of the previous northern egress point to accommodate two-way movements.

The proposal plan provides for two two-way crossovers, being an 8.2 metre wide crossover at the southern end of the site to accommodate entry and exit movements of both passenger and commercial vehicles and a 7 metre wide northern access to accommodate simultaneous two-way movements of passenger vehicles only.

The redundant invert will be reinstated to kerb and channel and three car parks will be relocated to take account of the new locations for the crossover points. As a result, there will be no net loss of on-street car parks for this development, as desired by Performance Outcome 4.1 of the Township Main Street Zone.

Given the two two-way movements which will distribute the expected traffic volumes between the two access points and the existing road layout, the Commissioner of Highways has not requested turning treatments. It is considered that Performance Outcome 3.1, has been met.

With respect to delivery vehicle movements for the supermarket, the Commissioner of Highways has suggested that such movements be undertaken either outside of hours of trade or at times of low patronage and establish a Traffic Management Plan to ensure the southern access is closed to passenger vehicle movements when commercial vehicles larger than a small rigid vehicle (6.4 metre long) access the site.

Cirqa have provided a further supplementary report, dated 15 February 2024, which provides that:

> *"The delivery movements will, where possible, be undertaken either prior to opening or, other cases, typically in the early opening hours when the level of customer access will be very low. This will minimise the potential conflict between delivery vehicles, customer vehicles and pedestrians within the site. Furthermore, the reversing manoeuvre for a commercial vehicle would take a short duration to undertaken (in the order of one minute) resulting in limited time of exposure (with all other movements being in a forward direction. The alteration of the northern access to provide two-way movements also provides the option for (light vehicle) drivers to enter/exit the site without needing to utilise the area associated with the identified commercial vehicle turn paths. In addition, the revised plans have assigned parking along the southern boundary staff use only to minimise the number of pedestrian crossing movements in the area utilised for the commercial vehicle turns (and also minimise the number of light vehicle movements in this area given lower turnover associated with staff parking).*
>
> *In respect to the use of supermarket staff to assist with these movements, such arrangements are not unusual. Notably, Klose's have advised that they already utilise similar traffic management arrangements (including trained and inducted staff assisting with the management of movements on site) as detailed in the attached letter.*
>
> *As per the attached letter, Klose's has also confirmed that such traffic management measures will be adopted at the site and it is in the interests of Klose's and its delivery companies to ensure that such measures are adhered to (from a safety and liability perspective, particularly noting the commitments made through the development application process)."*

The proposed manoeuvring arrangements are deemed acceptable to Commissioner of Highways. While two spaces are temporarily impacted during period of deliveries, the period in which this will occur is limited and the times in which deliveries will occur is out of peak times.

Council's Engineering Services Department have expressed some reservations in relation to the desirability of the reversing manoeuvres. While it would have been preferable that such manoeuvres do not occur, the arrangement ultimately does not offend policy in the Code and a performance solution has been proposed.

One other matter raised by the Commissioner of Highways is in respect to sight lines. To accord with Performance Outcome 5.1, the Commissioner of Highways have requested the following matters be addressed:

- Sightlines at the southern access may be compromised due to the presence of street trees with mature canopy. The roadside vegetation adjacent to Queen Street access point will need to be trimmed so that sight distances are adequate;
- Pedestrian sightlines at the northern access appears unacceptable. Minor adjustments to the access design are necessary as part of the final design of the car park to ensure sightlines are achieved.

Transport, Access and Parking	
Desired Outcomes	
DO 1	*A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.*
Relevant Performance Outcomes/Designated Performance Features	
Vehicle Parking Rates	
PO 5.1 *Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:* *(a) availability of on street car parking.* *(b) shared use of other parking areas.* *(c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared.* *(d) the adaptive reuse of a State or Local Heritage Place.*	*DTS/DPF 5.1* *Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:* *(a) Transport, Access and Parking Table 1 - General Off-street Car Parking Requirements.* *(b) Transport, Access and Parking Table 2 - Off-street Vehicle Parking Requirements in Designated Areas.* *(c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.*
Table 1 - General Off-Street Car Parking Requirements	*Shop* *5.5 spaces per 100 sqm of gross leaseable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.* *1.* *2. 5 spaces per 100 sqm of gross leaseable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and the storage and collection of refuse are shared.*
Vehicle Parking Areas	
PO 6.1 *Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads*	*DTS/DPF 6.1* *Movement between vehicle parking areas within the site can occur without the need to use a public road.*

when moving from one part of a parking area to another.	
PO 6.2 *Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.*	*DTS/DPF 6.2* *None are applicable.*
PO 6.5 *Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.*	*DTS/DPF 6.5* *None are applicable.*
PO 6.6 *Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.*	*DTS/DPF 6.6* *Loading areas and designated parking spaces are wholly located within the site.*
PO 6.7 *On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.*	*DTS/DPF 6.7* *None are applicable.*

The proposal plans provide for 46 car parking spaces, of which two spaces are 'hatched' parking spaces marked in red which will be time restricted. Additionally, 10 parking spaces along the southern boundary have been identified as 'staff' parking only, to minimise pedestrian crossings during deliveries. Two accessible car parking spaces are located nearest the front entrance with a middle alighting bay.

The applicable parking rate for a shop within Table 1 is 5.5 spaces per 100 sqm of floor area (single tenancy retail). When applying the gross leaseable floor area of 1,295 sqm, the proposal would require 72 spaces. Having regard to the proposed 46 spaces, this represents a shortfall of 26 spaces when assessed against Table 1.

It is noted that this proposal represents an amendment to a previous Planning Consent which was approved having a gross leaseable floor area of 1,348 sqm and was served by 47 car parking spaces. This development required 75 spaces, thereby representing a shortfall of 28 spaces. Accordingly, when one considers the existing approved shortfall, the proposed development will in fact improve the shortfall by two spaces.

In also considering the provision of car parking for the site, it is observed that:

- Historical rates of car parking provision at 5.5 spaces per 100 sqm is generally adequate for majority of trading operations;
- Four existing on-street car parks in the frontage to the site will be preserved;
- Four previous car parking spaces were removed as they conflicted with the manoeuvring space for the delivery vehicle. In event that demand exceeded supply, while not a legal parking arrangement, this space could accommodate up to four vehicles being parked to act as a pressure value from what would otherwise result in pressure for vehicles to park on-street.

Having regard to the existing shortfall in car parks under the current Planning Consent, that there will be an improvement in the shortfall and that additional on-street parking and spillover parking is available within the site, the overall provision of car parks is considered to be acceptable.

In respect to the design of the car parks, they will achieve the following:

- Spaces will be 2.7 metres wide and 5.4 metres long (4.8 metres with 600 mm overhang);
- Parking spaces for use by persons with disabilities will be 2.4 metres wide and 5.4 metres long with an adjacent shared area of the same dimension;
- Parking aisles will be at least 6.2 metres wide;
- 1 metre end of aisle extension will be provided beyond the last parking space in an aisle;
- 0.3 metre clearance will be provided to all objects greater than 0.15 metres in height;
- Pedestrian sightlines will be provided at both access points;
- The first parking space within the car park from the ingress point has been located 6 metres from the property boundary.

The proposed car parking spaces will comply with 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 car parking for people with disabilities*" (AS/NZS 2890.6:2022). Council's Engineering Services Department and Commissioner of Highways also confirm their support for the design.

Overall, the development is considered to satisfy the above Performance Outcomes.

Accessibility and Pedestrian Movement

Transport, Access and Parking	
Relevant Performance Outcomes/Designated Performance Features	
Access for People with Disabilities	
PO 4.1 *Development is sited and designed to provide safe, dignified and convenient access for people with a disability.*	*DTS/DPF 4.1* *None are applicable.*
PO 6.4 *Pedestrian linkages between parking areas and the development are provided and are safe and convenient.*	*DTS/DPF 6.4* *None are applicable.*

Design	
Relevant Performance Outcomes/Designated Performance Features	
Access for People with Disabilities	
PO 7.3 *Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.*	*DTS/DPF 7.3* *None are applicable.*

The proposal has given consideration to accessibility for persons in terms of pedestrian movement between the footpath and the site and within the site itself. A pedestrian path is proposed to provide connection in to the car park via a designated route within the centre of the car park, with tactile paving at either end of the path.

A separate pram ramp is proposed to the perimeter pavement of the building where the alighting space to the accessible car parking space. Tactile paving is also provided at the pram ramp. The site grades of the car park and perimeter pavement are also such so as to ensure convenient movement for pedestrians.

It is concluded that the proposed development achieves positive linkages between the parking areas and the development as well as between the pedestrian connections externally within Queen Street and the development. A condition of consent is recommended to reinforce the obligations under the *Disability Discrimination Act 1992.*

Site Contamination

General Development Policies	
Site Contamination	
Desired Outcomes	
DO 1	*Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.*
Relevant Performance Outcomes/Designated Performance Features	
PO 1.1 *Ensure land is suitable for use when land use changes to a more sensitive use.*	*DTS/DPF 1.1* *Development satisfies (a), (b), (c) or (d):* *(a) does not involve a change in the use of land.* *(b) involves a change in the use of land that does not constitute a change to a more sensitive use.*

The proposed development does not constitute a change to a more sensitive use, having regard to the existing uses of the site which are in nature of residential, office and vacant use. Residential use is the highest use of the site. Given this, the proposal satisfies DTS/DPF 1.1(b).

Clearance from Overhead Powerlines

General Development Policies	
Clearance from Overhead Powerlines	
Desired Outcomes	
DO 1	*Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.*
Relevant Performance Outcomes/Designated Performance Features	
PO 1.1 *Buildings are adequately separated from aboveground powerlines to minimize potential hazard to people and property.*	***DTS/DPF 1.1*** *One of the following is satisfied:* *(a) A declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of Section 88 of the Electricity Act 1996* *(b) There are no aboveground powerlines adjoining the site that are the subject of the proposed development.*

The applicant has signed the Declaration that the proposal will not be contrary to the regulations prescribed for the purposes of Section 88 of the *Electricity Act 1996*. As such, DPF 1.1(a) has been met and therefore the related Performance Outcome 1.1 will be achieved.

Other Overlays
The following Overlays have been considered in the assessment of the proposed development but are not considered to be applicable given that:

Hazards (Bushfire – Urban Interface) Overlay
Land division is not proposed within the Overlay and none of the Performance Outcomes are relevant to the proposed development.

Native Vegetation Overlay
The site is devoid of native vegetation.

Traffic Generating Development Overlay
The proposed development does not exceed any of the thresholds listed in DPF 1.1 and 1.2. Notwithstanding, the impacts on the State Maintained road network have been assessed by Cirqa and determined to be acceptable. The Commissioner of Highways have confirmed support to the proposal subject to conditions.

CONCLUSION
The proposal comprises a "*Variation to Development Authorisation 960/493/2017 to demolish existing structures and construct new supermarket building, car park, earthworks, retaining walls, fencing, signage and associated landscaping (amendments principally involve redesign of and re-siting of the building and variation to car park design)"* at 17, 19 and 21-23 Queen Street, Williamstown.

On balance, it is considered that the proposed variation is an appropriate form of development in the Township Main Street Zone, is sufficiently conducive to development in the locality and will have an acceptable level of impact on the locality. The site has various challenges in accommodating a development of this type and scale and design responses have been adopted to balance the business needs with operational requirements and to balance external impacts of the development.

This report has provided a detailed assessment of the proposal against the relevant provisions of the Planning and Design Code. It is concluded that the proposal sufficiently complies with the provisions of the Planning & Design Code such that Planning Consent is warranted, subject to recommended Reserved Matters and Conditions.

RECOMMENDATION 1

Seriously at Variance
The Barossa Assessment Panel, having considered the application, resolves that the development proposal has sufficient merit and Is not Seriously at Variance with the Planning and Design Code.

RECOMMENDATION 2

Character Preservation
Pursuant to Section 6(2) of the *Character Preservation (Barossa Valley) Act 2012*, the Barossa Assessment panel has had regard to the objects of that Act and, in determining this application, has resolved that there are no significant impacts on the character values of the district.

RECOMMENDATION 3

Granting of Planning Consent
The Barossa Assessment Panel, having considered the application for consent to carry out development of land and pursuant to the provisions of the *Planning, Development and Infrastructure Act 2016* resolves to GRANT Planning Consent for Application No. 23026949 by Beyond Ink Town Planning on behalf of Klose's Supermarkets to undertake the *Variation of Development Authorisation 960/493/2017 to demolish existing structures and construct new supermarket building, car park, earthworks, retaining walls, fencing, signage and associated landscaping (amendments principally involve redesign of and re-siting of the building and variation to car park design* at 17, 19 and 21-23 Queen Street, Williamstown (CT 5358/482, CT 5090/36 and CT 5191/131) subject to the following Reserved Matters, Conditions and advisory notes:

Reserved Matters
Pursuant to Section 102(3) of the *Planning, Development and Infrastructure Act 2016*, the following matters shall be reserved for further assessment prior to the granting of Development Approval to the satisfaction of the Assessment Manager:

(1) The relevant toilet facilities shall be granted authorisation to connect to the Williamstown CWMS pursuant to the *South Australian Public Health Act 2011* and *South Australian Public Health (Wastewater) Regulations 2013.*

(2) The applicant shall submit a final working Landscape Plan for approval, that includes all of the following:

a) Final location for all proposed landscaping, comprising trees, shrubs and groundcovers;
b) Final nominated species to be used, noting species shall be suited to the local conditions;
c) Shade trees within the car parking areas, noting greater verticality of planting is desired than that shown on the current Landscaping Plan;
d) Planting types and locations;
e) Pot sizes;
f) Irrigation and maintenance methods, including protection of plantings from vehicles and pedestrians;
g) Retention of existing vegetation as marked on the approved plans;

(3) Final civil and siteworks plan, prepared by a qualified and experienced stormwater engineer, for all civil and stormwater works, which shall include all of the following:

a) Finished floor level for all buildings and hardstand surfaces;
b) Cut/fill details;
c) Retaining walls, kerbing and ramps, designs and grades;
d) Car parking dimensions, aisle widths, circulation movements and associated pavement markings and signage;
e) Stormwater management arrangements including pipes, sumps, drains, swales and basins, sizes and grades;
f) Water sensitive design measures;
g) Surface water treatment to ensure water quality objectives are met.

(4) All recommended acoustic treatments identified within the Approved acoustic report shall be subject to final review as part of detailed design, so as to ensure that the desired noise attenuation levels are achieved, pursuant to the *Environment Protection (Commercial and Industrial) Noise Policy 2023.*

(5) Consent for removal of the street tree and any tree pruning required to achieve sightlines, pursuant to Section 221 of the *Local Government Act 1999*.

(6) Sightlines for vehicles and pedestrians shall be addressed as part of final design, pursuant to the referral advice provided by Commissioner of Highways, dated 28 February 2024.

Council Conditions

(1) The development shall be undertaken in accordance with the following endorsed plans and documentation accompanying the application except where varied by the conditions listed below:

- Cover Sheet, Beyond Ink, Dwg No. PA00-1, Revision E, 14.02.24
- Site Analysis, Beyond Ink, Dwg No. PA00-2, Revision A, 02.11.23
- Design Themes, Beyond Ink, Dwg No. PA00-3, Revision A, 02.11.23
- Site Plan, Beyond Ink, Dwg No. PA01, Revision B, 14.02.24
- Ground Floor Plan, Dwg No. PA02, Revision C, 14.02.24
- Upper Floor & Roof Plan, Dwg No. PA03, Revision C, 14.02.24
- External Elevations, Dwg No. PA04, Revision E, 14.02.24
- Streetscape & Acoustic Fence Elevations, Dwg No. PA05, Revision E, 14.02.24
- Landscaping Plan, Dwg No.PA06, Revision C, 14.02.24
- Shadow Diagrams, Dwg No. PA07, Revision B, 14.02.24
- Previous Development Overlay, Dwg No. PA08, Revision B, 14.02.24
- Demolition Plan, Dwg No. PA09, Revision A, 12.09.23
- Response to Request for Information, Beyond Ink, 2 November 2023
- Response to Request for Information, 15 February 2023
- Planning Report, Beyond Ink
- Stormwater Management Plan, CPR engineers, Rev C, 14 February 2024, Project Number 230105
- Stormwater Management Plan, Dwg No. 230105-C001, Rev D, 14.02.24
- Traffic and Parking Assessment, Cirqa, Ref 23125 BNW, 31 October 2023
- 14.7m semi-turn path assessment, Cirqa, 31 October 2023, Version D
- Supplementary Information, Cirqa, 15 February 2024, Ref 23125 BNW
- Traffic Management Policy, Klose's, Revision 1, August 2022
- Environmental Noise Assessment, Sonus, S5276C5, August 2023

(2) Prior to commencement of use, the building authorised herein shall be connected and remain connected to the Williamstown CWMS to the reasonable satisfaction of Council.

(3) An augmentation fee shall be paid pursuant to the *Water Industry Act* and Council's Rates and Charges, to account for the increase in loads from the development upon the Williamstown Communal Wastewater Management Scheme (CWMS).

Note: Under the wastewater application, Council will determine what is being connected to the CWMS, what the flows will be and the types of loads, so as to determine the final charge applicable to the development. The wastewater application must be approved prior to any building works being granted development approval, in order to account for the discharge limits, possible drain upgrades and final augmentation charge. The augmentation charge must be paid before wastewater approval.

(4) Operating hours of the use shall not exceed the following times:

Day	***Store Opening Hours***	***Operational Hours***
Monday	*7:30 am – 9.00 pm*	*6:30 am – 9:15 pm*
Tuesday	*7:30 am – 9.00 pm*	*6:30 am – 9:15 pm*
Wednesday	*7:30 am – 9.00 pm*	*6:30 am – 9:15 pm*
Thursday	*7:30 am – 9.00 pm*	*6:30 am – 9:15 pm*
Friday	*7:30 am – 9.00 pm*	*6:30 am – 9:15 pm*
Saturday	*7:3 0am – 9.00 pm*	*6:30 am – 9:15 pm*
Sunday	*7:30 am – 9.00 pm*	*6:30 am – 9:15 pm*

(5) The external building materials of all approved buildings shall:

a) Be of new non-reflective materials; and
b) Be in accordance with the approved plans; and
c) Be maintained in good condition at all times.

(6) Any noise generating activity undertaken at the site must be undertaken in accordance with the provisions of the *Environment Protection (Commercial and Industrial Noise) Policy 2023* and such that any resulting noise is not considered a nuisance, to the satisfaction of Council.

(7) The vehicle parking area shall be provided with adequate lighting for safe night time use. All external lighting shall be in accordance with AS 4282:2019 '*Outdoor Lighting Obtrusive Effects*' so as to prevent any adverse effect on adjoining sensitive receivers.

(8) All waste material shall be stored in covered containers screened from view and shall be regularly removed from the site.

(9) All stormwater management from the site shall be in accordance with the final Stormwater Management Plan, authorised pursuant to the Reserved Matter.

(10) Stormwater disposal systems shall be fully installed at the completion of the construction of the buildings and adequate measures shall be deployed during construction to ensure the temporary disposal of surface or roof water does not affect neighbouring properties to the satisfaction of Council.

(11) All landscaping shown on the landscaping plan, authorised pursuant to the Reserved Matter, shall be established in accordance with the landscaping plan, prior to commencement of use and shall be maintained and nurtured at all times thereafter, with any diseased or dying plants replaced in a timely manner.

(12) The detailed design of all footpaths, access roads, open spaces and other publicly accessible areas must comply with the requirements of the *Disability Discrimination Act 1992*.

(13) Except where otherwise shown on the Approved Plans, the driveway access, car parking and vehicle manoeuvring areas shall be constructed with sealed pavement and comply with the requirements of AS 2890.1 Parking Facilities – Part 1: Off-street car parking and AS 2890.6 Parking Facilities – Part 6: Off-street parking for people with disabilities. The driveway access, internal roadways, car parking and manoeuvring areas shall be constructed prior to commencement of use and shall be maintained in good condition at all times thereafter.

(14) All acoustic treatments outlined within the Approved Sonus Environmental Noise Assessment, dated August 2023, but subject to any changes authorised pursuant to the Reserved Matter, shall be implemented and remain in place at all times.

(15) Illuminated signage shall not flash, scroll, move, change or imitate a traffic control device in any way.

(16) Signage shall not be permitted to operate in such a manner that could result in impairing the ability of a road user by means of high levels of illumination or glare. Accordingly, all illuminated signs visible shall be limited to a low level of illumination (ie <150Cd/m2).

Commissioner of Highways

(17) All access to/from the development shall be gained in accordance with the Proposed Site Plan produced by Beyond Ink, Project No. 22151, Sheet No. PA01, Revision B, dated 14/02/2024.

(18) Clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.

(19) All vehicles shall enter and exit the site in a forward direction. All on-site vehicle manoeuvring areas shall remain clear of any impediments.

(20) The large vehicle permitted on-site shall be restricted to a 14.4m long semi-trailer. A Traffic Management Plan shall be established, prior to commencement of operation of the development that ensures that the southern access is closed to all passenger vehicle movements when commercial vehicles larger than a small rigid vehicle (6.4m long) are entering or exiting the site. All passenger vehicles shall be directed to the northern access during these times. Access to the site by vehicles larger than 6.4m long shall be undertaken outside of trading hours or during periods of low patronage.

(21) The redundant crossover on Queen Street shall be closed and reinstated to Council's kerb and gutter standards at the applicant's expense prior to operation of the development.

(22) The roadside vegetation adjacent to the Queen Street access point(s) shall be trimmed where required so that sight distances in accordance with the Urban Transport Routes Overlay DTS/DPF 5.1(b) can be achieved. All costs associated with trimming of the roadside vegetation shall be borne by the applicant.

(23) Stormwater run-off shall be collected on-site and discharged without impacting the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Advisory Notes

(1) No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.

(2) This consent or approval will lapse at the expiration of 2 years from its operative date, subject to the below or subject to an extension having been granted by the Relevant Authority.

(3) Where an approved development has been substantially commenced within 2 years from the operative date of approval, the approval will then lapse 3 years from the operative date of the approval (unless the development has been substantially or fully completed within those 3 years, in which case the approval will not lapse).

(4) Any variation of this approved development and/or the conditions of consent will require a separate request and approval by the Relevant Authority. Approval of this application does not necessarily imply that future requests for variations would be approved. Any future request will be assessed by having regard to the relevant rules and requirements in force at the time any request is lodged.

(5) The adjoining owner(s) should be advised of any proposed work on a boundary and issues such as access to perform work, removal of fences, finished levels and retaining walls should be resolved before building work commences. This approval does not create an automatic right to access neighbouring land.

(6) Excavations on or near a boundary may require the giving of notification to the neighbour(s) pursuant to Section 139 of the *Planning, Development and Infrastructure Act 2016.*

(7) The applicant is advised that any retaining works exceeding greater than one vertical metre constitutes 'development' and requires development approval in its own right.

(8) Any portion of Council's infrastructure damaged as a result of work undertaken within the development site or associated with the development shall be repaired/reinstated to Council's satisfaction at the developer's expense.

(9) Appeal rights – general rights of review and appeal exist in relation to any assessment, request, direction or act of a Relevant Authority in relation to the determination of this application, including conditions.

(10) The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site including during construction, do not pollute the environment in a way which causes or may cause environmental harm.

(11) Construction shall not take place on any Sunday or Public Holiday or after 7:00 pm or before 7:00 am on any other day, and all practicable steps must be taken during construction to minimise the impact of noise emissions on neighbouring properties.

(12) The applicant is advised that this consent does not permit anyone to clear, remove limbs or trim native vegetation. Any proposal to clear, remove limbs, or trim native vegetation will require approval or confirmation of exemption from the Native Vegetation Council. An interactive guide is available to help owners and others determine the requirements that apply under the *Native Vegetation Act 1991*, https://www.environment.sa.gov.au/topics/native-vegetation/interactive-guide. Any specific queries regarding the clearance, removal or trimming of native vegetation should be directed to the South Australian Native Vegetation Council.

The applicant is advised that any proposal to clear, remove limbs or trim native vegetation should be undertaken after first notifying the Native Vegetation Council of intended works.

(13) Any noise generating activity undertaken at the site must be undertaken in accordance with the provisions of the *Environment Protection (Commercial and Industrial Noise) Policy 2023*, and such that any resulting noise is not considered a nuisance, to the satisfaction of Council, including any existing infrastructure.

(14) You are advised that construction or alteration of any footpath, kerb, gutter or crossover on Council land will require a permit, under the *Local Government Act 1999* from Council's Works and Engineering Services Department. It is illegal to undertaken work on Council land without permission.

Driveway cross-overs which affect a pedestrian footpath should maintain the level of the footpath or be consistent with the proposed footpath levels in instances where the footpath has not been constructed. When final Development Approval is applied for this should be shown on the plans. Please note that construction shall be in accordance with the *Disability Discrimination Act* and relevant Australian Standards.
Further enquiries should be directed to the Works and Engineering team on 8563 8444.

(15) The development shall comply with the *Food Act 2001* and Food Safety Standard. For further information, please visit: www.barossa.sa.gov.au/development-business/food-industries/food-health-and-safety.

(16) Extinguishment of the easement and any structures/buildings over the easement as shown on the approved plans is subject to separate consent of Council.

(17) Should traffic flows on Queen Street be affected during the construction phase, the applicant shall contact DIT for any necessary traffic control. Approval for temporary traffic control will need to be obtained from DIT's Traffic Management Centre (TMC). The company engaged for traffic control will need to provide the TMC with a copy of the traffic management plan and seek approval for any temporary traffic control/signage. The Traffic Management Centre Roadworks team can be contacted on 1800 434 058 or email dit.roadworks@sa.gov.au.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES

Attachment 1 Previous Planning Consent and Stamped Plans ⇩
Attachment 2 Application and Associated documents ⇩
Attachment 3 Representations Received ⇩
Attachment 4 Applicants Response to Representations ⇩
Attachment 5 Referral Response ⇩

DECISION NOTIFICATION FORM

Section 126(1) of the *Planning, Development and Infrastructure Act 2016*

TO THE APPLICANT:

Name:	J G & U Prime Builders
Postal address:	172 Mawson Lakes Bvd MAWSON LAKES SA 5095

IN REGARD TO:

Development application no.: 960/493/2017/A	Lodged on: 10-Mar-2021
Nature of proposed development: Demolition of existing structures, including a contributory heritage-listed building, construction of a shop with associated signage, retaining walls and site-works – (Staged Development) Amendment - Facade amendment, amendment to mezzanine/roof area Stage 1 - Demolition of existing structures Stage 2 - Civil works and retaining walls Stage 3 - Superstructure	

LOCATION OF PROPOSED DEVELOPMENT:

Location: 17-23 Queen Street, WILLIAMSTOWN SA 5351
Certificate of Title: CT-5358/482, CT-5090/36, CT-5191/131
VG: 9673045001; 9673046004; 9673047007

DECISION:

Decision type	**Decision** (granted/refused)	**Decision date**	**Entity responsible for decision** (relevant authority)
Development Plan Consent	DEVELOPMENT PLAN CONSENT GRANTED	03-May-2021	Delegated

FROM THE RELEVANT AUTHORITY:

Date: 03-May-2021



Janine Lennon

INFORMATION TO BE INCLUDED ON DECISION TO GRANT A MINOR VARIATION PURSUANT TO REGULATION 65

MINOR VARIATION TO PREVIOUS AUTHORISATION:

Consent affected	Description of minor variation	Date minor variation endorsed*	Entity responsible for decision

**date minor variation endorsed does not affect operative date of original consent*

CONDITIONS OF PLANNING CONSENT:

Conditions imposed by prescribed body under section 122 of the Act:

1. The development shall be undertaken in accordance with the plans and documentation (as amended) accompanying the application, unless varied by the following conditions.
2. Before the development commences, a Construction Management Plan must be submitted to and approved by Council. The management plan must show:
   a) Measures to control erosion and sediment and sediment laden water runoff including the design details of structures;
   b) Where any construction wastes, equipment, machinery and/or earth is to be stored/stockpiled during construction;
   c) Where access to the site for construction vehicle traffic will occur;
   d) Location of temporary fencing and timing of installment
   e) The location of trenching works, boring, and pits associated with the provision of services.
   f) The location of any temporary buildings or yards; and
   g) Measures designed to ensure the orderly management of the construction site, including complaint procedures and contact details in the event of a received complaint relating directly to construction works.
3. Development works on the land must be undertaken in accordance with the endorsed Construction Management Plan to the satisfaction of Council.

Amenity

4. All waste material not required for further onsite processing must be regularly removed from the site. All vehicles removing waste must have fully secured and contained loads so that no wastes are spilled or dust or odour is created to the satisfaction of Council.
5. The use and development must be managed so that the amenity of the area is not detrimentally affected, through the:
   (a) transport of materials, goods or commodities to or from the land
   (b) appearance of any building, works or materials
   (c) emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil
   (d) presence of vermin
   (e) others as appropriate.
6. Unless with the prior written consent from Council, the development hereby permitted may only operate between the following hours:
   (Monday to Saturday) : (7:00 am to 8:00pm)
   (Sunday) : (7:00 am to 6:00pm)
   (Public Holidays) (7:00 am to 8:00pm)
7. Deliveries to and from the site (including waste collection) must only take place between:
   7:00 am and 7:00pm Monday to Friday.
   9:00 am and 7:00 pm Saturday, Sunday & public holiday.

8. No external sound amplification equipment or loudspeakers are to be used for the purpose of announcement, broadcast, playing of music or similar purpose.

9. Before the use commences and/or the building is occupied all external plant, air - conditioning and equipment must be acoustically treated or placed in soundproof housing to reduce noise in a manner which is consistent with the endorsed acoustic report prepared by Sonus dated July 2017.

10. No plant, equipment, services or architectural features other than those shown on the endorsed plans are permitted above the roof level of the building(s) without the written consent of Council.

11. Before the use commences and/or the building is occupied, an acoustic fence must be erected and must be put in place along the (western and southern allotment boundaries in accordance with the endorsed acoustic report prepared by Sonus dated July 2017. The details of the design and acoustic qualities of the fence must be to the satisfaction of Council.

12. Goods must not be stored or left exposed outside the building so as to be visible from any public road or thoroughfare, to the satisfaction of Council.

13. During construction or installation of all works associated with the development and proposed roads and utility services:
    (i) Dust generated at the site shall be reasonably controlled at all times to prevent nuisance to occupants of adjoining land.
    (ii) Noise generated at the site shall be kept to the minimum level that is reasonably practicable.
    (iii) Appropriate erosion control measures shall be employed to prevent soil removal from the site by stormwater runoff, and to prevent siltation of watercourses, to the reasonable satisfaction of Council's Director – Works & Engineering.
    (iv) Any dirt or debris from the site deposited onto existing roadways by the applicant's contactors or sub-contractors shall be cleared immediately.

14. Construction shall not take place on any Sunday or Public Holiday or after 7.00pm or before 7.00am on any other day, and all practicable steps must be taken during construction to minimise the impact of noise emissions on neighbouring properties.

15. All external lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining land to the satisfaction of Council.

16. The development must meet the requirements of the *Food Act 2001* and the *Public Health Act 2011* to the satisfaction of Council.

Landscape

17. Before the development commences, three copies of a landscape plan to the satisfaction of Council must be submitted to and approved by Council. When approved, the plan will be endorsed and will then form part of this consent. The landscaping plan must be generally in accordance with the endorsed landscape concept plan and must show the following:
    a) The area or areas set aside for landscaping;
    c) A schedule of all proposed trees, shrubs/small trees and ground cover. This schedule shall include plants selected from the Council document 'Barossa Local Native Plant ' showing the botanical and common name of each plant, the quantity to be planted, the pot size and spacing;
    d) The location of each species to be planted and the location of all areas to be covered by grass, lawn or other surface material;
    e) Paving, retaining walls, fence design details and other landscape works including areas of cut and fill;
    f) Appropriate irrigation systems;

18. Unless with the prior written consent of Council, before the occupation of the development, the landscaping works shown on the endorsed plans must be carried out, completed and maintained to the satisfaction of Council.

Signage

19. The location and details of the sign(s), *including those of the supporting structure*, as shown on the endorsed plans, must not be altered unless with the prior written consent of Council.

20. The sign*(s)* must not contain any flashing or moving light, to the satisfaction of the Council.

21. The sign*(s)* must be constructed and maintained to the satisfaction of Council.

22. No bunting, streamers and festooning shall be displayed unless with the prior written consent of Council.

Engineering Conditions

23. Stormwater must be disposed of in accordance with the endorsed Stormwater Management Plan prepared by PT Design dated 25/10/2017 to the satisfaction of Council.

24. The development hereby permitted must not cause any nuisance or loss of amenity in any adjacent or nearby land by reason of the discharge of stormwater to the satisfaction of Council.

25. All disused or redundant vehicle crossings must be removed and the area reinstated to footpath, kerb and channel, to the satisfaction of Council.

26. The loading and unloading of goods from vehicles must only be carried out on the land (within the designated loading bay) and must not disrupt the circulation and parking of vehicles on the land, to the satisfaction of Council.

27. Before the *use commences and/or occupation of the development*, the area(s) set aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:
    a) Constructed;
    b) Properly formed to such levels that they can be used in accordance with the plans;
    c) Surfaced with an all-weather sealcoat or treated to the satisfaction of Council to prevent dust and gravel being emitted from the site;
    d) Drained and maintained;
    e) Line marked to indicate each car space and all access lanes;
    f) Clearly marked to show the direction of traffic along access lanes and driveways;

    to the satisfaction of Council. Car spaces, access lanes and driveways must be kept available for these purposes at all times, to the satisfaction of Council.

28. A minimum of 47 car spaces must be provided on the land for the development hereby permitted, to the satisfaction of Council.

29. A minimum of *(2)* car space(s) must be provided for the exclusive use of disabled persons. The car space(s) must be provided as close as practicable to *(a)* suitable entrance(s) of the building and must be clearly marked with a sign to indicate that the space(s) must only be utilised by disabled persons.

30. All services, including electricity and telecommunication services are to be provided underground.

31. The detailed design of all footpaths, roads and open spaces and other public areas must comply with the requirements of the *Disability Discrimination Act 1992*.

32. The excavation and filling of land must be undertaken in accordance with specifications approved by Council. Those specifications shall comply with AS3798-1990-Guidelines for Earth Works B Commercial and Residential Development. Geotechnical documentation is to be provided to Council demonstrating that filling complies with the requirements of AS2879-1998-Residential Services Footing Code within 3 months of the completion of the works.

Department of Planning Transport and Infrastructure

33. All access to/from the site shall be located in accordance with Site Plan produced by Hardy Milazzo, Job No. 6848-1, Drawing SK01, dated 11/10/2017. No additional direct vehicular access to/from Queen Street shall be permitted.

34. The ingress and egress shall be 5.0 metres and 4.0 metres in width at the property boundary respectively. Directional signage and/or line marking shall be provided at the access points to reinforce the one-way flow through the site. All signage is to be located within the property boundaries.

35. The redundant Queen Street crossovers, or parts thereof, shall be permanently closed and reinstated to Council standard kerb and gutter at the applicant's expense.

36. The access points shall comply with Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' as defined in AS/NZ 2890.1:2004.

37. Vehicles larger than 11.0 metres shall not be permitted on site.

38. All vehicles larger than a Small Rigid Vehicle (SRV) shall access the site outside of business hours only.

39. All vehicles shall enter and exit the site in a forward direction.
40. Any vegetation within the site and road reserve adjacent to the access points shall be trimmed or removed on an 'as needs' basis to ensure that sightlines are maximised at all times.
41. All signage on the site shall be finished in a material of low reflectivity to minimise the risk of sun and headlamp glare for motorists.
42. All signage associated with the development shall not contain any element that flashes, scrolls, moves or changes.
43. All illuminated signage visible from the adjacent road shall be limited to a low level of luminance (≤ 150 cd/m^2) in order to minimise the potential for distraction or discomfort to road users.
44. The utilisation of Trailer Mounted Variable Message Displays for advertising purposes shall not be permitted on or adjacent to the subject land.
45. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of Queen Street. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Reserved matters under section 102(3) of the Act:

1. Prior to the grant of full Development Approval a Dilapidation Survey prepared by a suitably qualified Structural Engineer must be submitted to Council for assessment. The survey must include a photographic defects register of all existing internal and external defects on both dwellings at 7 George Street, Williamstown (CT-5458/266) and 11- 13 Queen Street Williamstown (CT-5508/257). The Dilapidation Survey shall be prepared to the satisfaction of Council and when endorsed shall form part of the consent hereby granted.
2. Prior to the grant of full Development Plan approval a full external colours and materials schedule must be submitted to Council which includes a comprehensive list of all external material and treatments to the satisfaction of Council.
3. Prior to the grant of full Development Approval a detailed floor plan must be submitted to Council for assessment. The floor plan shall be to the satisfaction of Council and show all amenity facilities within the building and any grease traps.
4. Prior to Development Approval being issued the applicant shall lodge and have approved by Council an application to install a wastewater system pursuant to the provisions of the South Australian Public Health Act 2011 and South Australian Public Health (Wastewater) Regulations 2013.

ADVISORY NOTES:

a) No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.

b) Appeal rights – General rights of review and appeal exist in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.

c) An approved development must be substantially commenced within 12 months of the date of Development Approval, and completed within 3 years from the operative date of the approval, unless this period has been extended by the relevant authority.

d) Any works associated with the development, such as tree planting, tree removal, footpath renewal, new verandahs on Council land, removal of car parks or construction of new vehicle entrances proposed to be undertaken within the road reserve (i.e. the carriageway, verge or footpath area) requires an independent approval from Council pursuant to the Section 221 and Section 222 of the Local Government Act. Further enquiries should be directed to the Works and Engineering team on 8563 8444.

e) The adjoining owner should be advised of the proposed work on the boundary and issues such as access to perform work, removal of fences, finished levels and retaining walls should be resolved

before building work commences. This approval does not create an automatic right to access neighbouring land.

f) Excavations on or near the boundary may require the giving of notification to the neighbour pursuant to regulation 75 of the Development Regulations.

g) It is recommended that where mechanical equipment is proposed to be used to construct retaining walls, and where the dwelling may impede access for that equipment, the retaining walls be constructed prior to preparing the footings.

h) Any variation of this approved development and / or the conditions of consent herein will require a separate request and approval by Council or other relevant planning authority. Approval of this application does not necessarily imply that future requests for variations would be approved. Any future request will be assessed by having regard to the relevant rules and requirements in force at the time any request is lodged.

i) Any portion of Council's infrastructure damaged as a result of work undertaken within the development site or associated with the development shall be repaired/reinstated to Council's satisfaction at the developer's expense.

j) Any works associated with the development, such as tree planting, tree removal, footpath renewal or construction of new vehicle entrances proposed to be undertaken within the road reserve (i.e. the carriageway, verge or footpath area) requires an independent approval from Council pursuant to the Local Government Act. Further enquiries should be directed to the Works and Engineering team on 8563 8444.

k) The applicant is advised that this consent does not permit anyone to clear, remove limbs or trim native vegetation. Any proposal to clear, remove limbs, or trim native vegetation will require approval or confirmation of exemption from the Native Vegetation Council. An interactive guide is available to help owners and others determine the requirements that apply under the Native Vegetation Act 1991, https://www.environment.sa.gov.au/topics/native-vegetation/interactive-guide. Any specific queries regarding the clearance, removal, or trimming of native vegetation should be directed to the South Australian Native Vegetation Council.

l) The applicant is advised that any proposal to clear, remove limbs or trim native vegetation should be undertaken after first notifying the Native Vegetation Council of intended works.

m) The applicant is advised that any retaining works to exceed greater than one vertical metre constitutes development, and requires development approval in its own right. For further information regarding this, or to facilitate an application to be submitted to Council, please contact Council's Development and Environmental Services team on (08) 8563 8444.

n) Prior to building work commencing the applicant shall lodge and have approved by Council an application to install a wastewater system pursuant to the provisions of the South Australian Public Health Act 2011 and South Australian Public Health (Wastewater) Regulations 2013.

o) Construction shall not take place on any Sunday or Public Holiday or after 7pm or before 7am on any other day, and all practical steps must be taken during construction to minimise the impact of noise emissions on neighbouring properties.

INFORMATION TO BE INCLUDED ON DECISION TO GRANT DEVELOPMENT APPROVAL PURSUANT TO SECTION 99(4) OF THE ACT

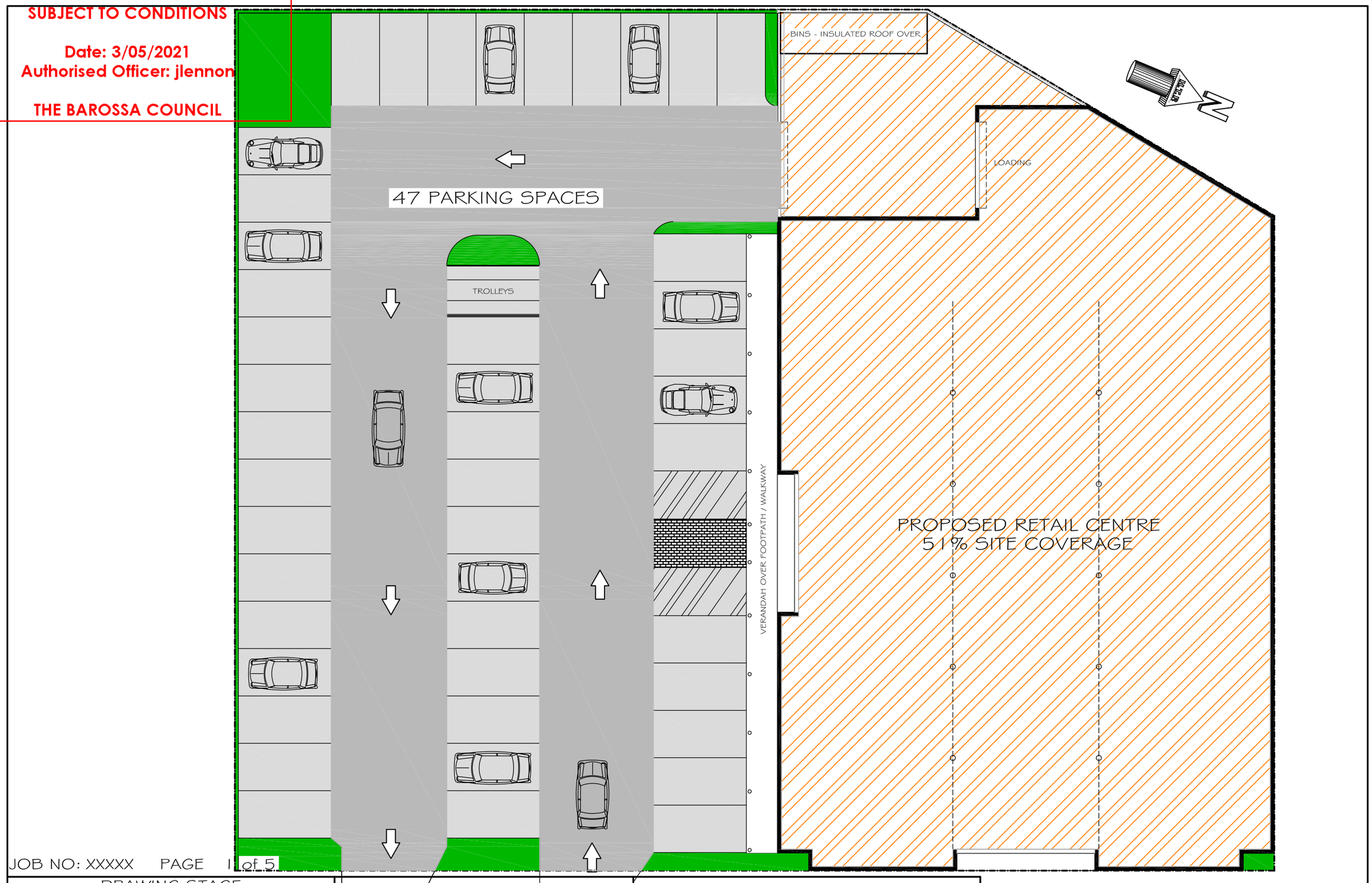
CONTACT DETAILS OF CONSENT AUTHORITIES:

Name: The Barossa Council	Type of consent: Planning Consent, Land Division Consent, Building Consent and Development Approval
Postal Address: PO Box 867 NURIOOTPA SA 5355	
Telephone: 08 8563 8444	Email: barossa@barossa.sa.gov.au

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL



JOB NO: XXXXX PAGE 1 of 5

DRAWING STAGE		
DRAWN	DATE	DESCRIPTION
DSR	25/02/21	VERSION 1

PROPOSED RETAIL CENTRE
FOR: JG&U PRIME
AT: LOT (# 21)
QUEEN STREET,
WILLIAMSTOWN

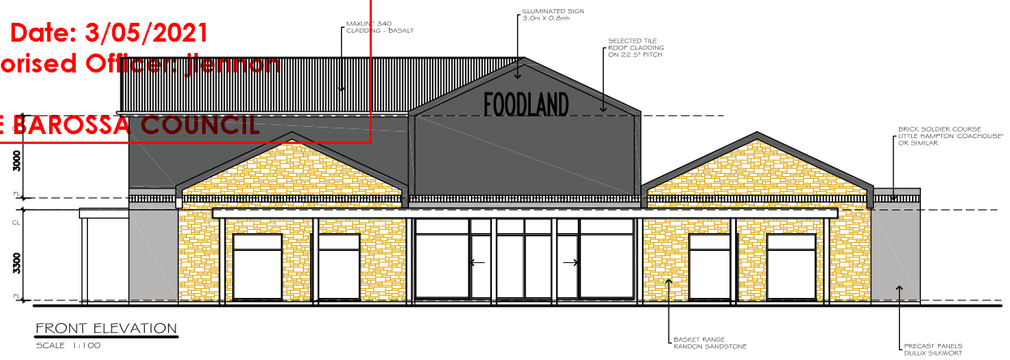
MASTER BUILDERS SOUTH AUSTRALIA

J.G. & U PRIME BUILDERS
BUILDERS Lic. No. 204828
172 MAWSON LAKES BOULEVARD
MAWSON LAKES (08) 8359 7190 Fax (08) 8359 7290
Mob 0417 814 237/0417 814 114

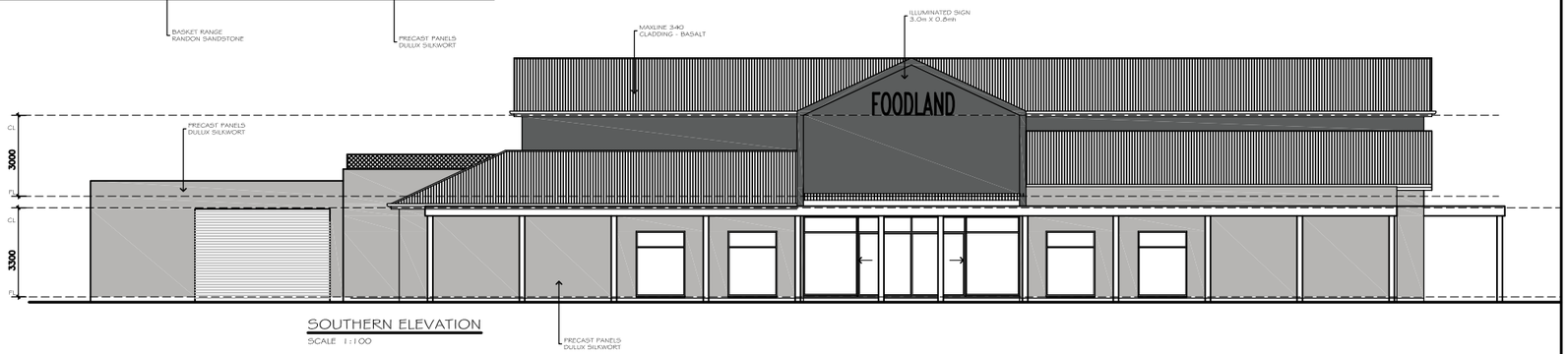
DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

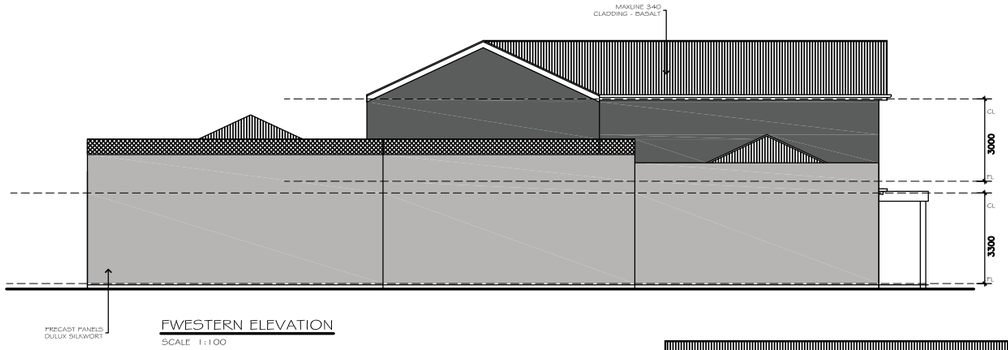
THE BAROSSA COUNCIL



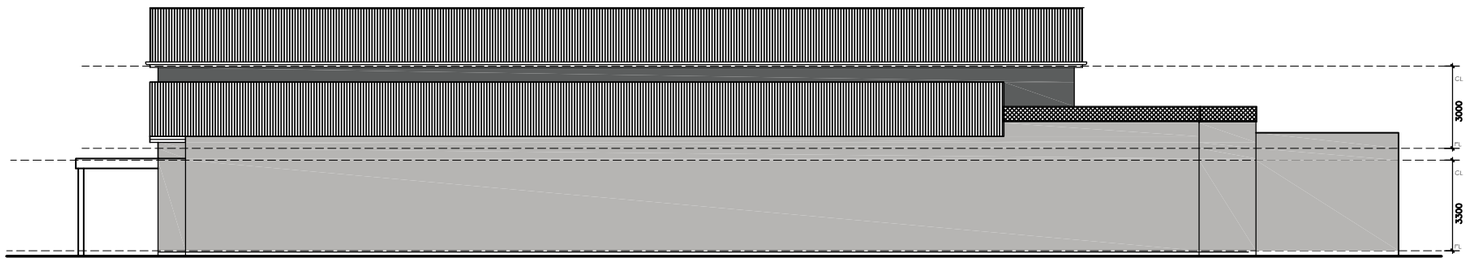
FRONT ELEVATION
SCALE 1:100



SOUTHERN ELEVATION
SCALE 1:100



FWESTERN ELEVATION
SCALE 1:100



NORTHERN ELEVATION
SCALE 1:100

JOB NO: XXXXX PAGE 4 of 5

DRAWING STAGE		
DRAWN	DATE	DESCRIPTION
DSR	25/02/21	VERSION 1

PROPOSED RETAIL CENTRE
FOR: JG&U PRIME
AT: LOT (# 21)
QUEEN STREET,
WILLIAMSTOWN

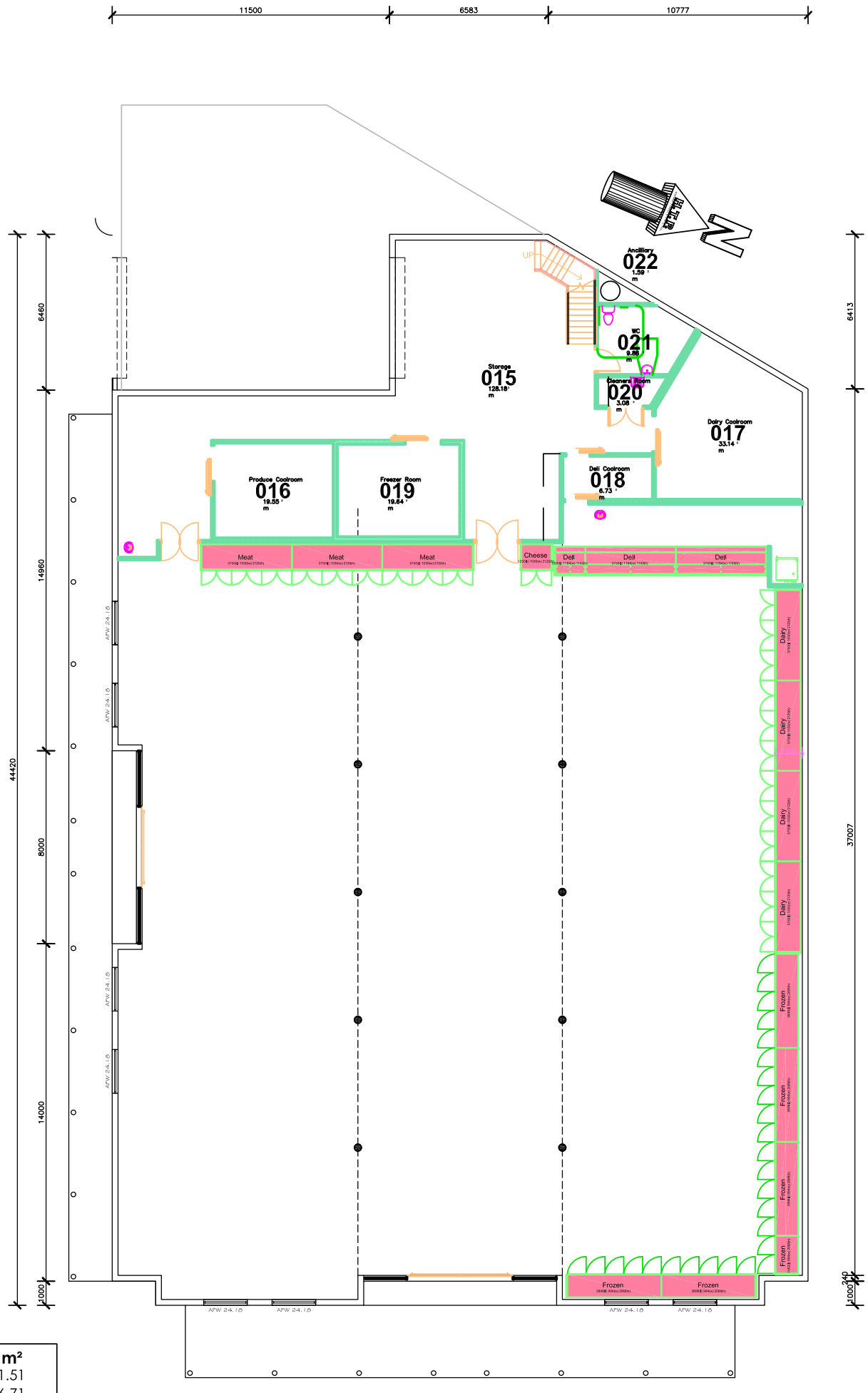
MASTER BUILDERS SOUTH AUSTRALIA

J.G. & U PRIME BUILDERS
BUILDERS Lic. No. 204828
172 MAWSON LAKES BOULEVARD
MAWSON LAKES (08) 8359 7190 Fax (08) 8359 7290
Mob 0417 814 237/0417 814 114

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL



AREAS	m²
Lower Retail	1161.51
Upper Admin	186.71
Garage	64.73
Porch	68.38
TOTAL	1481.33
Width	30.660 m
Depth	47.420 m

JOB NO: XXXXX PAGE 2 of 5

DRAWING STAGE		
DRAWN	DATE	DESCRIPTION
DSR	25/02/21	VERSION 1

PROPOSED RETAIL CENTRE
FOR: JG&U PRIME
AT: LOT (# 21)
QUEEN STREET,
WILLIAMSTOWN

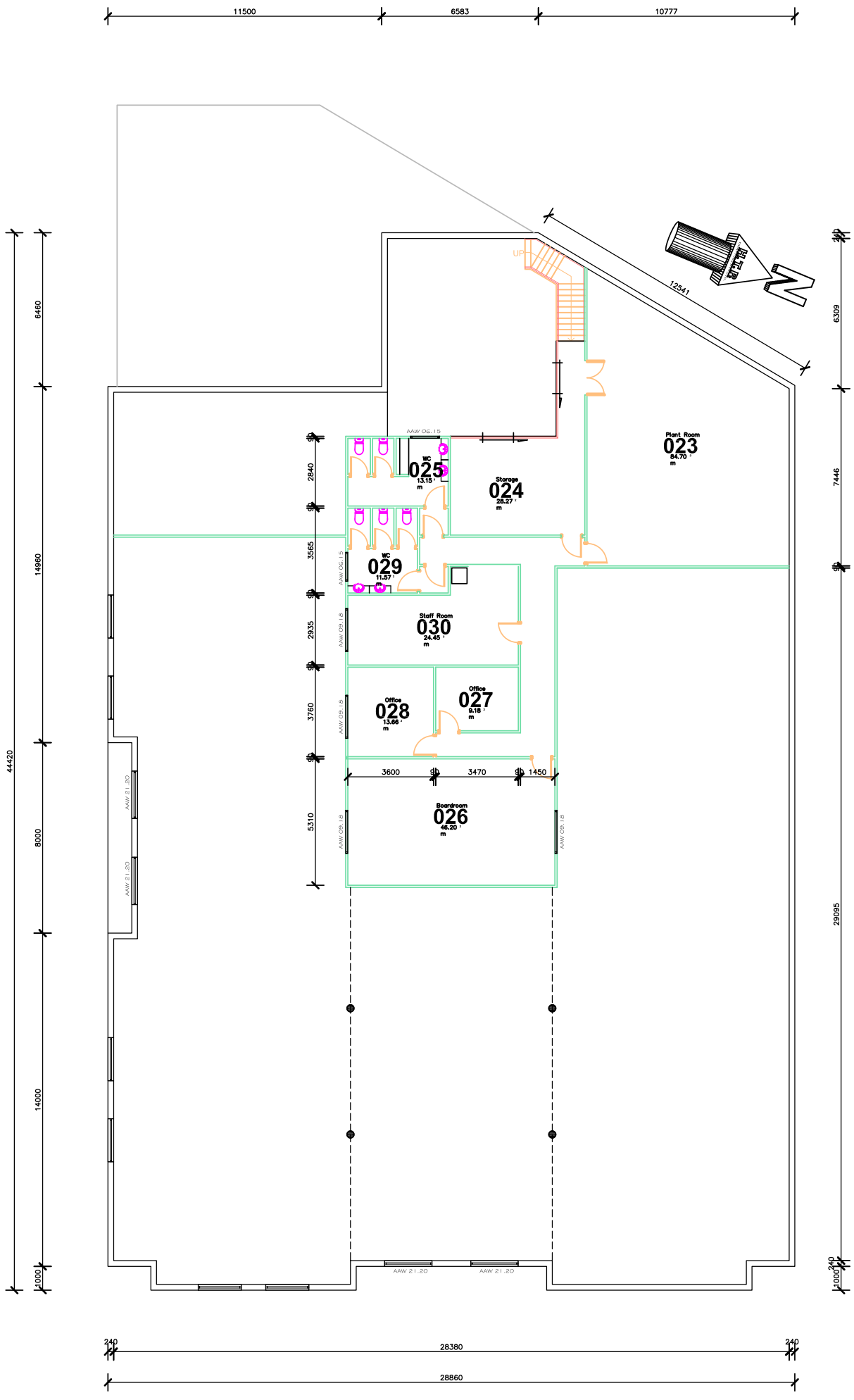
MASTER BUILDERS SOUTH AUSTRALIA

J.G. & U PRIME BUILDERS
BUILDERS Lic. No. 204828
172 MAWSON LAKES BOULEVARD
MAWSON LAKES (08) 8359 7190 Fax (08) 8359 7290
Mob 0417 814 237/0417 814 114

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL



JOB NO: XXXXX PAGE 3 of 5

DRAWING STAGE		
DRAWN	DATE	DESCRIPTION
DSR	25/02/21	VERSION 1

PROPOSED RETAIL CENTRE
FOR: JG&U PRIME
AT: LOT (# 21)
QUEEN STREET,
WILLIAMSTOWN

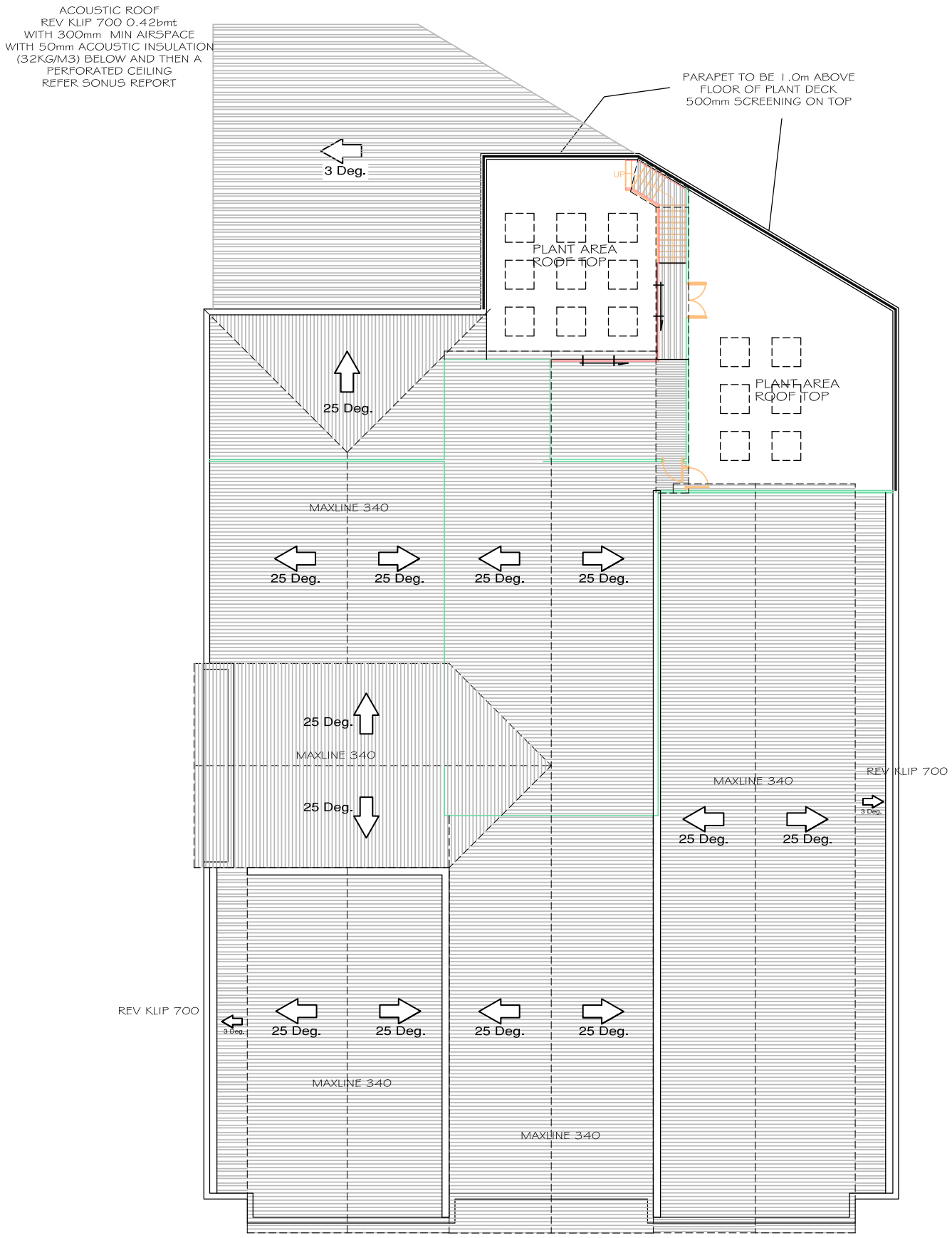
MASTER BUILDERS SOUTH AUSTRALIA

J.G. & U PRIME BUILDERS
BUILDERS Lic. No. 204828
172 MAWSON LAKES BOULEVARD
MAWSON LAKES (08) 8359 7190 Fax (08) 8359 7290
Mob 0417 814 237/0417 814 114

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL



ENLARGED 1:100

JOB NO: XXXXX PAGE 5 of 5

DRAWING STAGE		
DRAWN	DATE	DESCRIPTION
DSR	05/02/20	VERSION 1

PROPOSED RETAIL CENTRE
FOR: [illegible]
AT: LOT (#)21)
QUEEN STREET,
WILLIAMSTOWN

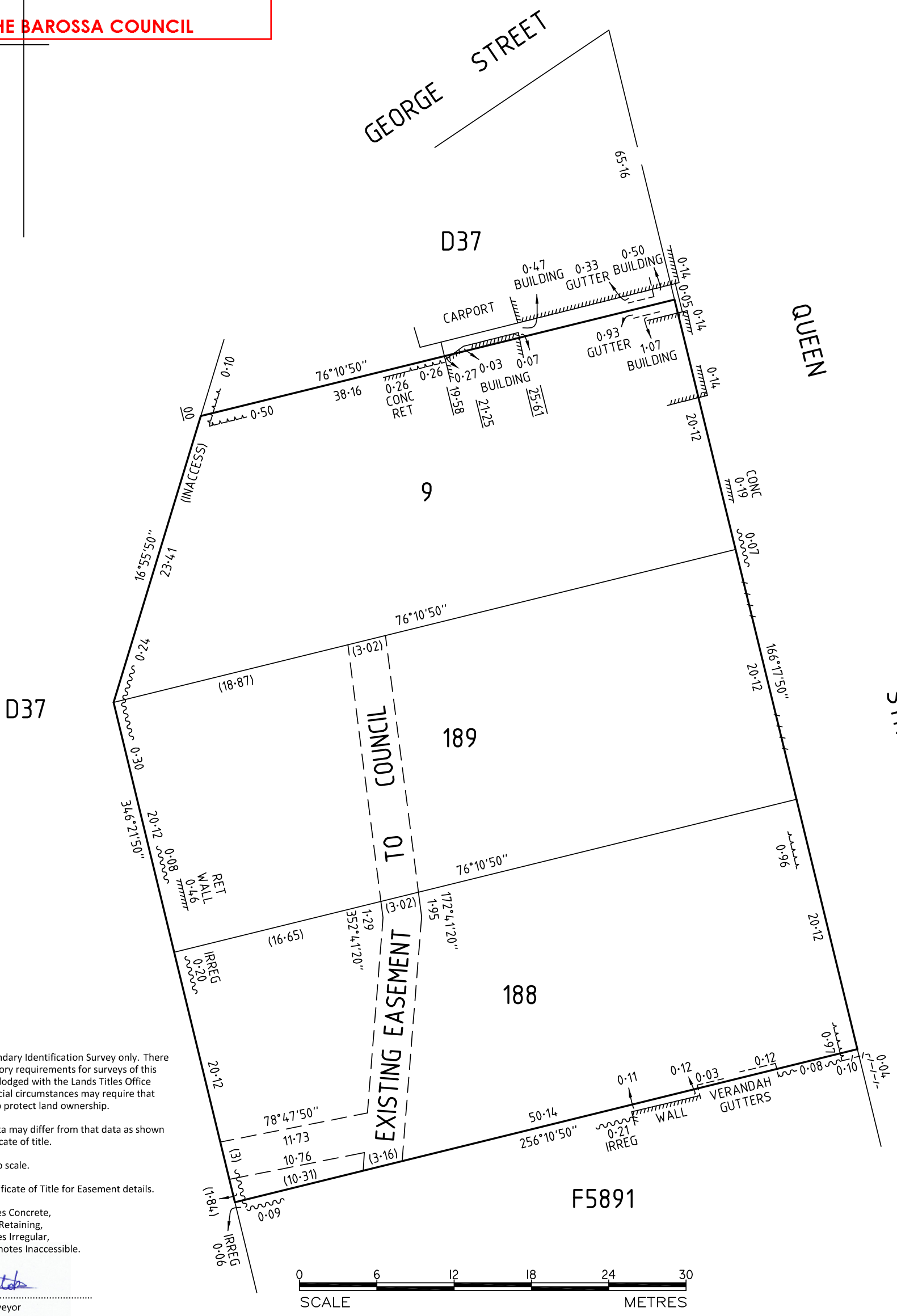
MASTER BUILDERS SOUTH AUSTRALIA
J.G. & U PRIME BUILDERS
BUILDERS Lic. No. 204828
172 MAWSON LAKES BOULEVARD
MAWSON LAKES (08) 8359 7190 Fax (08) 8359 7290
Mob 0417 814 237/0417 814 114

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL

BOUNDARY IDENTIFICATION SURVEY



Disclaimer:

This is a Boundary Identification Survey only. There are no statutory requirements for surveys of this nature to be lodged with the Lands Titles Office however special circumstances may require that this occurs to protect land ownership.

Boundary data may differ from that data as shown on the certificate of title.

Offsets not to scale.

Refer to Certificate of Title for Easement details.

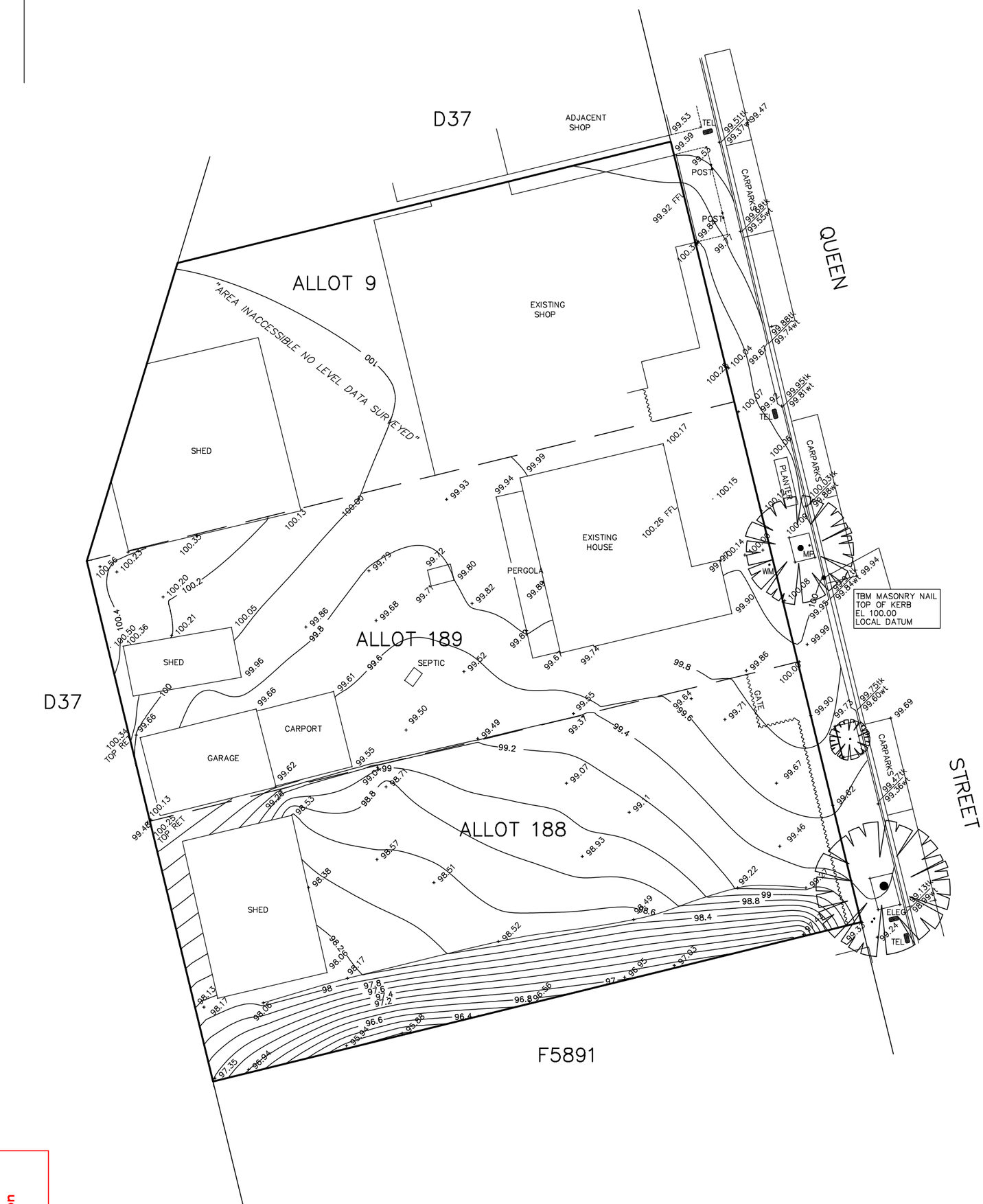
CONC denotes Concrete,
RET denotes Retaining,
IRREG denotes Irregular,
INACCESS denotes Inaccessible.

.....
Licensed Surveyor
09/06/2017

Andrew Butcher
Project Management
m: 0487 116 779 | p: 08 8265 6662 | a: PO Box 548, Modbury SA 5092

Client: Saltyjams Pty. Ltd.	Scale: 1:300 @ A3
Area: Williamstown	Date: 09/06/2017
Title: CT's 5191/131, 5358/482, 5090/36	Plan Ref: ABPM02047dwg01rev00
Land Description: Allotment 9 in D37 & Allotment 188 & 189 in F5891	Date of Survey: 26/05/2017
	Surveyor: TB

FEATURE / CONTOUR SURVEY



DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS
Date: 3/05/2021
Authorised Officer: jlennon
THE BAROSSA COUNCIL

Andrew Butcher
Project Management

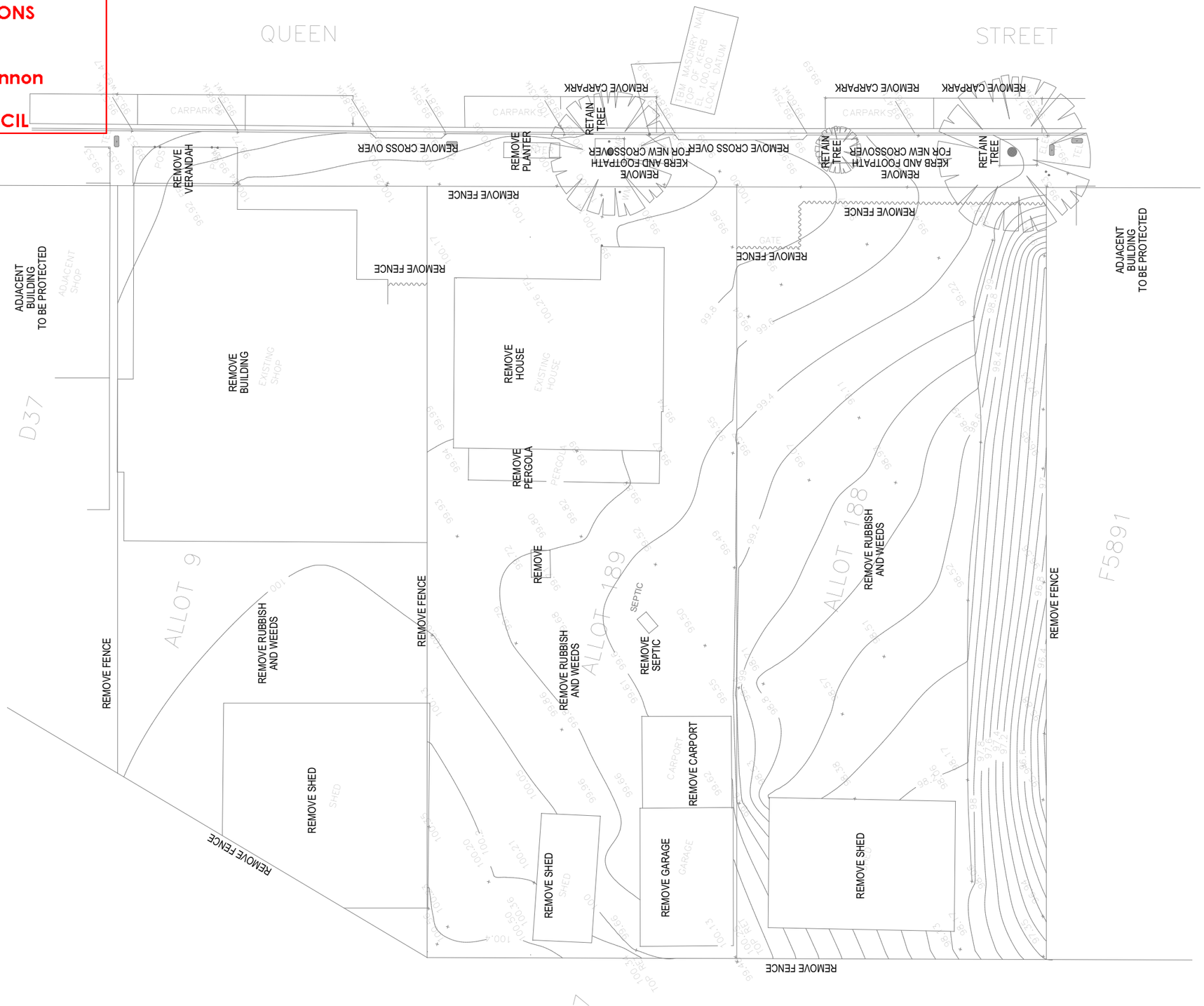
m: 0487 116 779	p: 08 8265 6662	a: PO Box 548, Modbury SA 5092

Client: Saltyjams Pty. Ltd.	Vertical Datum: Arbitrary		Revisions:	
Area: Williamstown	Horizontal Datum: Local		Rev00: 20/06/2017; Issue Plan	Rev04:
Description: Allot 9 in D37 being CT 5191/131, Allot 188 in F5891 being CT 5090/36 & Allot 189 in F5891 being CT 5358/482	Field Work Date: 29/05/2017	Contour Interval: 0.20 Metres	Rev01:	Rev05:
	Date: 20/06/2017	Scale: 1:200 @ A2	Rev02:	Rev06:
	Plan Ref: ABPM02047dwg02rev00	Surveyor: TW	Rev03:	Rev07:

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL



PREPARED FOR 9DOT NORWOOD

NEW RETAIL CENTRE
WILLIAMSTOWN SA 5351

DEMO_SURVEY PLAN

44 Currie St
Adelaide 5000 SA
08 8205 0111
HARDY MILAZZO architecture + interior design

SK05
Job No. 6848-1
5/07/2017

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL

Williamstown Retail Development

Environmental Noise Assessment

July 2017

sonus.

Chris Turnbull
Principal
Phone: +61 (0) 417 845 720
Email: ct@sonus.com.au
www.sonus.com.au

Prepared by
Chris Turnbull (MAAS)

Reviewed by
Jason Turner (MAAS)

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS
Williamstown Retail Development
Environmental Noise Assessment
S5276C3
July 2017
Date: 5/05/2021
Authorised Officer: jlennon
THE BAROSSA COUNCIL

sonus.

INTRODUCTION

An environmental noise assessment has been made of the proposed retail development located at 21 Queen Street, Williamstown.

The proposed development includes an independent supermarket, a loading and refuse area and car parking facilities. The development and surrounding residences are located in the "Township" Zone of the Barossa Council Development Plan.

The assessment predicts the noise associated with the proposed retail development and compares the predictions with the relevant criteria provided by the Development Plan and the Environment Protection (Noise) Policy 2007. Based on this comparison recommendations for acoustic treatments are provided to ensure noise from the proposal achieves the relevant criteria.

The assessment considers noise from the following activity at the site:

- car park activity and vehicle movements;
- operation of mechanical plant;
- deliveries, and;
- Rubbish collection including compactor operation.

The assessment has been based on the following:

- *Hardy Milazzo* drawings "SK01", "SK02", "SK03" and "SK04" titled "New Retail Centre Williamstown SA 5351" and dated 5 July 2017;
- Trade at the site occurring during the day time hours of the *Environment Protection (Noise) Policy 2007*, that is, not before 7am or after 10pm.

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS
Williamstown Retail Development
Environmental Noise Assessment
S5276C3
July 2017
Date: 5/05/2021
Authorised Officer: jlennon
THE BAROSSA COUNCIL

sonus.

CRITERIA

Development Plan

The Barossa Council Development Plan (the Development Plan) locates the subject site within a Township Zone and Town Centre Policy Area. Residences to the north, east and south of the site are also located in the Township Zone and Town Centre Policy Area, while residences to the west are in the Township Zone and Residential Policy Area of the Development Plan.

The Development Plan has been reviewed and particular regard given to the following relevant provisions:

Council Wide Interface Between Land Uses

OBJECTIVES

Objective 1: Development located and designed to prevent adverse impact and conflict between land uses.

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

   ...

   (b) noise:

   ...

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

6. *Development should be sited, designed and constructed to minimise negative impacts of noise and to avoid unreasonable interference.*

7. *Development should be consistent with the relevant provisions in the current* Environment Protection (Noise) Policy.

Environment Protection (Noise) Policy

Interface between Land Uses Principle of Development Control 7 makes specific reference to the Environment Protection (Noise) Policy. The current version is the *Environment Protection (Noise) Policy 2007* (the Policy).

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS
Williamstown Retail Development
Environmental Noise Assessment
S5276C3
July 2017
Date: 5/05/2021
Authorised Officer: jlennon
THE BAROSSA COUNCIL

The Policy is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference. Therefore, compliance with the Policy is considered to be sufficient to comply with all provisions of the Development Plan related to environmental noise. The Policy provides goal noise levels to be achieved by general activity at a development site, and specific provisions for activities such as rubbish collection.

General Activity

The Policy sets average goal noise levels (L_{eq}) for general activity based on the land use principally promoted by the Development Plan in the area in which the development and surrounding dwellings are located. The Policy recommends the following goal noise levels for a development and residences in a zone which principally promotes commercial use (i.e. all residences within the Town Centre Policy Area):

- an average (L_{eq}) noise level of 57 dB(A) during the day (7am to 10pm); and
- an average (L_{eq}) noise level of 50 dB(A) at night (10pm to 7am).

The Policy recommends the following goal noise levels for a development located in an area where the Development Plan principally promotes commercial use, and residences in an area in which residential use is principally promoted (residences in the Residential Policy Area to the west of the site):

- an average (L_{eq}) noise level of 52 dB(A) during the day (7am to 10pm);
- an average (L_{eq}) noise level of 45 dB(A) at night (10pm to 7am); and
- a maximum (L_{max}) noise level of 60 dB(A) at night (10pm to 7am).

When measuring or predicting noise levels for comparison with the Policy penalties may be applied for each characteristic of tone, impulse, low frequency and modulation of the noise source. To attract a penalty the characteristics must be considered dominant in the existing acoustic environment. A penalty of 5 dB(A) is applied for vehicle movements during the day .. No vehicle movement will occur during the night time period and noise from mechanical plant does not display any of the above characteristics, therefore no penalty is appropriate for the night time goal noise level.

Based on the above, the following goal noise levels apply:

- At residences in the Town Centre Policy Area:
    - an average (L_{eq}) noise level of 52 dB(A) during the day (7am to 10pm), and;
    - an average (L_{eq}) noise level of 50 dB(A) at night (10pm to 7am).

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS
Williamstown Retail Development
Environmental Noise Assessment
S5276C3
July 2017
Date: 5/05/2021
Authorised Officer: jlennon
THE BAROSSA COUNCIL

- At residences in the Residential Policy Area:
    - an average (L_{eq}) noise level of 47 dB(A) during the day (7am to 10pm), and;
    - an average (L_{eq}) noise level of 45 dB(A) at night (10pm to 7am); and
    - a maximum (L_{max}) noise level of 60 dB(A) at night (10pm to 7am).

Noise from Rubbish Collection

The Policy deals with rubbish collection by limiting the collection hours to the least sensitive period of the day. Division 3 of the Policy requires rubbish collection to occur only between the hours of 9am and 7pm on a Sunday or public holiday, and between 7am and 7pm on any other day, except where it can be shown that the maximum (L_{max}) noise level from such activity is less than 60 dB(A).

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS
Williamstown Retail Development
Environmental Noise Assessment
S5276C3
July 2017
Date: 5/05/2021
Authorised Officer: jlennon
THE BAROSSA COUNCIL

ASSESSMENT

General Activity

Noise Level Modelling

Car Park Activity and Vehicle Movements

Noise at the surrounding dwellings from car park activity and vehicle movements on the site has been predicted based on noise measurements conducted at similar sites. These measurements account for the noise associated with:

- car park activity such as people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from their park position; and,
- typical vehicle movement through a car park.

The daytime noise level has been predicted based on 15 vehicles arriving, parking, and leaving from the car park within the Policy's default assessment period of 15 minutes.

Deliveries

The noise from deliveries and unloading activity has been predicted based on previous noise measurements of refrigerated trucks completing each of the following processes:

- driving into the site;
- reversing into the loading dock and stopping the engine;
- unloading using a gas forklift, and;
- starting the engine, accelerating and driving out of the site.

The daytime noise level has been predicted based on each of the above processes occurring once within the Policy's default assessment period of 15 minutes.

Mechanical Plant

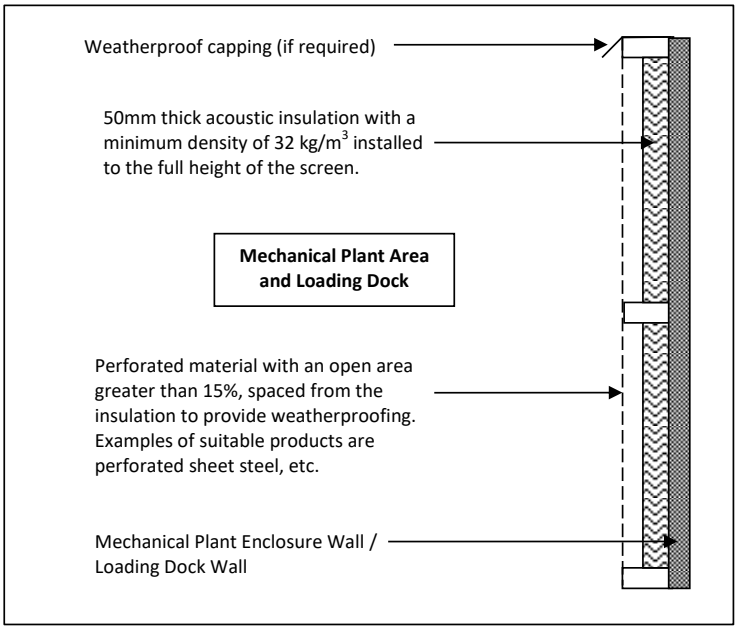
At the Development Application stage of a project, the mechanical plant is not yet designed or selected. An assessment of the roof top mechanical plant has therefore been based on measurements of typical air conditioning and refrigeration equipment serving other similar facilities.

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS
Williamstown Retail Development
Environmental Noise Assessment
S5276C3
July 2017
Date: 5/05/2021
Authorised Officer: jlennon
THE BAROSSA COUNCIL

Recommended Acoustic Treatment Measures

Based on the above predictions, the following acoustic treatment measures are recommended:

- Install acoustic barriers around the roof mounted mechanical plant for the extent shown in blue in Appendix A. The barrier height should be no less than 1m greater than the height of the tallest item of equipment.
- Install acoustic absorption, such as 50mm thick insulation with a minimum density of 32kg/m^3, to the inner face of the mechanical plant barriers for the extent shown in purple in Appendix A. The absorption should be installed in accordance with Detail 1.

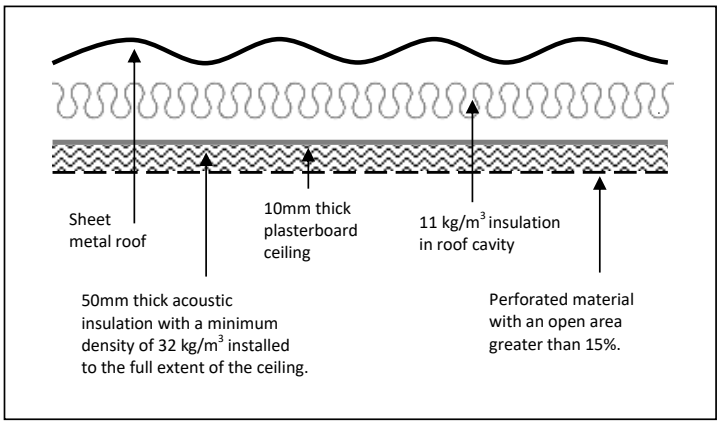


Detail 1: Insulation to inner face of wall or barrier

- Construct an enclosed loading bay as documented in *Hardy Milazzo* drawing SK01;
- Construct the loading bay walls from solid precast concrete panels (as documented).
- Construct the loading bay roof in accordance with the following:
  - Minimum 0.4mm thick sheet metal cladding;
  - Minimum 300mm wide ceiling cavity;
  - 50mm thick glass or mineral fibre insulation (with minimum density of 11 kg/m^3) installed in the cavity; and
  - 10mm thick plasterboard ceiling.

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS
Williamstown Retail Development
Environmental Noise Assessment
S5276C3
July 2017
Date: 5/05/2021
Authorised Officer: jlennon
THE BAROSSA COUNCIL

- Install 50mm thick acoustic absorption (with minimum density of 32 kg/m^3) to the underside of the loading bay ceiling for the full extent of the ceiling, and in accordance with Detail 2.
- Install 50mm thick acoustic absorption (with minimum density of 32 kg/m^3) to inside walls of the loading bay, for the extent indicated in purple in Appendix A, and in accordance with Detail 1.



Detail 2: Recommended Roof Constriction (Loading Bay)

- Ensure deliveries occur only between the hours of 7am and 10pm (during the daytime period of the Policy).
- Ensure all trucks shut down their engines and refrigeration systems once in the loading bay.
- Install a 2.1m high "Colorbond" (or equivalent) fence to the southern and western boundaries of the site, for the extent shown in Appendix A. The height of the fence should be measured from the ground height of the carpark, and it should be ensured that the fence seals airtight at all joins and junctions, including with the ground and any adjacent structures.
- Locate the compactor inside the main building (not within the loading bay).

Predicted Noise Level

With the above treatments in place, the following noise levels are predicted at the most affected residences in each Policy Area:

- At residences in the Town Centre Policy Area:
  - an average (L_{eq}) noise level of 48 dB(A) during the day (7am to 10pm), and;
  - an average (L_{eq}) noise level of 41 dB(A) at night (10pm to 7am).

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS
Williamstown Retail Development
Environmental Noise Assessment
S5276C3
July 2017
Date: 5/05/2021
Authorised Officer: jlennon
THE BAROSSA COUNCIL

- At residences in the Residential Policy Area:
    - an average (L_{eq}) noise level of 47 dB(A) during the day (7am to 10pm), and;
    - an average (L_{eq}) noise level of 44 dB(A) at night (10pm to 7am); and
    - a maximum (L_{max}) noise level of 44 dB(A) at night (10pm to 7am).

The noise levels from all noise sources at the facility are therefore predicted to achieve the requirements of the *Environment Protection (Noise) Policy 2007* at all surrounding dwellings, during all times of the day and night.

Noise from Rubbish Collection

To ensure there is not unreasonable interference from the noise associated with rubbish collection, it is recommended that the hours of rubbish collection from the site be restricted to those of Division 3 of the *Environment Protection (Noise) Policy 2007*. That is, only between the hours of 9:00am and 7:00pm on a Sunday or public holiday, and 7:00am and 7:00pm on any other day.

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS
Williamstown Retail Development
Environmental Noise Assessment
S5276C3
July 2017
Date: 5/05/2021
Authorised Officer: jlennon
THE BAROSSA COUNCIL

sonus.

CONCLUSION

An environmental noise assessment has been made of the proposed retail development at 21 Queen Street, Williamstown.

The assessment considers the noise at surrounding dwellings from car park activity, vehicle movements, mechanical plant, deliveries, and rubbish collection and determines the acoustic treatment measures required to achieve the *Environment Protection (Noise) Policy 2007.*

The recommended acoustic treatment measures include screening of roof top mechanical plant, construction of an enclosed loading bay (as documented), construction of acoustic boundary fences, restricting the times in which deliveries and rubbish collection can occur, and requiring truck engines and refrigeration systems to be shut down after entering the loading bay.

Based on the above treatments, it is considered that the development has been designed *to prevent adverse impact and conflict between land uses* and *to not detrimentally affect the amenity of the locality*, thereby achieving the relevant provisions of the Barossa Council Development Plan.

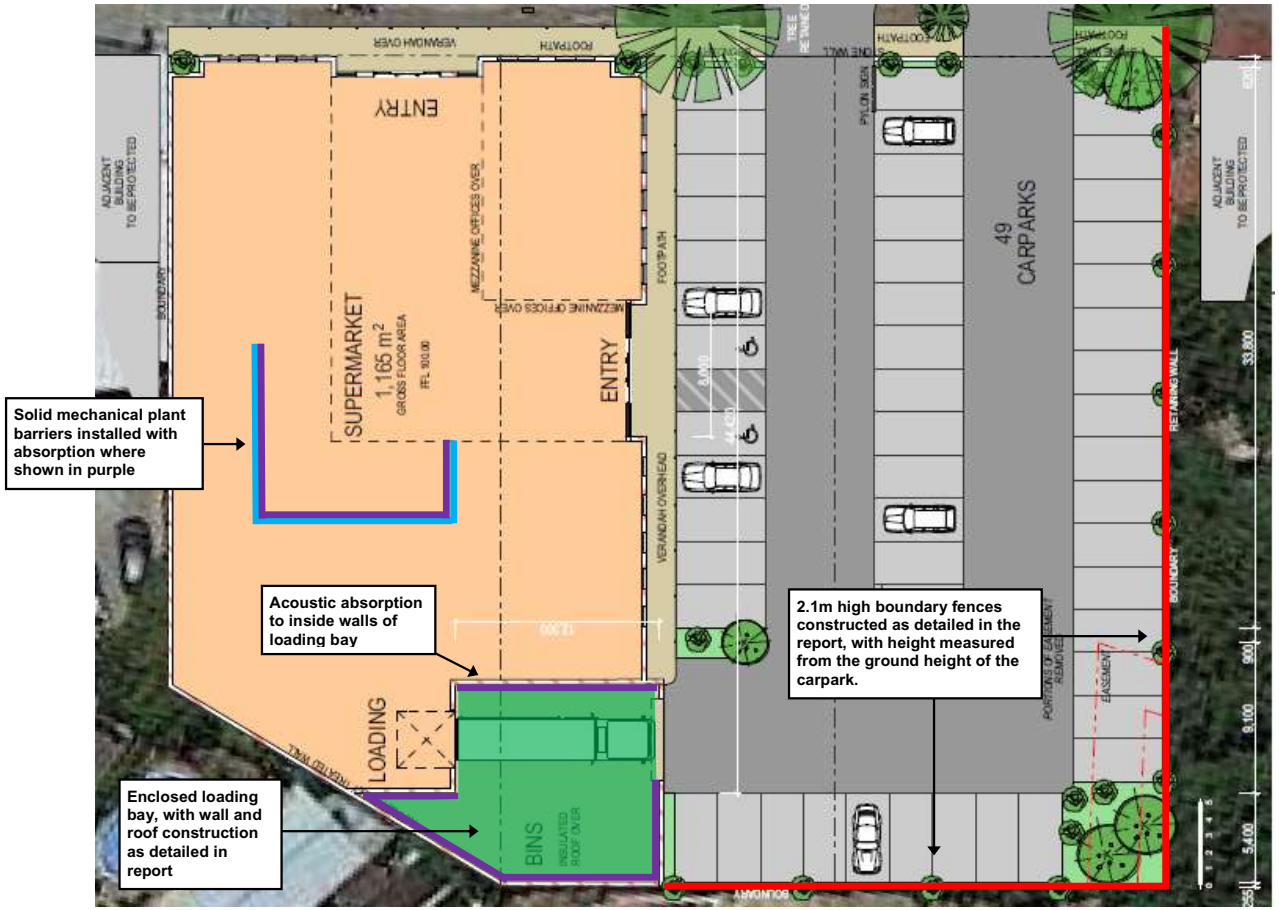
DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Williamstown Retail Development
Environmental Noise Assessment
S5276C2
July 2017

Date: 3/05/2021
Authorised Officer: jlennon
THE BAROSSA COUNCIL

sonus.

APPENDIX A: Recommended Acoustic Treatment Measures



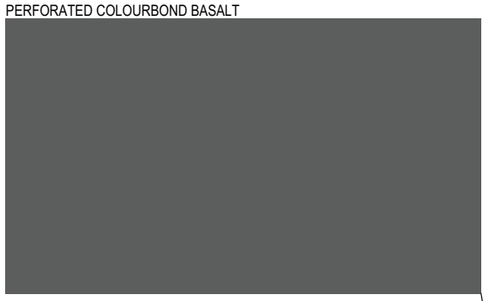
Attachment 1

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL

EXPOSED ROOF
MAXLINE 340 COLOURBOND BASALT
AC SCREENS
PERFORMATED COLOURBOND BASALT

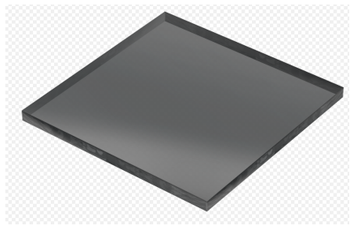


BRICKWORK FEATURES - SOLIDIER COURSE
LITTLEHAMPTON BRICKS 'COACHOUSE'



EXPOSED STEELWORK, POSTS, DOWNPIPES, GABLE ENDS
DULUX BASALT





NEW WINDOWS
NAT ANODISED FRAME WITH GREY TINT GLASS



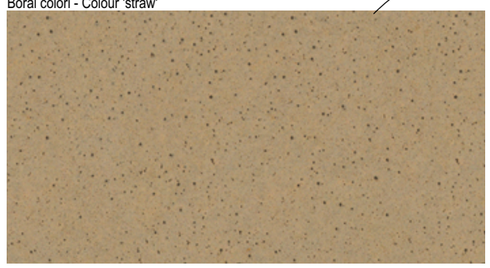
EAST ELEVATION ENTRIES
AND CARPARK WALLS
BASKETRANGE RANDOM WALLING SANDSTONE





MAIN WALLS
PRECAST PAINTED IN SILKWORT

New Colored Concrete Footpaths - broom finish
Boral colori - Colour 'straw'



OLD FOOTPATH WILL BE REBUILT WITH
THE SAME PAVERS TO MATHC REST OF STREET





PREPARED FOR 9DOT
NORWOOD

NEW RETAIL CENTRE
WILLIAMSTOWN SA 5351

MATERIALS BOARD

44 Currie St
Adelaide 5000 SA
08 8205 0111

HARDY MILAZZO
architecture + interior design

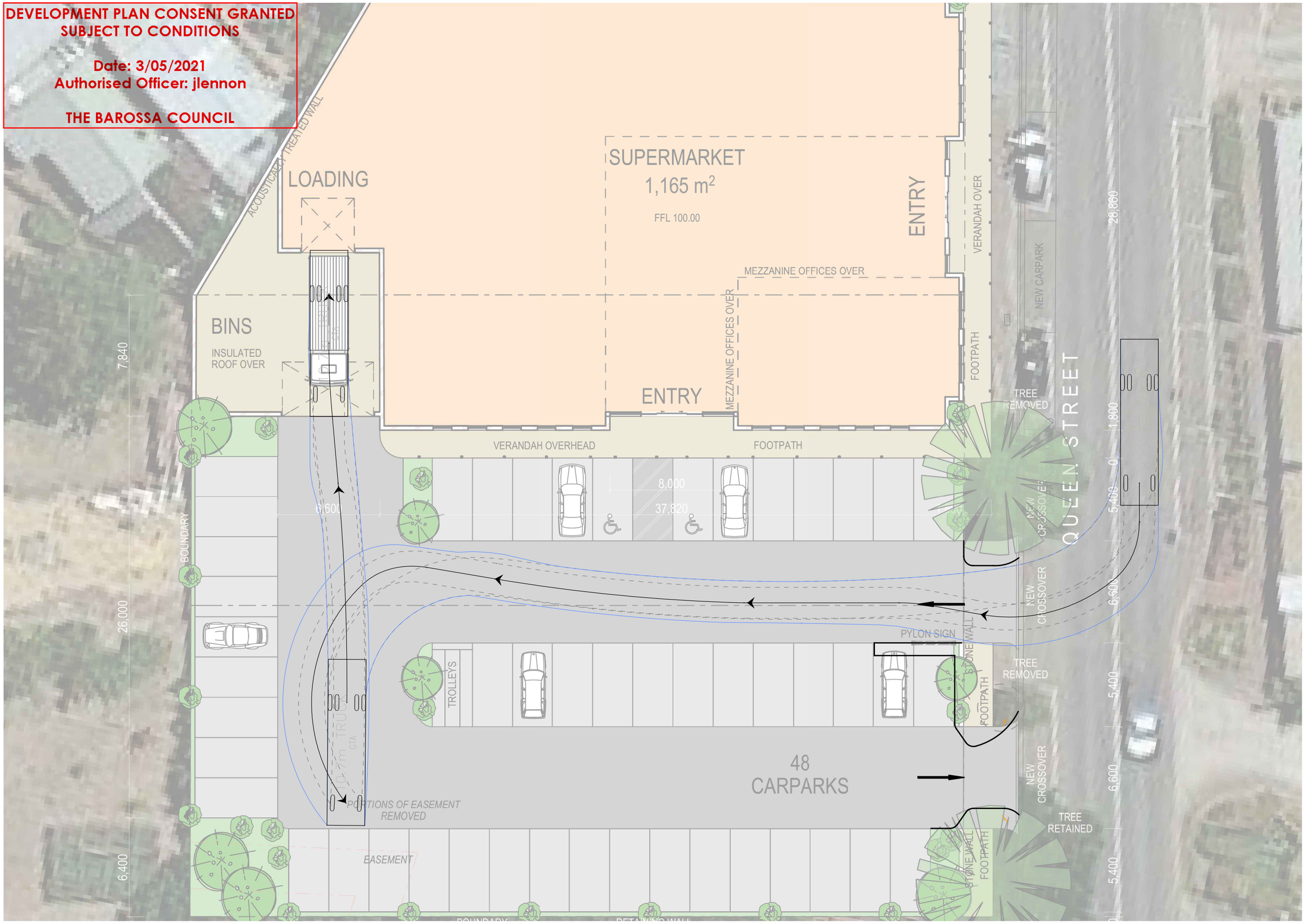
SK08
Job No. 6848-1
11/10/2017

Attachment 1

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL



Attachment 1

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL

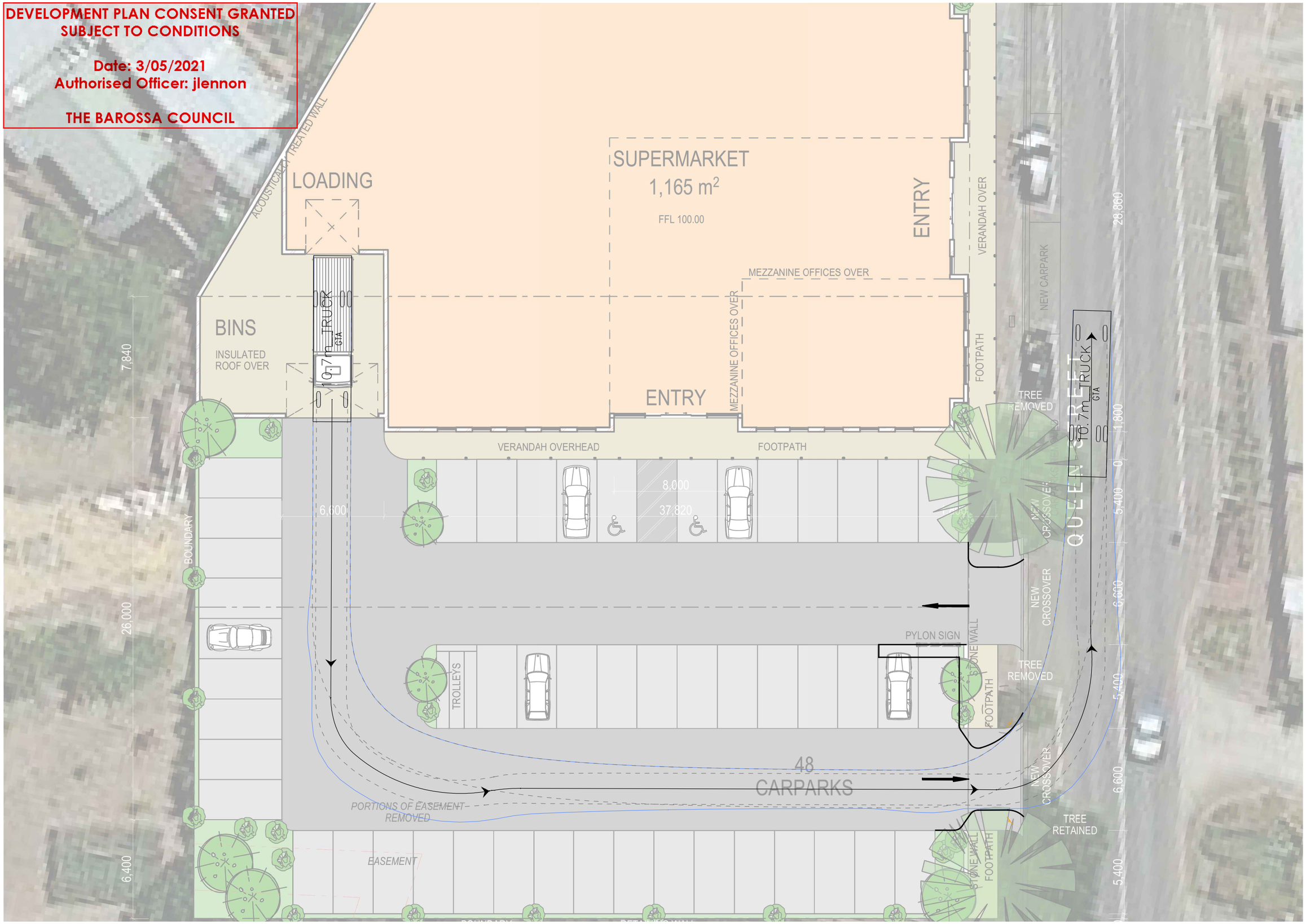


Attachment 1

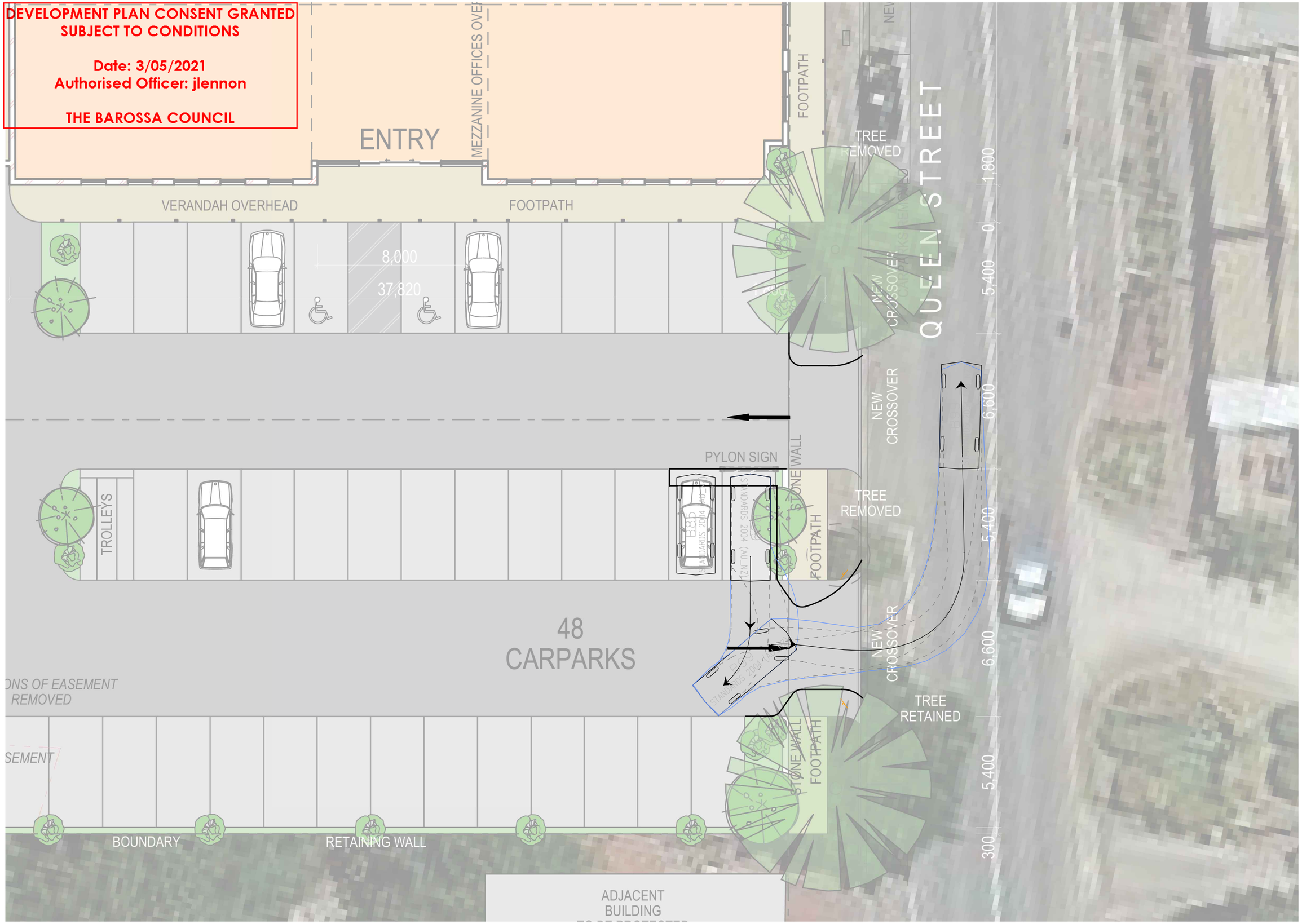
DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL



Attachment 1

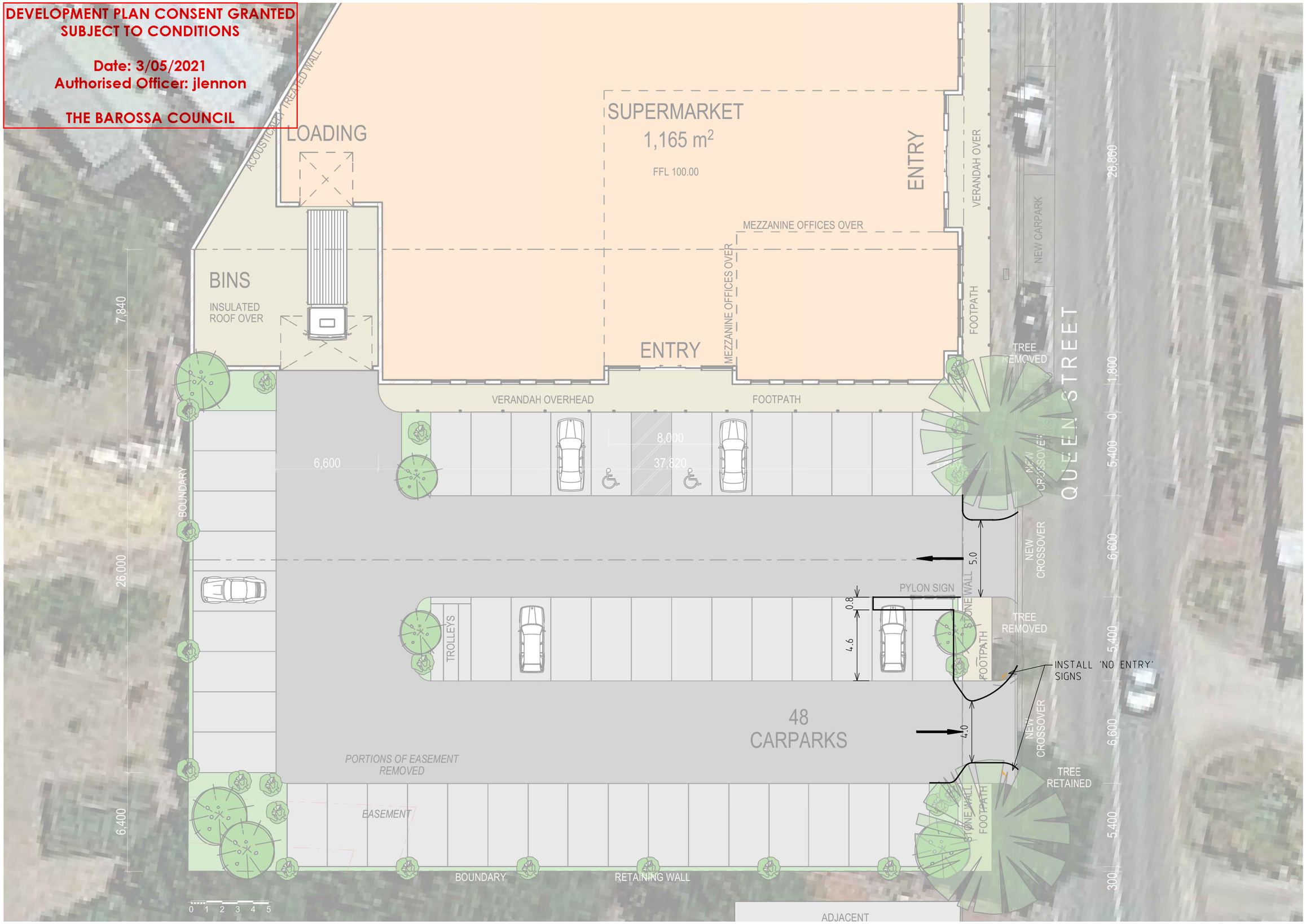


Attachment 1

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL



DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL

STORMWATER REPORT

Retail Development, 21 Queen Street, Williamstown

Prepared by: SR

PT Design ABN 35 008 116 916
141-149 Ifould Street, ADELAIDE SA 5000
Tel: (08) 8412 4300

Project No: 19414
Revision: -01-
Date of Issue: 25/10/2017

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL

INTRODUCTION

PT Design were engaged to prepare a stormwater management plan for a proposed Retail Development, Williamstown. The stormwater management plan has been prepared taking into account the use of the site, the surrounding environment and best management practices for stormwater drainage.

The overall stormwater management plan incorporates the following features:

- Collection and management of stormwater flows
- Treatment of stormwater
- Detention to minimise the impact on Council's existing stormwater system
- Connection to council's existing stormwater system

The site itself is approximately 2904m^2. This site comprises of retail development and carpark.

This report is prepared solely for council submission for planning approval purposes only. Further design and detail will be required to gain building rules approval and development approvals.

COUNCIL REQUIREMENTS

- Maximum point discharge to kerb and gutter shall be 12.0L/s
- Run-off shall be treated to achieve desired water quality levels
- Detention shall be provided to limit the critical 20yr Post development discharge rate to 20yr pre-development discharge rate.

STORMWATER MANAGEMENT

The finished floor level is set approximately 200mm above the highest adjacent top of water table level to provide protection against 100 year flood plain levels. This is the maximum FFL achievable given pedestrian access requirements from Queen Street footpath.

Runoff from all paved areas will not leave the site without first passing through the stormwater treatment device. Stormwater treatment has been provided by an Ecosol GPT 4200 solid pollutant filter/oil and grease arrestor. Refer to Appendix A for stormwater management plan.

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL

Site levels will be set so that external stormwater will not enter the site and stormwater runoff from this site will not adversely affect any other tenancies on neighbouring lease boundaries.

Council requires the discharge of stormwater from the site to Council's drainage system to be restricted so to minimize the impact of increased runoff from the proposed development.

The allowable flow off site is 12.0L/s. Given the maximum discharge rate to the kerb and water table is 12.0L/s the remaining catchment will be limited to this discharge rate. Based on these requirements 47.83kL of detention is required. Refer to Appendix B for calculations.

SITE ACCESS

Access to and from the proposed development should be safe during a 100 year ARI flood. Site levels are falling overland a minimum of 500mm from the building line towards the crossover on Queen Street. This should allow safe access for pedestrians during critical rain events.

The building access point matches finished floor level, which allows for a smooth transition for pedestrian access. Paths around the site meet disability access requirements, to allow for access from all points of the site.

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL

APPENDIX A

STORMWATER MANAGEMENT PLAN

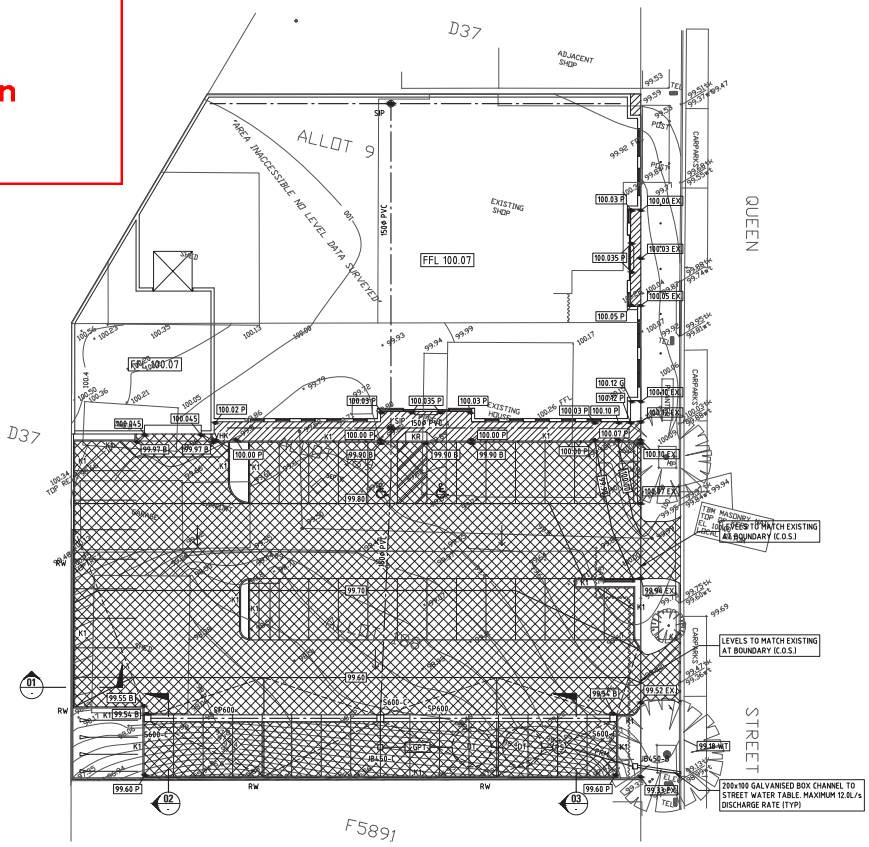
Attachment 1

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

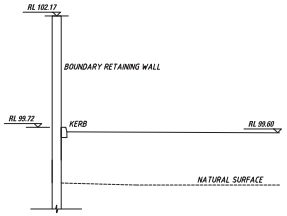
THE BAROSSA COUNCIL

PT Design
structural • civil • engineers

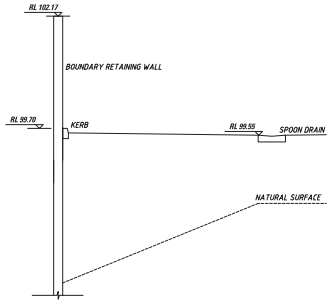


LEGEND

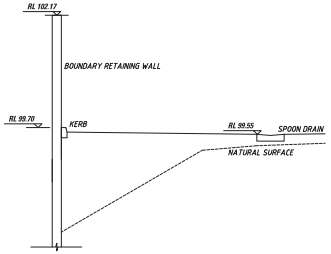
	SEWER GRADE PVC STORMWATER PIPE SIZE AS NOTED (S/S DENOTES SEALED SYSTEM)
S600-C	600 SQUARE GRATED SUMP COVER CLASS AS NOTED
JB450-B	450 SQUARE JUNCTION BOX COVER CLASS AS NOTED
JB300-B	300 SQUARE JUNCTION BOX COVER CLASS AS NOTED
DP	DOWNPIPE
SIP	SITE INSPECTION POINT
GPT	ECOSOL GPT 4200 SOLID POLLUTANT FILTER / OIL AND GREASE ARRESTOR AS PER MANUF'S DETAILS (OR EQUIVALENT)
15.55	DESIGN LEVEL P - PAVING C - CONCRETE B - BITUMEN G - GROUND COV - COVER INV - INVERT WT - WATER TABLE EX. - TO MATCH EXISTING (C.O.S.)
15.55	CONTOUR LINE
	DIRECTION OF SURFACE FALL
	GRADE LINE
K1	KERB
SP600	600 WIDE SPOON DRAIN
CP	CONCRETE PLINTH
KR	KERB RAMP
RW	RETAINING WALL TO FUTURE DETAIL
DT	2x24.00kL UNDERGROUND DETENTION TANKS STRICTLY IN ACCORDANCE WITH MANUF'S DETAILS PROVIDE INSPECTION OPENINGS, BREATHER VALVES, ETC. STRICTLY IN ACCORDANCE WITH MANUF'S DETAILS
PS	PRE-PACKAGED PUMP STATION TO PUMP MANUFACTURERS DETAILS PUMP RATE - 12.0 L/sec
	PAVEMENT SUBJECT TO VEHICULAR LOADING TO FUTURE DETAIL
	PEDESTRIAN PAVEMENT TO FUTURE DETAIL



SECTION 1
SCALE 1:50



SECTION 2
SCALE 1:50



SECTION 3
SCALE 1:50

0 5000 10000 15000
SCALE 1:200 @A1

NOTE:
REFER TO ARCHITECTS DRAWINGS FOR ALL SETOUT DIMENSIONS

ALL LEVELS SHALL BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION. SHOULD ANY DISCREPANCY OCCUR THE CONTRACTOR SHALL CONTACT THIS OFFICE IMMEDIATELY FOR FURTHER INSTRUCTION.

CONTRACTORS NOTES:
COVER LEVELS GIVEN FOR PITS ARE NOMINAL ONLY. COVER LEVELS SHALL MATCH FINISHED PAVING LEVELS.

THE CONTRACTOR IS RESPONSIBLE FOR CHECKING LOCATION OF ALL UNDERGROUND SERVICES PRIOR TO COMMENCING ANY EXCAVATION WORK. ANY DAMAGE CAUSED TO ANY SERVICES SHALL BE REPORTED IMMEDIATELY TO THE SUPERINTENDANT & SHALL BE REPAIRED BY THE APPROPRIATE AUTHORITIES. ALL COSTS ASSOCIATED WITH REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE. PHONE 'DIAL BEFORE YOU DIG' (1100) FOR ASSISTANCE.

FOR APPROVAL

Date	Revision	Issue
25.10.2017	ISSUED FOR PLANNING APPROVAL	C
24.07.2017	ISSUED FOR PLANNING APPROVAL	B
30.06.2017	PRELIMINARY ISSUE	A

PT Design
PT Design Pty Ltd 141-149 Rundle Street Adelaide SA 5000
T (08 8412 4300) E (ptdesign@ptdesign.net.au)

Designed	SR	Drawn	SR
Approved		Date	JUN '17
CIVIL		Sheet	1 of 2

Project
PROPOSED RETAIL DEVELOPMENT
21 QUEEN STREET
WILLIAMSTOWN SA

Client
MICHAEL KLOBAS

Drawing Title
SITE LEVELS AND DRAINAGE LAYOUT

Scale
1:200

Drawing Number
19414-C01

Issue
C

Name: 19414-C01.dwg Date: 25.10.2017 Time: 18:09:56
© Copyright

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL

APPENDIX B

STORMWATER CALCULATIONS

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL

DETENTION CALCULATIONS

Retail Development, 21 Queen Street, Williamstown

Prepared by: SR

PT Design ABN 35 008 116 916
141-149 Ifould Street, ADELAIDE SA 5000
Tel: (08) 8412 4300

Project No: 19414
Revision: -00-
Date of Issue: 30/06/2017

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL

PT Design

Project:	Queen Street	Project #	19414
		Date	25.10.17
Design By:	SR	Page	1 of 2

CRITICAL 1 IN 20 YEAR DETENTION VOLUME

PRE DEVELOPMENT FLOW (MINOR STORM)

Time of Concentration	5	mins
Rainfall Intensity	119	mm/hr

Catchment Area	C	Area (m^2)		
Roof	0.9	1047	31.1	
Impervious	0.75	284	7.0	
Pervious	0.4	727	9.6	
Pervious	0.2	846	5.6	
		Total	**53.4**	L/sec

POST DEVELOPMENT FLOW (MAJOR STORM)

Time of Concentration	t	mins (critical TBC)
Rainfall Intensity	$^{20}I_t$	mm/hr

Catchment Area	C	Area (m^2)		
Roof	0.9	1292	0.32	
Impervious	0.75	1528	0.32	
Compacted Base	0.4	0	0.00	
Pervious	0.2	84	0.00	
		Total	**0.65**	$^{20}I_t$

DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Date: 3/05/2021
Authorised Officer: jlennon

THE BAROSSA COUNCIL

PT Design

Project:	Queen Street	Project #	19414
		Date	25.10.17
Design By:	SR	Page	2 of 2

PUMP SIZE

Flow (L/s)	Allowable Flow (L/s)
12.00	
12.00	12.0

CRITICAL STORAGE VOLUME

Q in	**Q out**
0.65 $^{100}I_t$	12.0 L/sec

Tc (mins)	Intensity, I (mm/hr)	Q in (L/sec)	Q out (L/sec)	V in (L)	V out (L)	V total (L)	
5	119	76.9	12.0	23062	3600	19462.2	
6	110	71.1	12.0	25582	3960	21622	
10	87.5	56.5	12.0	33915	5400	28515	
20	60.8	39.3	12.0	47132	9000	38132	
30	47.8	30.9	12.0	55582	12600	42982	Critical
60	30.5	19.7	12.0	70931	23400	47531	
120	18.9	12.2	12.0	87908	45000	42907.68	
180	14.2	9.2	12.0	99071	66600	32471	

PEAK STORAGE REQUIRED 47531 L
47.53 kL

Development Locations

Location 1

Location reference
17 QUEEN ST WILLIAMSTOWN SA 5351

Title Ref
CT 5358/482

Plan Parcel
F5891 AL188

Additional Location Information

Council
THE BAROSSA COUNCIL

Location 2

Location reference
19 QUEEN ST WILLIAMSTOWN SA 5351

Title Ref
CT 5090/36

Plan Parcel
F5891 AL189

Additional Location Information

Council
THE BAROSSA COUNCIL

Location 3

Location reference
21-23 QUEEN ST WILLIAMSTOWN SA 5351

Title Ref
CT 5191/131

Plan Parcel
D37 AL9

Additional Location Information

Council
THE BAROSSA COUNCIL

Zone Overlays

Zones
- Township Main Street

Sub-zones
(None)

Overlays
- Character Preservation District
- Historic Area

- Hazards (Bushfire - Urban Interface)
- Hazards (Flooding - Evidence Required)
- Mount Lofty Ranges Water Supply Catchment (Area 2)
- Native Vegetation
- Prescribed Water Resources Area
- Traffic Generating Development
- Urban Transport Routes

Variations
(None)

Application Contacts

Applicant(s)

Stakeholder info
Beyond Ink
PO Box 531
Hahndorf
SA
5245
Tel. 8388 1179
townplanning@beyondink.com.au

Contact

Stakeholder info
Beyond Ink
PO Box 531
Hahndorf
SA
5245
Tel. 8388 1179
townplanning@beyondink.com.au

Invoice Contact

Stakeholder info
Beyond Ink
PO Box 531
Hahndorf
SA
5245
Tel. 8388 1179
townplanning@beyondink.com.au

Invoice sector type

Land owners

Stakeholder info
Klose's Supermarkets
C/- PO Box 531
Hahndorf
SA
5245
Tel. 8388 1179
townplanning@beyondink.com.au

Nature Of Development

Nature of development
Demolition of all existing structures on the site and construction of a new supermarket building, car park, earthworks, retaining, fencing, signage and associated landscaping

Development Details

Current Use
Vacant, dwelling & shop

Proposed Use
Shop

Development Cost
$4,500,000.00

Proposed Development Details
Demolition of all existing structures on the site and construction of a new supermarket building, car park, earthworks, retaining, fencing, signage and associated landscaping

Element Details

You have selected the following elements

Demolition - $0.00
- Demolition

Shop - $0.00

Fences and walls - $0.00
- Fence
- Retaining wall

Advertisement - $0.00

Commercial & Industrial Elements

Does the application include signage?
Yes

Number of Signs
1

Location of signs
On front façade

Advertisement

Is the sign illuminated?
Yes

Does the sign scroll or flash?
No

Demolition

Is the demolition for the whole of a building?
Yes

Is the building heritage listed or located within one of the following Zones or overlays? State Heritage, Local Heritage, Historic Area or zones applying in the City of Adelaide (Capital City, City Living, City Main Street, City Riverbank and City Parklands)
Yes

Septic/Sewer information submitted by applicant

Does this development require a septic system, i.e. septic tank and/or waste water disposal area?
Yes

Certificate of Title information submitted by applicant

Does the Certificate of Title (CT) have one or more constraints registered over the property?
Yes

Selected Constraints
Easement or rights of way

Consent Details

Consent list:
- Planning Consent
- Building Consent

Have any of the required consents for this development already been granted using a different system?
No

Planning Consent

Apply Now?
Yes

Who should assess your planning consent?
Assessment panel/Assessment manager at The Barossa Council

If public notification is required for your planning consent, who would you like to erect the public notification sign on the land?
Relevant Authority

Building Consent

Do you wish to have your building consent assessed in multiple stages?
No

Apply Now?
No

Consent Order

Recommended order of consent assessments
1. Planning Consent

Do you have a pre-lodgement agreement?
No

Declarations

Electricity Declaration

In accordance with the requirements under Clause 6(1) of Schedule 8 of the Planning, Development and Infrastructure (General) Regulations 2017, the proposed development will involve the construction of a building which would, if

constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996.

Native Vegetation Declaration

The proposed development will not or would not, involve the clearance of Native Vegetation under the Native Vegetation Act 1991, including any clearance that may occur in connection with a relevant access point and/or driveway, and/or within 10m of a building (other than a residential building or tourist accommodation), and/or within 20m of a dwelling or addition to an existing dwelling for fire prevention and control, and/or within 50m of residential or tourist accommodation in connection with a requirement under a relevant overlay to establish an asset protection zone in a bushfire prone area.

Submission Declaration

All documents attached to this application have been uploaded with the permission of the relevant rights holders. It has been acknowledged that copies of this application and supporting documentation may be provided to interested persons in accordance with the Act and Regulations.

Documents

Document	Document Type	Date Created
Klose Williamstown - Planning issue 230912.pdf	Site Plans	12 Sep 2023 4:27 PM
Planning Report - Williamstown Supermarket.pdf	Planning Report	12 Sep 2023 4:27 PM
230105- 23- 08- 29- SWMP.pdf	Technical Report - Stormwater	12 Sep 2023 4:27 PM
230105- C001- B - STORMWATER MANAGEMENT PL AN.pdf	Site Plans	12 Sep 2023 4:27 PM
S5276C5.pdf	Technical Report - Acoustic	12 Sep 2023 4:27 PM
23125 Sean Elliott 12Sep23.pdf	Technical Report - Traffic & Parking	12 Sep 2023 4:27 PM
230127.pdf	Survey Plan	12 Sep 2023 4:27 PM

Application Created User and Date/Time

Created User
beyond.ink

Created Date/Time
12 Sep 2023 4:27 PM

WILLIAMSTOWN SUPERMARKET

17 - 23 QUEEN STREET, WILLIAMSTOWN, SA, 5351





SHEET LIST - PLANNING

PA00-1	COVER SHEET
PA00-2	SITE ANALYSIS
PA00-3	DESIGN THEMES
PA01	SITE PLAN
PA02	GROUND FLOOR PLAN
PA03	UPPER FLOOR & ROOF PLAN
PA04	EXTERNAL ELEVATIONS
PA05	STREETSCAPE & ACOUSTIC FENCE ELEVATIONS
PA06	LANDSCAPING PLAN
PA07	SHADOW DIAGRAMS
PA08	PREVIOUS DEVELOPMENT OVERLAY
PA09	DEMOLITION PLAN

NOT FOR CONSTRUCTION

Rev No	Rev Date	Revision Description
E	14/02/2024	Updated for Planning
D	25/01/2024	Updated for discussion
C	19/01/2024	Updated for discussion
B	02/11/2023	Updated for Planning
A	12/09/2023	Issue for Planning

BEYONDINK
Creating places for life & business
8388 1179 | beyondink.com.au
52A Mount Barker Road, Hahndorf SA 5245 ABN 36 960 210 275

3D AND PERSPECTIVE DRAWINGS MAY BE INACCURATE OR INCOMPLETE. THEY ARE CONSIDERED TO BE INDICATIVE.

PROPOSED NEW DEVELOPMENT

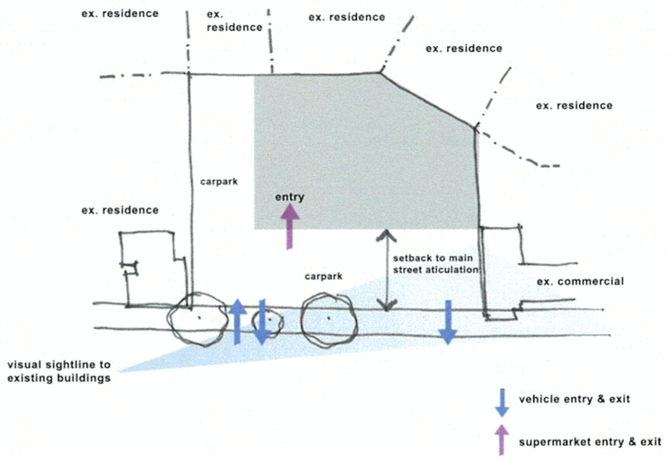
17-23 QUEEN STREET, WILLIAMSTOWN, SA, 5351

COVER SHEET

FOR APPROVAL Revision E

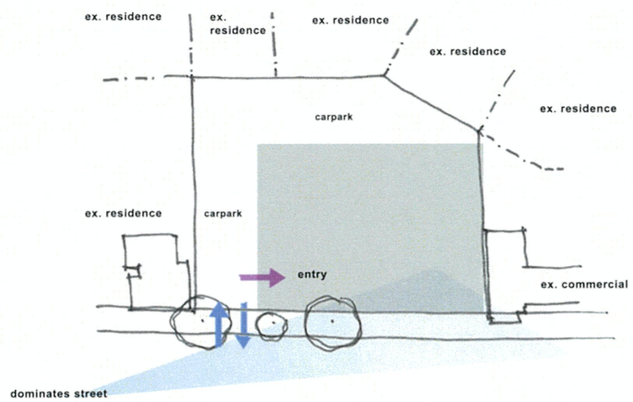
Drawn TV/DB
Date 14/02/2024
Scale @A1 size :
Project No. 22151

Sheet Number PA00-1



DESIGN THEMES

- Creates good visual surveillance
- Creates acoustic attenuation to existing residences
- Creates safe interface between vehicles and people
- Creates two alternate exit points to reduce congestion
- Creates identifiable wayfinding and sense of entry
- Creates efficient delivery & manouvering for articulated vehicle



DESIGN THEMES

- Creates poor visual surveillance
- Creates poor acoustic attenuation to existing residences
- Creates unsafe interface between vehicles and people
- Creates identifiable wayfinding and sense of entry
- Creates single point of vehicle entry and exit
- Creates ineffecient delivery and manouvering for articulatd vehicle



EXISTING RESIDENTIAL BUILDINGS
EXISTING COMMERCIAL BUILDINGS
PROPOSED NEW SUPERMARKET

ZONING

PRUL - PRODUCTIVE RURAL LANDSCAPE
TMS - TOWNSHIP MAIN STREET
TN - TOWNSHIP

NOT FOR CONSTRUCTION

Rev No	Rev Date	Revision Description
A	02/11/2023	Updated for Planning

BEYONDINK
Creating places for life & business
8388 1179 | beyondink.com.au
52A Mount Barker Road, Hahndorf SA 5245 ABN 36 960 210 275

3D AND PERSPECTIVE DRAWINGS MAY BE INACCURATE OR INCOMPLETE. THEY ARE CONSIDERED TO BE INDICATIVE.

PROPOSED NEW DEVELOPMENT

17-23 QUEEN STREET, WILLIAMSTOWN, SA, 5351

SITE ANALYSIS

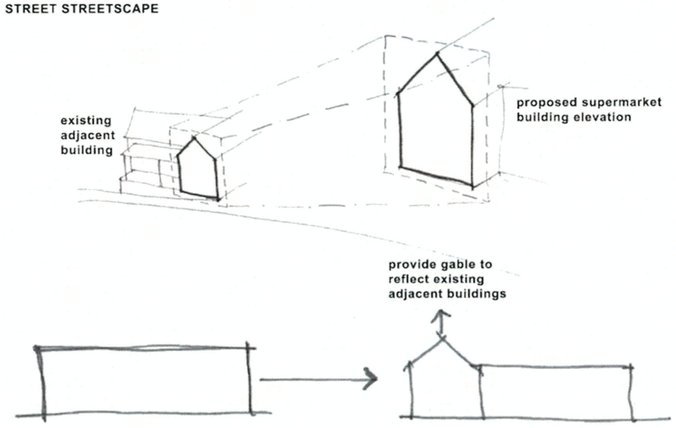
FOR APPROVAL Revision A

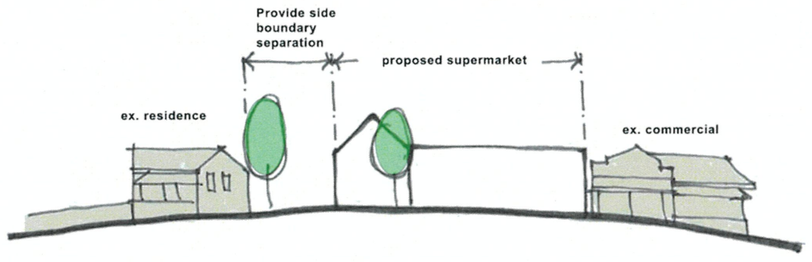
Drawn TV
Date 02/01/2023
Scale @A1 size :
Project No. 22151
Sheet Number PA00-2

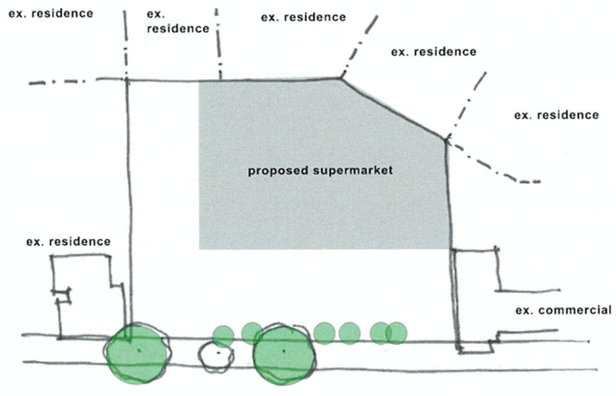
PROPOSED SUPERMARKET BUILDING SITE



QUEEN STREET STREETSCAPE







DESIGN THEME 1

Create a level of visual and physical connectivity between both the existing buildings and the proposed new supermarkets.

DESIGN THEME 2

Connecting to design language of surrounding buildings
Gable creates identifiable sense of entry

DESIGN THEME 3

Create landscape along street boundary reinforcing current boundary alignment and reflecting current vegetation on both sides of the street

NOT FOR CONSTRUCTION

Rev No	Rev Date	Revision Description
A	02/11/2023	Updated for Planning

BEYONDINK
Creating places for life & business
8388 1179 | beyondink.com.au
52A Mount Barker Road, Hahndorf SA 5245 ABN 36 960 210 375

3D AND PERSPECTIVE DRAWINGS MAY BE INACCURATE OR INCOMPLETE. THEY ARE CONSIDERED TO BE INDICATIVE.

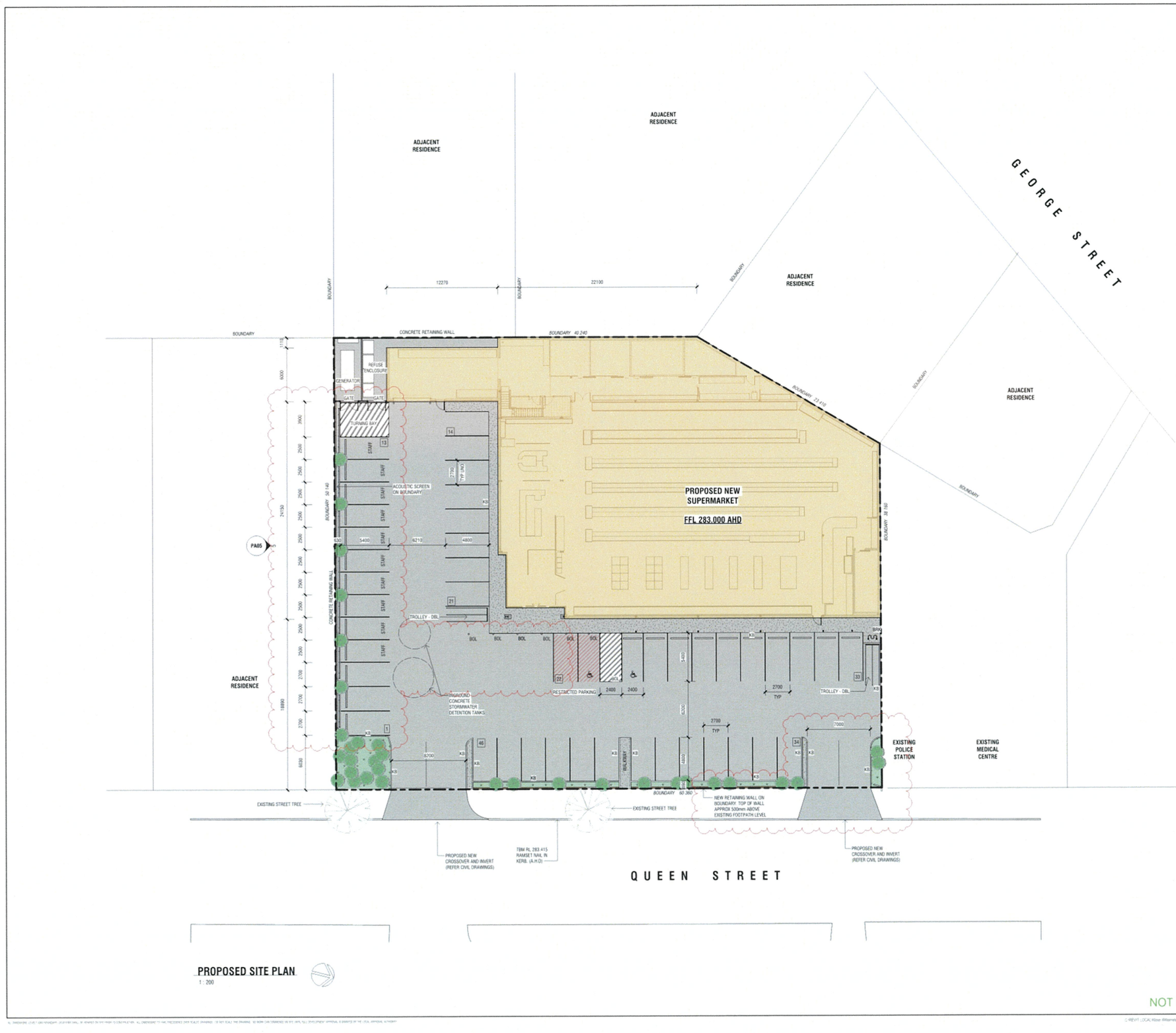
PROPOSED NEW DEVELOPMENT

17-23 QUEEN STREET, WILLIAMSTOWN, SA, 5351

DESIGN THEMES

FOR APPROVAL Revision A

Drawn TV
Date 02/01/2023
Scale @A1 size :
Project No. 22151
Sheet Number PA00-3



PROPOSED SITE PLAN
1 : 200

NOT FOR CONSTRUCTION

ABBREVIATIONS

ABBREV.	DESCRIPTION
BOL	BOLLARD, 150MM STEEL, CONCRETE FILLED WITH CAP
BRK	BICYCLE RACK
KB	CONCRETE KERBING TO ENGINEERS DETAILS

TOWN PLANNING NOTES

SITE INFORMATION

ADDRESS	17-23 QUEEN STREET, WILLIAMSTOWN
PLAN PARCELS	LOT 188, FP 5891, CT 5358/482 LOT 189, FP 5891, CT 5090/36 LOT 9, DP 37, CT 5191/131
HUNDRED	BAROSSA
TOTAL SITE AREA	2904.5 m²
PLANNING ZONE	TOWNSHIP MAIN STREET - TMS
BUSHFIRE HAZARD	URBAN INTERFACE
SITE COVERAGE	47.7% (1384m²)
LANDSCAPING	68m²

CAR PARKING

NUMBER OF CARPARKS PROVIDED	44 CARS
NUMBER OF DDA PARKS PROVIDED	2 CARS
TOTAL	46 CARS

OVERALL BUILDING FLOOR AREAS

MAIN FLOOR (excluding awnings)	1261m²
UPPER FLOOR	159m²
TOTAL	1420m²

Rev No	Rev Date	Revision Description
B	14/02/2024	Updated for Planning
A	25/01/2024	Updated for discussion

BEYONDINK
Creating places for life & business
8388 1179 | beyondink.com.au
52A Mount Barker Road, Hahndorf SA 5245 ABN 36 980 210 275

3D AND PERSPECTIVE DRAWINGS MAY BE INACCURATE OR INCOMPLETE. THEY ARE CONSIDERED TO BE INDICATIVE.

PROPOSED NEW DEVELOPMENT

17-23 QUEEN STREET, WILLIAMSTOWN, SA, 5351

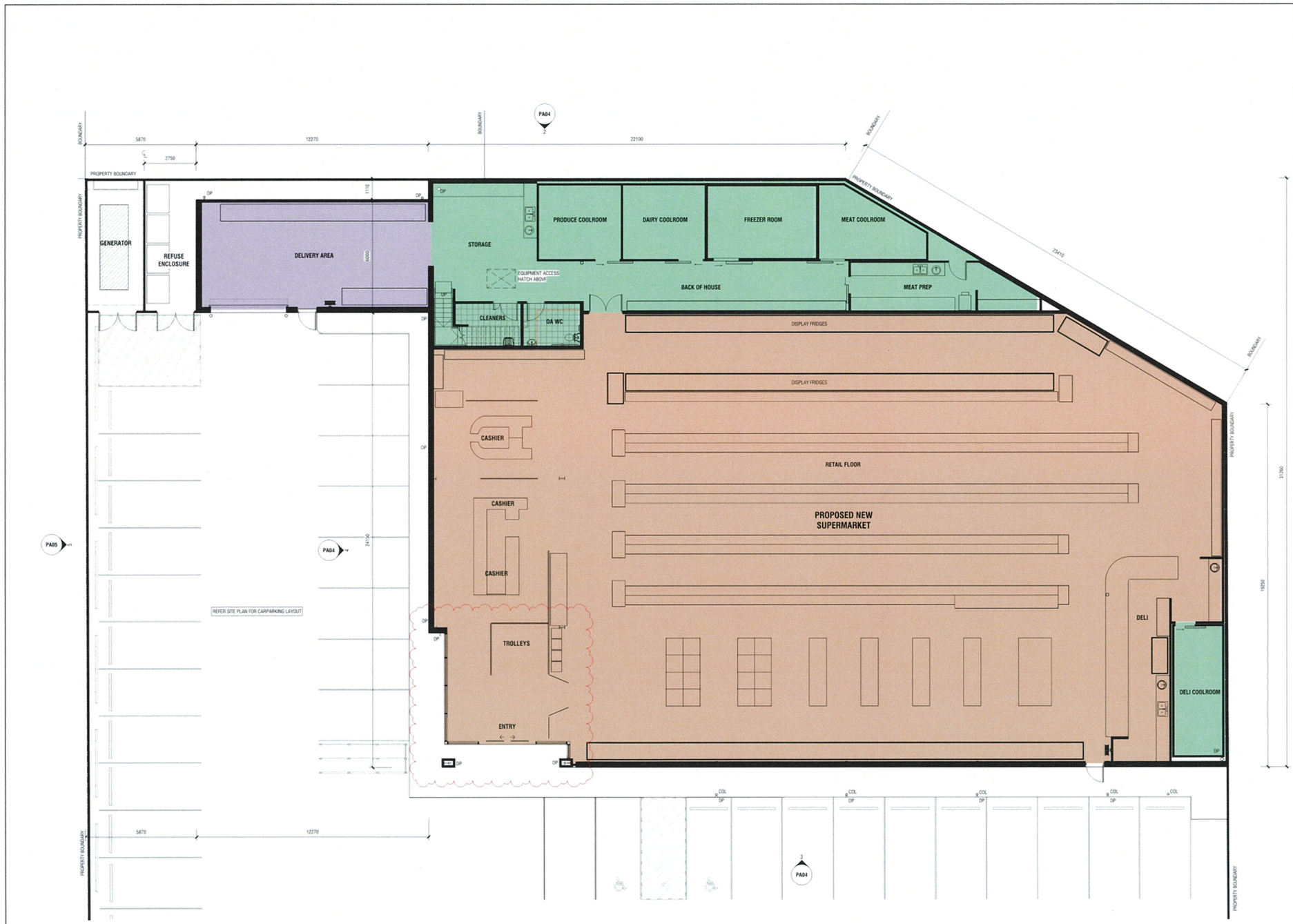
SITE PLAN

FOR APPROVAL Revision B

Drawn	TV/DB
Date	14/02/2024
Scale	@A1 size : 1 : 200
Project No.	22151

Sheet Number PA01

Attachment 2



FLOOR PLAN
1 : 100

ABBREVIATIONS

ABBREV.	DESCRIPTION
COL	COLUMN TO ENGINEER'S DOCUMENTS
DP	DOWNPIPE TO HYDRAULIC ENGINEERS DETAILS

ROOM USE OVERLAY LEGEND

- RETAIL AREA ≈ 936m²
- BACK OF HOUSE / GENERAL PREPARATION/ COOLROOM AREAS ≈ 229m²
- OFFICE AREAS ≈ 130m²
- PLANTROOM AREA ≈ 25m²
- DELIVERY AREA ≈ 25m²

Rev No	Rev Date	Revision Description
C	14/02/2024	Updated for Planning
B	02/11/2023	Updated for Planning
A	12/09/2023	Issue for Planning

BEYONDINK
Creating places for life & business
8388 1179 | beyondink.com.au
52A Mount Barker Road, Hahndorf SA 5245 ABN 36 960 210 275

3D AND PERSPECTIVE DRAWINGS MAY BE INACCURATE OR INCOMPLETE. THEY ARE CONSIDERED TO BE INDICATIVE.

PROPOSED NEW DEVELOPMENT

17-23 QUEEN STREET, WILLIAMSTOWN, SA, 5351

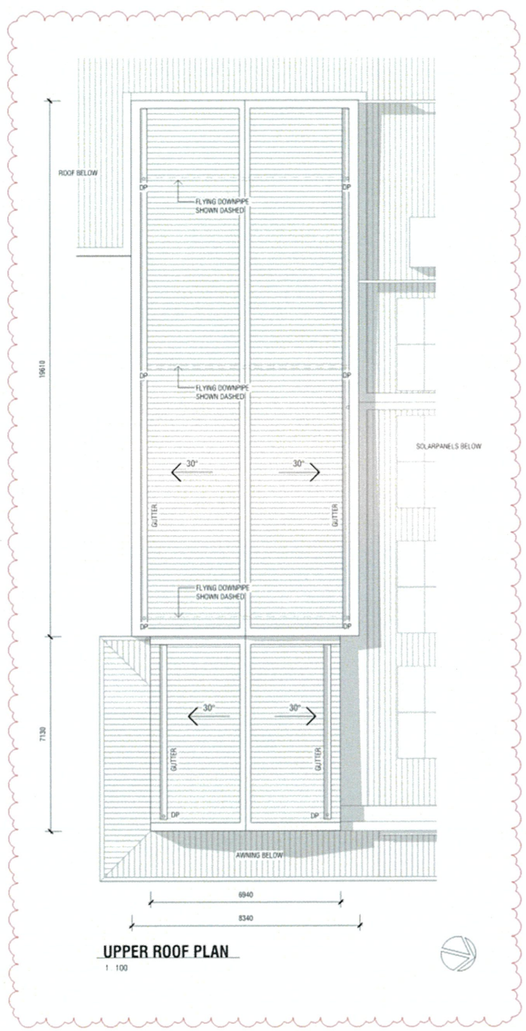
GROUND FLOOR PLAN

FOR APPROVAL Revision C

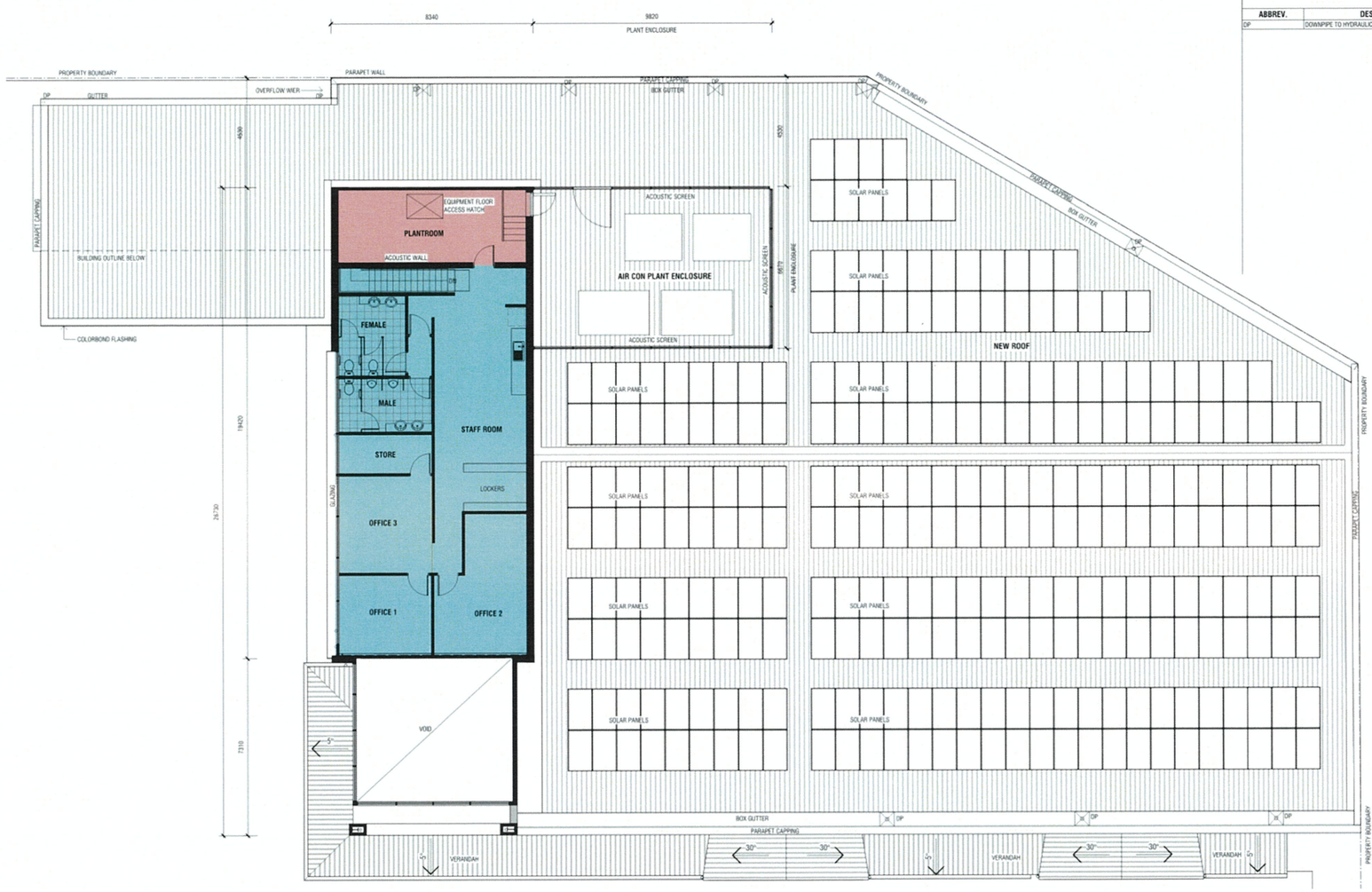
Drawn TV/DB
Date 14/02/2024
Scale @A1 size : As indicated
Project No. 22151

Sheet Number PA02

NOT FOR CONSTRUCTION



UPPER ROOF PLAN
1 : 100



UPPER LEVEL PLAN
1 : 100

ABBREVIATIONS

ABBREV.	DESCRIPTION
DP	DOWNPIPE TO HYDRAULIC ENGINEERS DETAILS

ROOM USE OVERLAY LEGEND

- **RETAIL AREA** ≈ 936m²
- **BACK OF HOUSE / GENERAL PREPARATION/ COOLROOM AREAS** ≈ 229m²
- **OFFICE AREAS** ≈ 130m²
- **PLANTROOM AREA** ≈ 25m²
- **DELIVERY AREA** ≈ 25m²

NOT FOR CONSTRUCTION

Rev No	Rev Date	Revision Description
C	14/02/2024	Updated for Planning
B	02/11/2023	Updated for Planning
A	12/09/2023	Issue for Planning

BEYONDINK
Creating places for life & business
8388 1179 / beyondink.com.au
324 Mount Barker Road, Hahndorf SA 5245 ABN 36 960 210 275

3D AND PERSPECTIVE DRAWINGS MAY BE INACCURATE OR INCOMPLETE. THEY ARE CONSIDERED TO BE INDICATIVE.

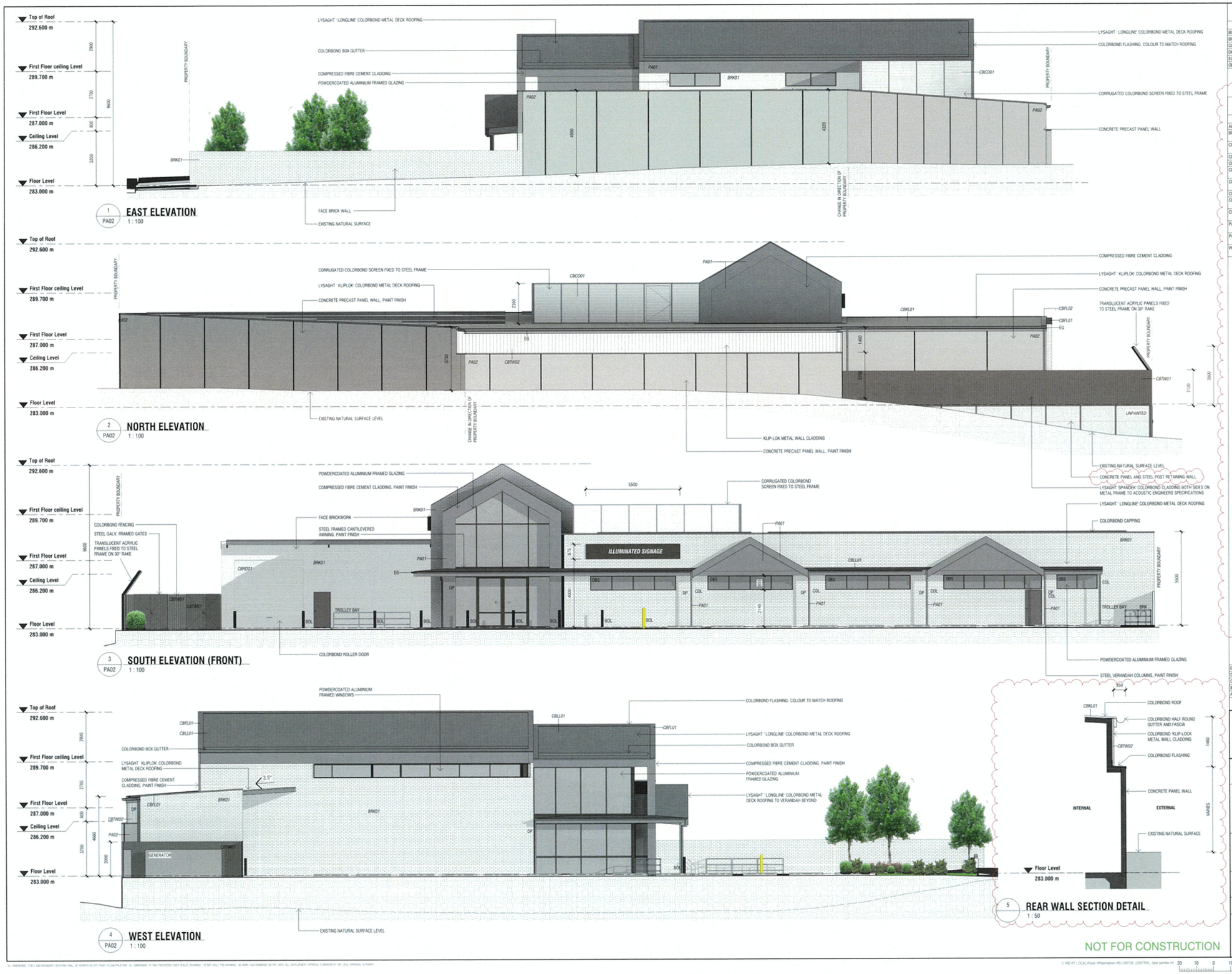
PROPOSED NEW DEVELOPMENT

17-23 QUEEN STREET, WILLIAMSTOWN, SA, 5351

UPPER FLOOR & ROOF PLAN

FOR APPROVAL Revision C

Drawn TV/DB
Date 14/02/2024
Scale @A1 size : As indicated
Project No. 22151
Sheet Number PA03



ABBREVIATIONS

ABBREV.	DESCRIPTION
BOL	BOLLARD, 150MM STEEL, CONCRETE FILLED WITH CAP
BRK	BICYCLE RACK
COL	COLUMN TO ENGINEER'S DOCUMENTS
DP	DOWNPIPE TO HYDRAULIC ENGINEERS DETAILS
EG	COLORBOND EAVES GUTTER
OBS	OBSCURED GLAZING

FINISHES SCHEDULE

TYPE	DESCRIPTION
ACR01	NON REFLECTIVE CLEAR ACRYLIC PANEL
BRK01	FACE BRICKWORK - LITTLEHAMPTON BRICKS, SINCERO DESIGN SERIES - TYPE : LIGHT BRICK
CBCO01	COLORBOND LYSAGHT 'CUSTOM ORB' CLADDING HORIZONTAL ORIENTATION - COLOUR : SURFMIST
CBFL01	COLORBOND METAL FLASHING - COLOUR : BASALT
CBFL02	COLORBOND METAL FLASHING - COLOUR : SURFMIST
CBKL01	COLORBOND LYSAGHT 'KLIP-LOK CLASSIC 700' METAL ROOF DECK - COLOUR : SURFMIST
CBLL01	COLORBOND LYSAGHT 'LONGLINE 305' METAL ROOF DECK - COLOUR : BASALT
CBRD01	COLORBOND ROLLER DOOR - COLOUR : SURFMIST
CBTW01	COLORBOND LYSAGHT 'TRIMWALL' 0.35 BMT METAL WALL CLADDING - COLOUR : WOODLAND GREY
CBTW02	COLORBOND LYSAGHT 'KLIP-LOK CLASSIC 700' METAL WALL CLADDING - COLOUR : SURFMIST
PA01	PAINT FINISH - DULUX WEATHERSHIELD, LOW SHEEN - COLOUR : COLORBOND BASALT EQUIVALENT
PA02	PAINT FINISH - DULUX WEATHERSHIELD, LOW SHEEN - COLOUR : SILKWORT
PCAL01	POWDERCOATED ALUMINIUM DOOR/WINDOW FRAMING - COLOUR : BRONZE (TBC)

MATERIAL PALLETTE

BRK01
FACE BRICKWORK
LITTLEHAMPTON BRICKS, SINCERO DESIGN SERIES
TYPE : LIGHT EARTH

CBLL01
METAL ROOF DECK
TYPE : LYSAGHT LONGLINE 305'
COLOUR : BASALT

CBKL01
METAL ROOF DECK
TYPE : LYSAGHT KLIP-LOK CLASSIC 700'
COLOUR : SURFMIST

CBCO01
COLORBOND CORRUGATED WALL CLADDING - HORIZONTAL ORIENTATION
COLOUR : SURFMIST

CBTW01
COLORBOND LYSAGHT 'TRIMWALL' WALL CLADDING - VERTICAL ORIENTATION
COLOUR : WOODLAND GREY

CBRD01
COLORBOND ROLLER DOOR
COLOUR : SURFMIST

PA01
PAINT
TYPE : DULUX WEATHERSHIELD LOW SHEEN
COLOUR : COLORBOND BASALT EQUIVALENT

PA02
PAINT
TYPE : DULUX WEATHERSHIELD LOW SHEEN
COLOUR : SILKWORT

Rev No	Rev Date	Revision Description
E	14/02/2024	Updated for Planning
D	25/01/2024	Updated for discussion
C	19/01/2024	Updated for discussion
B	02/11/2023	Updated for Planning
A	12/09/2023	Issue for Planning

BEYONDINK
Creating places for life & business
8388 1179 | beyondink.com.au
52A Mount Barker Road, Hahndorf SA 5245 ABN 36 960 210 275

3D AND PERSPECTIVE DRAWINGS MAY BE INACCURATE OR INCOMPLETE. THEY ARE CONSIDERED TO BE INDICATIVE.

PROPOSED NEW DEVELOPMENT

17-23 QUEEN STREET, WILLIAMSTOWN, SA, 5351

EXTERNAL ELEVATIONS

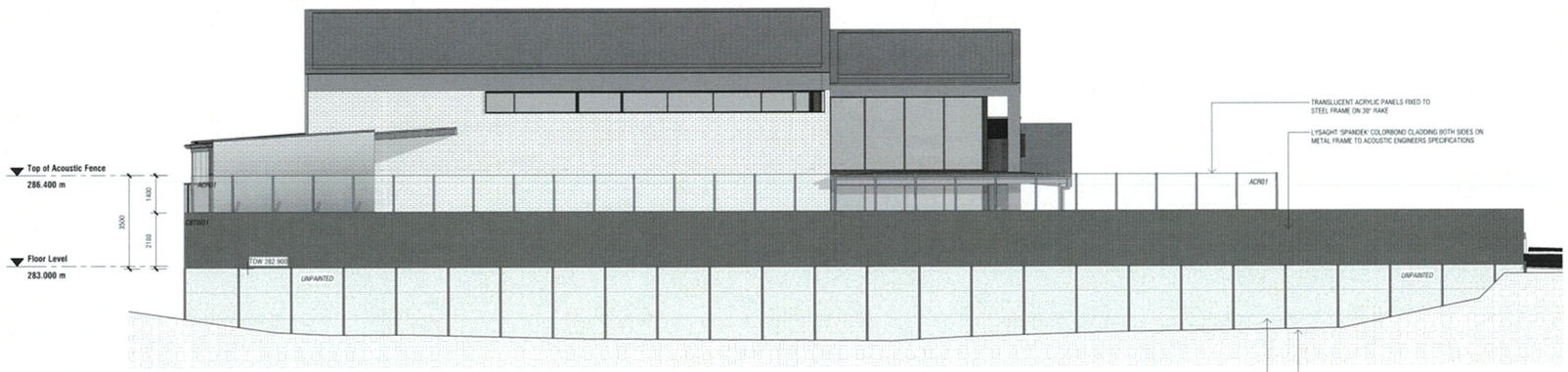
FOR APPROVAL Revision E

Drawn TV/DB
Date 14/02/2024
Scale @A1 size : As indicated
Project No. 22151
Sheet Number PA04

NOT FOR CONSTRUCTION



STREETSCAPE
1 : 100



5 PA01 **WEST BOUNDARY WALL ELEVATION**
1 : 100

MATERIAL PALLETTE

BRK21
FACE BRICKWORK
LITTLEHAMPTON BRICKS, SINCERO DESIGN SERIES
TYPE : LIGHT EARTH

CBLL01
METAL ROOF DECK
TYPE: LYSAGHT 'LONGLINE 305'
COLOUR : BASALT

CBKL01
METAL ROOF DECK
TYPE : LYSAGHT 'KLIP-LOK CLASSIC 700'
COLOUR : SURFMIST

CBCO01
COLORBOND CORRUGATED WALL CLADDING - HORIZONTAL ORIENTATION
COLOUR : SURFMIST

CBTW01
COLORBOND LYSAGHT 'TRIMWALL' WALL CLADDING - VERTICAL ORIENTATION
COLOUR : WOODLAND GREY

CBRD01
COLORBOND ROLLER DOOR
COLOUR : SURFMIST

PA01
PAINT
TYPE : DULUX WEATHERSHIELD LOW SHEEN
COLOUR : COLORBOND BASALT EQUIVALENT

PA02
PAINT
TYPE : DULUX WEATHERSHIELD LOW SHEEN
COLOUR : SILKWORT

FINISHES SCHEDULE

TYPE	DESCRIPTION
ACR01	NON REFLECTIVE CLEAR ACRYLIC PANEL
BRK01	FACE BRICKWORK - LITTLEHAMPTON BRICKS, SINCERO DESIGN SERIES - TYPE : LIGHT BRICK
CBCO01	COLORBOND LYSAGHT 'CUSTOM ORB' CLADDING HORIZONTAL ORIENTATION - COLOUR : SURFMIST
CBFL01	COLORBOND METAL FLASHING - COLOUR : BASALT
CBFL02	COLORBOND METAL FLASHING - COLOUR : SURFMIST
CBKL01	COLORBOND LYSAGHT 'KLIP-LOK CLASSIC 700' METAL ROOF DECK - COLOUR : SURFMIST
CBLL01	COLORBOND LYSAGHT 'LONGLINE 305' METAL ROOF DECK - COLOUR : BASALT
CBRD01	COLORBOND ROLLER DOOR - COLOUR : SURFMIST
CBTW01	COLORBOND LYSAGHT 'TRIMWALL' 0.35 BMT METAL WALL CLADDING - COLOUR : WOODLAND GREY
CBTW02	COLORBOND LYSAGHT 'KLIP-LOK CLASSIC 700' METAL WALL CLADDING - COLOUR : SURFMIST
PA01	PAINT FINISH - DULUX WEATHERSHIELD, LOW SHEEN - COLOUR : COLORBOND BASALT EQUIVALENT
PA02	PAINT FINISH - DULUX WEATHERSHIELD, LOW SHEEN - COLOUR : SILKWORT
PCAL01	POWDERCOATED ALUMINIUM DOOR/WINDOW FRAMING - COLOUR : BRONZE (TBC)

Rev No	Rev Date	Revision Description
E	14/02/2024	Updated for Planning
D	25/01/2024	Updated for discussion
C	19/01/2024	Updated for discussion
B	02/11/2023	Updated for Planning
A	12/09/2023	Issue for Planning

BEYONDINK
Creating places for life & business
8388 1179 | beyondink.com.au
52A Mount Barker Road, Hahndorf SA 5245 ABN 36 960 210 275

3D AND PERSPECTIVE DRAWINGS MAY BE INACCURATE OR INCOMPLETE. THEY ARE CONSIDERED TO BE INDICATIVE.

PROPOSED NEW DEVELOPMENT

17-23 QUEEN STREET, WILLIAMSTOWN, SA, 5351

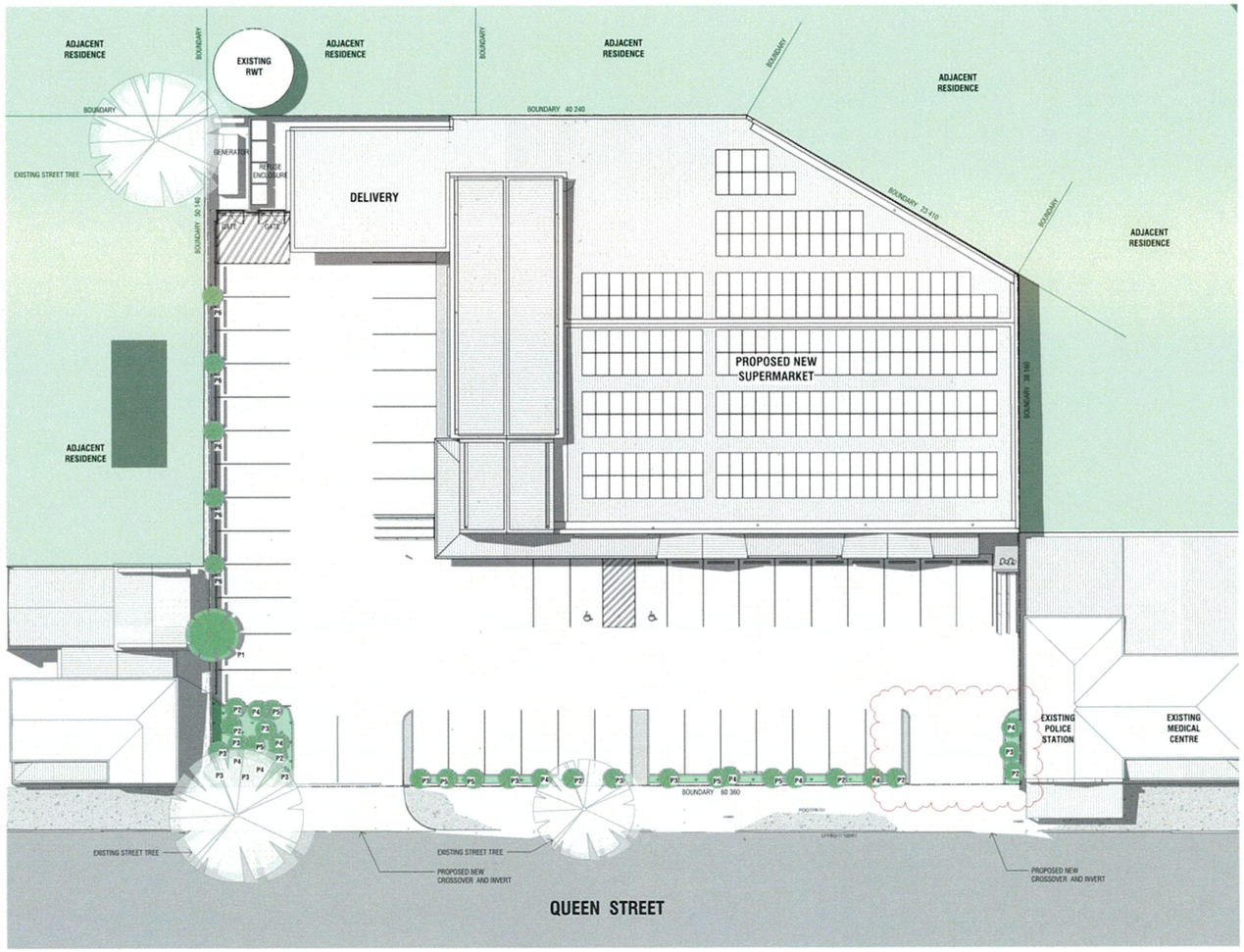
STREETSCAPE & ACOUSTIC FENCE ELEVATIONS

FOR APPROVAL Revision E

Drawn TV/DB
Date 14/02/2024
Scale @A1 size : As indicated
Project No. 22151

Sheet Number **PA05**

NOT FOR CONSTRUCTION



LANDSCAPING PLAN
1 : 200

LANDSCAPE LEGEND


P1 Betula Pendula - Silver Birch


P2 Anigozanthos Bush Dawn - Yellow Kangaroo Paw
Anigozantos Pink Joey - Kangaroo Paw


P3 Lomandra Longifolia Nyalla


P4 Patersonia Occidentalis - Long Purple Flag


P5 Acrotriche Serrulata - Honey Pots


P6 Westringia fruticosa 'Zenz' - Native Rosemary

Rev No	Rev Date	Revision Description
C	14/02/2024	Updated for Planning
B	02/11/2023	Updated for Planning
A	12/09/2023	Issue for Planning

BEYONDINK
Creating places for life & business
8388 1179 | beyondink.com.au
52A Mount Barker Road, Hahndorf SA 5245 ABN 36 960 210 275

3D AND PERSPECTIVE DRAWINGS MAY BE INACCURATE OR INCOMPLETE. THEY ARE CONSIDERED TO BE INDICATIVE.

PROPOSED NEW DEVELOPMENT

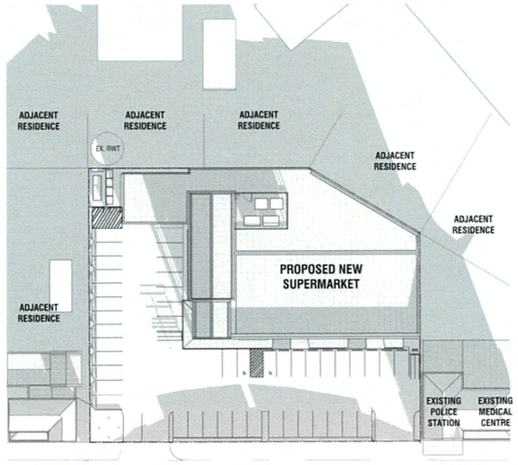
17-23 QUEEN STREET, WILLIAMSTOWN, SA, 5351

LANDSCAPING PLAN

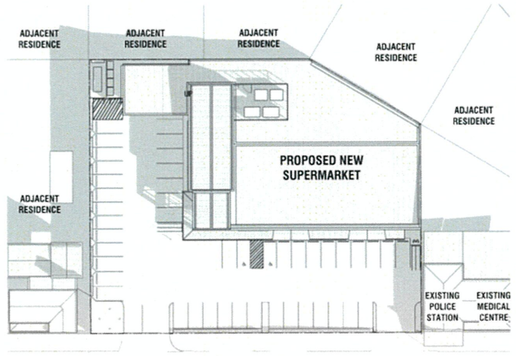
FOR APPROVAL Revision C

Drawn TV/DB
Date 14/02/2024
Scale @A1 size : As indicated
Project No. 22151
Sheet Number PA06

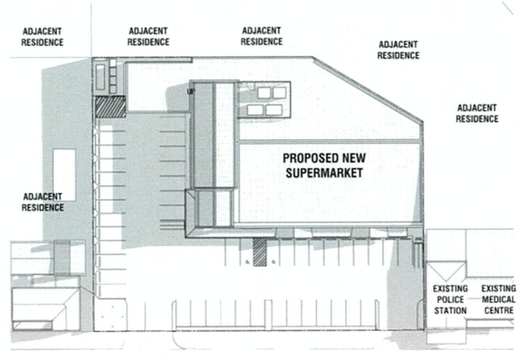
NOT FOR CONSTRUCTION



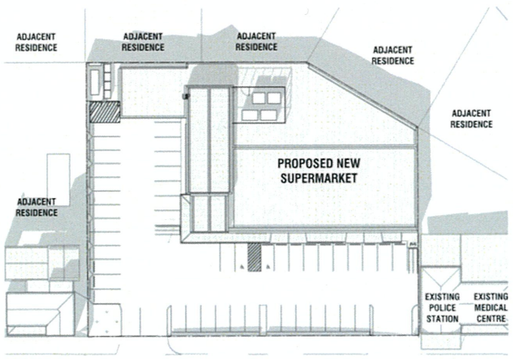
PROPOSED SITE PLAN-9am Winter Shadow
1 : 500



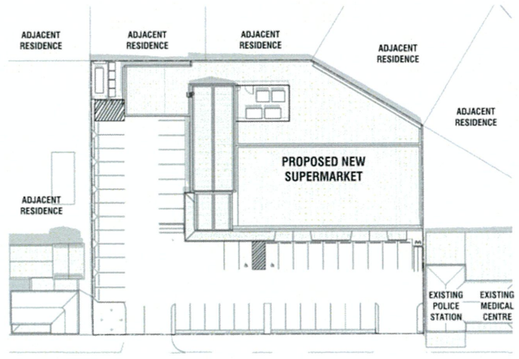
PROPOSED SITE PLAN-12pm Winter Shadow
1 : 500



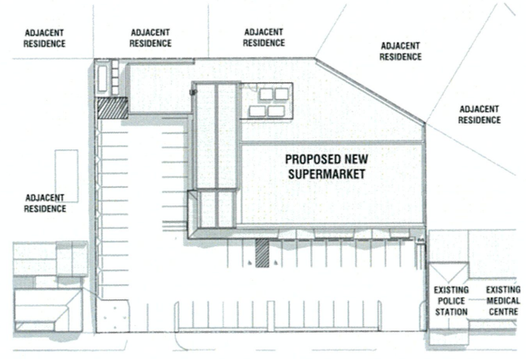
PROPOSED SITE PLAN-3pm Winter Shadow
1 : 500



PROPOSED SITE PLAN-9am Summer Shadow
1 : 500



PROPOSED SITE PLAN-12pm Summer shadow
1 : 500



PROPOSED SITE PLAN-3pm Summer Shadow
1 : 500

NOT FOR CONSTRUCTION

Rev No	Rev Date	Revision Description
B	14/02/2024	Updated for Planning
A	12/09/2023	Issue for Planning

BEYONDINK
Creating places for life & business
8388 1179 | beyondink.com.au
52A Mount Barker Road, Hahndorf SA 5245 ABN 36 960 210 275

3D AND PERSPECTIVE DRAWINGS MAY BE INACCURATE OR INCOMPLETE. THEY ARE CONSIDERED TO BE INDICATIVE.

PROPOSED NEW DEVELOPMENT

17-23 QUEEN STREET, WILLIAMSTOWN, SA, 5351

SHADOW DIAGRAMS

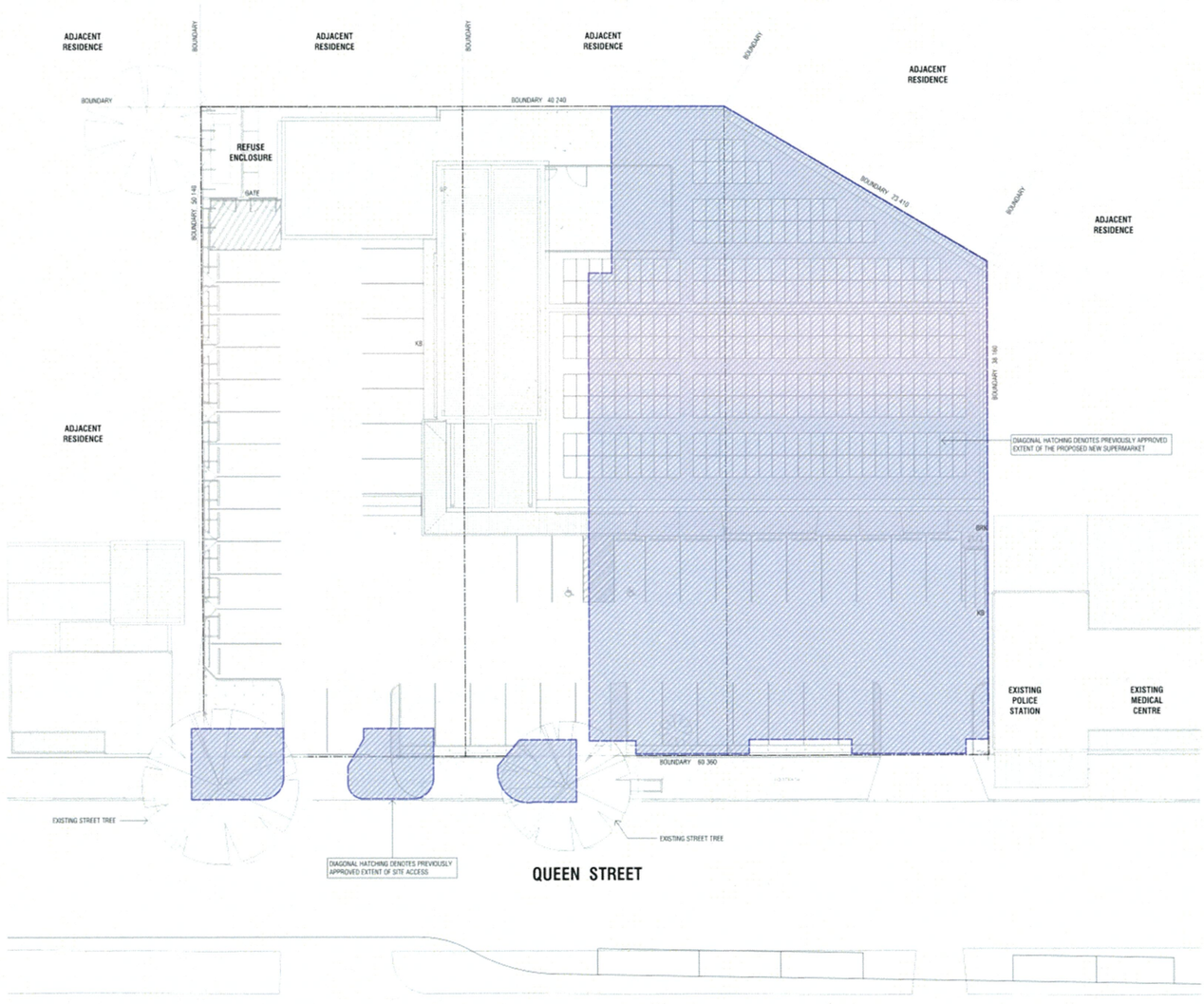
FOR APPROVAL | Revision B

Drawn	TV/DB
Date	14/02/2024
Scale	@A1 size : 1 : 500
Project No.	22151

Sheet Number PA07

20 10 0 10 20 30 40 50 60 70 80 90 100mm

Attachment 2



SITE PLAN OVERLAY
1 : 200

NOT FOR CONSTRUCTION

Rev No	Rev Date	Revision Description
B	14/02/2024	Updated for Planning
A	12/09/2023	Issue for Planning

BEYONDINK
Creating places for life & business
8388 1179 | beyondink.com.au
52A Mount Barker Road, Hahndorf SA 5245 ABN 36 960 210 275

3D AND PERSPECTIVE DRAWINGS MAY BE INACCURATE OR INCOMPLETE. THEY ARE CONSIDERED TO BE INDICATIVE.

PROPOSED NEW DEVELOPMENT

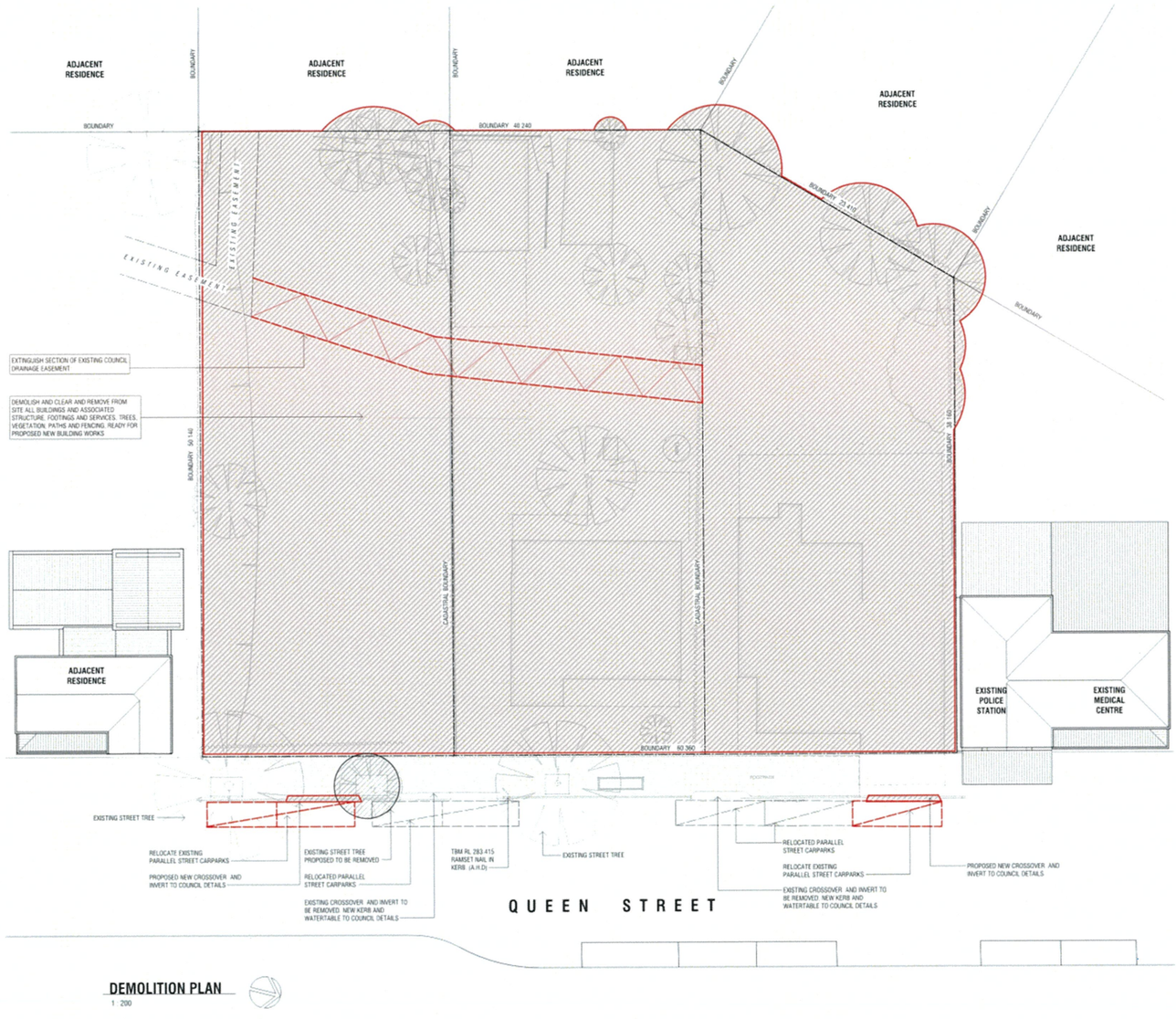
17-23 QUEEN STREET, WILLIAMSTOWN, SA, 5351

PREVIOUS DEVELOPMENT OVERLAY

FOR APPROVAL Revision B

Drawn TV/DB
Date 14/02/2024
Scale @A1 size : 1 : 200
Project No. 22151

Sheet Number PA08



DEMOLITION PLAN
1 : 200

NOT FOR CONSTRUCTION

Rev No	Rev Date	Revision Description
A	12/09/2023	Issue for Planning

BEYONDINK
Creating places for life & business
8388 1179 | beyondink.com.au
52A Mount Barker Road, Hahndorf SA 5245 ABN 36 960 210 275

3D AND PERSPECTIVE DRAWINGS MAY BE INACCURATE OR INCOMPLETE. THEY ARE CONSIDERED TO BE INDICATIVE.

PROPOSED NEW DEVELOPMENT

17-23 QUEEN STREET, WILLIAMSTOWN, SA, 5351

DEMOLITION PLAN

FOR APPROVAL Revision A

Drawn	TV/DB
Date	12/09/2023
Scale	@A1 size : 1 : 200
Project No.	22151

Sheet Number PA09

20 10 0 10 20 30 40 50 60 70 80 90 100mm

BEYONDINK
TOWN PLANNING

Thursday, 2 November 2023

The Barossa Council
PO Box 867
NURIOOTPA SA 5355

Attention: Janine Lennon

Dear Janine,

RESPONSE TO REQUEST FOR INFORMATION - 23026949 – 17, 19, 21-23 QUEEN STREET, WILLIAMSTOWN SA 5351

In response to your Request for Information dated 6 October 2023 please see below.

1. ***Nature of Development***

   We wish to confirm the application is a variation to the previous application – 960/493/2017/A. The Planning Report previously provided has been amended accordingly and resubmitted as part of this response.

2. ***Wastewater Approval***

   Noted. We are currently working through the detail to submit a wastewater application, with the anticipation it will be lodged shortly and then finalised once the planning assessment is finalised. We are satisfied if this could be added as a reserved matter at the Planning Consent stage.

3. ***Built Form Justification***

   a. Refer to pages 13-15 of the amended planning report.
   b. Refer to pages 15-16 for an assessment against the front setback provisions and page 13 for an assessment against the vibrancy and interface with the streetscape.
   c. Refer to page 16 of the amended planning report.

4. ***Representor Negotiations***

   Noted. Prior to the formal notification period we have met with the Williamstown Residents' Association which included the adjacent residents to discuss issues or concerns they may have about the proposal. The conversation was fruitful, and the discussions have been considered in the amended plans provided as part of the RFI response.

08 8388 1179
townplanning@beyondink.com.au
beyondink.com.au

BEYONDINK
TOWN PLANNING

5. Stormwater Information

Please see attached additional information provided by CPR Engineers addressing the requested stormwater information.

6. Carparking and Manoeuvrability

a. Noted. This was also requested by DIT as part of their request for information dated 21 September 2023. In response, the carpark closest to the southern access has been removed with there now being a total of 51 car parks provided.
b. The Traffic Impact Assessment prepared by CIRQA confirms 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 2890.6:2022*). Refer to page 2 of the report.
c. Due to the noise restrictions imposed on delivery times, it is not plausible to have the largest delivery vehicles deliver outside of operating hours. Metcash has confirmed that they can undertake the delivery in the morning, before peak operating times. It is common practice in supermarkets to have storemen (who operate the loading dock) undertake traffic management courses which allows them to assist with truck manoeuvring.
d. Car parks 15-22 will have a typical street kerb to act as a physical obstruction.
e. The permeable paving is to be removed and CPR engineering plans to be updated to reflect this.
f. Traffic management is to be installed to instruct customers of the entry and exit points.

Heritage

In response to comments from Council's Heritage Advisor sent 23 October 2023 via email, please see the below.

- For the reasons outlined in the Planning Report, we wish to retain the building in the same location. The siting of the building was received positively by the adjacent residents at the community meeting this week. When considering the bulk and scale of a supermarket building, we believe the setback will allow the building to be more contextually appropriate.

- Additional gable elements have been incorporated into the façade design to improve the relationship between the proposed built form and its transition into the streetscape.

- At this stage the two-storey element has not been changed. It's siting in the middle of the allotment helps reduce the visual impact from the streetscape and the impact on adjoining properties.

08 8388 1179
planning@beyondink.com.au
beyondink.com.au

- A lighter colour palette has not been adopted at this stage. The monument colour is consistent with other modern buildings namely 11-13 Queen Street and is preferred from a branding perspective for the supermarket.

- No fencing has been provided at this stage. This preference is in order not to impact the landscaping areas adjacent the front boundary which we believe appropriately delineates the Queen Street boundary.

We trust this information is sufficient to address your concerns and facilitates the continued assessment of the application. Please advise if any further information or clarification is required.

Please feel free to call or email should you have any queries.

Yours Sincerely,



Sean Elliott
Senior Town Planner

08 8388 1179
planning@beyondink.com.au
beyondink.com.au

BEYONDINK
TOWN PLANNING

Thursday, 15 February 2024

The Barossa Council
PO Box 867
NURIOOTPA SA 5355

Attention: Aaron Curtis

Dear Aaron,

RESPONSE TO REQUEST FOR INFORMATION - 23026949 – 17, 19, 21-23 QUEEN STREET, WILLIAMSTOWN SA 5351

In response to your Request for Information dated 19 December 2023 and subsequent email correspondence dated 5 February 2024, which also included correspondence from Council's Heritage Advisor dated 2 February 2024, please see below.

In addressing the above requests, we furnish you with the following reports, documents and plans:

- Amended set of architectural plans prepared by Beyond Ink, dated 14/02/2024
- Stormwater Management Plan prepared by CPR Engineers, dated 14/02/2024
- Supplementary Information letter prepared by CIRQA, dated 15/02/2024
- Letter from Klose's Supermarkets, dated 13/02/2024

Below is a summary of amendments to address Council comments:

- Increased variety to the front façade including the introduction of smaller gable elements that improves the level of articulation. More refinement to the detail of canopy to reflect the smaller scale of nearby buildings. It should be noted that the size, pitch, and proportions of the smaller gable roofs over the canopy match the size of the parapet gable on the police station.

- The two-storey element over the main entrance to the building has been reduced in scale to minimise its dominance in the streetscape, which then steps up only over the habitable spaces, which are further back from the front of the building.

- The continuous horizontal front window on the previous design has been broken up into 5 smaller window bands that align with the 5 'bays' that divide the front elevation of the building, again helping to emphasise a smaller scale rhythm and finer grain.

- A lighter material palette has now been used that reflect the beige, stone, and lighter grey tones that can be found on many buildings along Queen Street, including mid-grey colorbond roof sheeting, cladding, fascias, flashings and trims, downpipes etc. and a complementary lighter, more beige brick tone such as Littlehampton 'Light Earth'.

08 8388 1179
townplanning@beyondink.com.au
beyondink.com.au

- The canopy has also been amended to return around the southern side of the building to further break down the apparent scale of the two storey element, and create a more human scale.
- Reduction in the size of the sign to the street façade to better reflect the size of the windows directly below the sign.
- Alteration to the rear wall design to include a set in 'Klip-Lok' metal wall cladding above the precast panels. This assists to break up the wall and reduce the visual impact to the rear neighbours. A section of this is provided on the elevations.
- Inclusion of a 500mm high masonry wall along the front boundary of the site. This introduces a street element that is consistent with other examples in the locality.
- Update to the southern elevation to shown concrete panels within steel columns in lieu of concrete sleepers. The type/height of these panels are to be confirmed during the working drawings phase.
- Addition of a turning area down the blind aisle of the car park in front of the bin store.
- 10 carparks adjacent the southern side boundary are now nominated as staff parking, with a reduction in width to 2.5m to comply with the requirements for long term / employee parking in the Australian Standards. This results in the inclusion of an additional parking space adjacent the southern boundary.
    - This is to address concerns from Council relating to customer and delivery vehicle conflicts. Refer to Supplementary Information letter prepared by CIRQA for more information.
- The northern crossover now facilitates access and egress.
- Removal of four restricted parks to facilitate MRV movement in front of the building to avoid blocking the aisles.
    - The purpose of the restricted parking spaces is to allow enough room for semi-trailers to make the appropriate turn on site. The restricted parks will be signed to say 'No parking between 6:30am and midday' to ensure they are vacant when the semi-trailer accesses the site, which is confirmed to be of a morning time.
- The changes to the carparking result in a reduction of parking spaces to 46.
- Revised stormwater calculations and a demonstration of rainfall intensities, coordinates, and rainfall data. Refer to Stormwater Management Plan prepared by CPR Engineers for more information.

We trust this information is sufficient to address your concerns and facilitates the continued assessment of the application. Please advise if any further information or clarification is required.

Please feel free to call or email should you have any queries.

Yours Sincerely,



Sean Elliott
Senior Town Planner

08 8388 1179
planning@beyondink.com.au
beyondink.com.au



Planning Report

Williamstown Supermarket

BEYOND!NK
TOWN PLANNING

BEYONDINK TOWN PLANNING

Contents

1 Application Details 4
2 Introduction 5
3 Background 6
4 Subject Site & Locality 7
4.1 Subject Site 7
4.2 Locality 7
5 Proposal 8
5.1 Built form and design 8
5.2 Access and car parking 8
5.3 Earthworks, retaining and fencing 9
5.4 Hours of operation 9
5.5 Staff 10
5.6 Delivery details 10
5.7 Waste management 10
5.8 Stormwater management 10
5.9 Wastewater 11
5.10 Landscaping 11
5.11 Signage 11
5.12 Realignment of Easement 11
6 Procedural Matters 12
6.1 Zoning 12
6.2 Assessment Pathway 12
6.3 Public Notification 12
6.4 Referrals 12
7 Planning Assessment 13
7.1 Land Use 13
7.2 Design and appearance 13
7.2.1 Building setbacks 15
7.2.2 Overshadowing 18
7.2.3 Heritage 19
7.2.4 Signage 21

7.3 Interface between land uses 21
7.3.1 Noise 21
7.3.2 Light spill 22
7.4 Traffic, access and parking 22
7.4.1 Access and egress 23
7.4.2 Carparking 23
7.4.3 Traffic impact 23
7.5 Landscaping 24
7.6 Stormwater 24
8 Conclusion 26

BEYONDINK TOWN PLANNING

1 Application Details

Client	Klose's Supermarkets
Address	17 Queen Street, Williamstown SA 5351 19 Queen Street, Williamstown SA 5351 21-23 Queen Street, Williamstown SA 5351
Nature of Development	Variation to application 960/493/2017/A for the construction of a supermarket
Zoning Information	**Zone:** • Township Main Street **Overlay:** • Character Preservation District (Township) • Historic Area (Baro8) • Hazards (Bushfire - Urban Interface) • Hazards (Flooding - Evidence Required) • Native Vegetation • Prescribed Water Resources Area • Traffic Generating Development • Urban Transport Routes
Relevant Authority	Barossa Assessment Panel
Category of Development	Performance Assessed
Notification	Yes
Referrals	Yes

BEYONDINK
TOWN PLANNING

2 Introduction

This report has been prepared on behalf of Klose's Supermarkets in support of the application for the construction of a supermarket at 17,19, 21-23 Queen Street, Williamstown.

Klose's are an independent food and grocery retailer that are part of the Foodland Group. Serving the Adelaide Hills community for over a century, they have supermarkets in Balhannah, Birdwood, Littlehampton, Lobethal, Nairne, and Woodside.

Given The Klose's supermarket family involvement in serving the Adelaide Hills communities, they intimately understand and acknowledge the needs of the local and surrounding communities. The Williamstown site is ideally located to respond to the much-wanted needs of this growing community.

Accompanying this letter are the following plans and reports:

- Planning Drawings prepared by Beyond Ink, dated 02/11/2023
- Stormwater Management Plan prepared by CPR Engineers dated 29 August 2023
- Traffic Impact Assessment prepared by CIRQA dated 31 October 2023
- Environmental Noise Assessment prepared by SONUS dated August 2023

In forming the opinion in this report, we have attended the subject site and considered the relevant provisions of the Planning and Design Code (the Code).

BEYONDINK TOWN PLANNING

3 Background

In May 2021, The Barossa Council granted Planning Consent to application 960/493/2017A located on the same site which was for the following development:

> *Demolition of existing structures, including a contributory heritage-listed building, construction of a shop with associated signage, retaining walls and site-works – (Staged Development)*
>
> *Amendment - Facade amendment, amendment to mezzanine/roof area*
>
> *Stage 1 - Demolition of existing structures*
>
> *Stage 2 - Civil works and retaining walls*
>
> *Stage 3 - Superstructure*

This application was for a supermarket building located on the north of the site, along the eastern street boundary, northern side, and western boundaries, with carparking to the south. Car parking numbers for the former application totalled 49 and included two accessible carparks. Two new access points were provided along Queen Street, one ingress and a separate egress.

Following further detailed review of the approved application, it was established certain aspects of the design fall short of providing good functional operations of a supermarket.

- The access and egress points are intuitively 'backwards' to the manner drivers would typically enter and exit the carpark. A vehicle travelling north along Queen Street, must pass the egress point before getting to the access point. Although this is a workable approach it could result in vehicle conflict as the more logical approach is to have an established access first.

- Given the advice provided by the suppliers and delivery companies to supermarkets in the Adelaide Hills, a supermarket of such a size and location requires larger vehicles to that proposed in the previous application. These sizes are determined by the supply company and not the supermarket operator, all of which will be delivered with articulated trucks or heavy rigid vehicles. Neither of which could make the necessary turns on site without substantial conflict with parked cars.

It is for these reasons the design of the proposed supermarket for Williamstown was revisited and redesigned to ensure the functional and operational requirements are met whilst most importantly providing the much-wanted needs for the community.

BEYONDINK TOWN PLANNING

4 Subject Site & Locality

4.1 Subject Site

The subject site comprises three allotments – 17, 19 & 21-23 Queen Street, Williamstown. Number 17 is currently vacant, 19 comprises a single storey detached dwelling and 21-23 comprises an old shop building. Together the site has a frontage to Queen Street of 60.3m and a total area of approximately 2900m^2.

Both 17 & 19 Queen Street are subject to an easement to Council. However, it is understood through discussions with Council that sections of the easement are redundant as a result of the previous application. We are therefore also seeking that this application will realign said easement to avoid the location of the proposed building.

The site slopes downward from the north to the south, with a significant drop off of 2-3 metres present adjacent the southern side boundary.

The site is void of any protected or substantial vegetation.

4.2 Locality

The locality is defined by a mixture of land uses typical of a country town main street. The north is the 'centre' of Williamstown comprising single storey commercial and larger two storey institutional buildings. To the east, south and west, uses are predominantly residential comprising detached dwellings on medium to large allotments. The different land uses are shown in the below land use figure.

Key features of the locality include numerous State and Local Heritage Places, a multitude of Representative Buildings within the Historic Area (Baro8), and the Victoria Creek Reserve. Furthermore, there are several nearby State Maintained Roads, including Victoria Terrace, Mount Crawford Road, and Queen Street, all of which are under the care and control of the Commissioner of Highways.

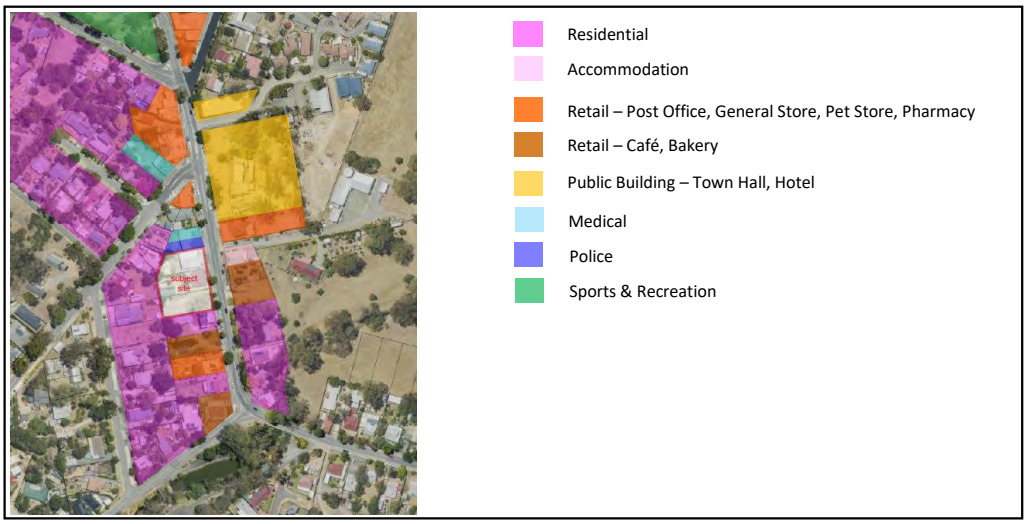


FIGURE 1: LAND USE BREAKDOWN

BEYONDINK TOWN PLANNING

5 Proposal

The proposed development is for a variation to application 960/493/2017A for the demolition of all existing structures on the site and construction of a new supermarket building, car park, earthworks, retaining, fencing, signage and associated landscaping.

5.1 Built form and design

The supermarket building will comprise a retail space, storage / back of house area, administration area, and delivery area. The overall size of the building is 1265 square metres, equating to a total site coverage of 48 percent. The building will be two-storeys, with a total height of 9.6 metres. The upper storey will comprise the administration / office area and a plant room.

A breakdown of the different components of the building is detailed in the below table. Also provided is a comparison of what was previously approved.

TABLE 1: AREA BREAKDOWN OF PROPOSED AND PREVIOUS SUPERMARKET BUILDING

SECTION	PROPOSED M²	PREVIOUS M²
SITE AREA	**2900**	2900
GROUND FLOOR		
RETAIL / SHOP FLOOR	**952**	949
STORE / BACK OF HOUSE	**238**	222
VERANDAH/AWNINGS	**115**	68
DELIVERY	**75**	65
TOTAL	**1380**	1294
UPPER FLOOR		
ADMINISTRATION	**134**	103
PLANTROOM	**26**	84
TOTAL	**160**	187
TOTAL FLOOR AREA	**1425**	1481
SITE COVERAGE	**47.7%**	47.2%

As detailed above, the proposed building is similar in overall size to the previous design that formed part of application 960/493/2017A.

The building will have a front setback of 18.8 metres and be set along both the northern side and rear boundary. The total length of boundary development of 64.7 metres is less than previously approved at 69.1 metres.

In terms of design, the building is modern and includes elements such as gable roof forms, verandah, parapets, brick facades and simple window detailing taking reference from the existing heritage buildings of the locality.

5.2 Access and car parking

A total of 51 (45 full time and six restricted) car parks will be provided on site with the parking to wrap around the front and southern side of the building. This is in lieu of the 49 previously provided. The restricted car parks will not be able to be used when the larger articulated delivery truck will be accessing the site. This will be enforced via signage and removable bollards. With deliveries of the larger vehicles typically occurring in the morning it is anticipated that the restricted parks will be available

during the afternoon, evenings, and all day on weekends, which are generally the busiest times.

Space is also provided within the car park for trolley bays, pedestrian crossings, and bicycle parking.

Access and egress will be provided via two new crossovers and inverts. The southern crossover will provide access and egress with the northern crossover to provide egress only. One street tree is required to be removed to facilitate the southern crossover. Redundant crossovers will be reinstated to kerb & gutter as per Council standards.

In addition, a designated pathway from the street footpath to the supermarket entrance has been provided to mitigate conflict and injury between patrons to the supermarket visiting by foot, mobility scooter or bicycle and vehicles.

5.3 Earthworks, retaining and fencing

Due to the sloping nature of the site, earthworks and retaining are required. The site will be benched at the level of the supermarket. This will require the filling of the land and subsequent retaining along the rear and southern side boundaries. Retaining on the southern side boundary will range in height from 2 to 3.3 metres, this is in lieu of the previous design which ranged from 2.1 to 3.7 metres. Retaining on the rear boundary will be up to 2.5 metres in height.

Due to the noise attenuation requirements, a fence 3.5 metres in height is required above the retaining wall along the southern side boundary, and a fence 2.1 metres in height is required above the retaining wall along the rear boundary. To help alleviate the visual impact to the neighbouring property, the southern boundary fence will consist of a 2.4 metres high fence with a clear Perspex cantilevered element above to a height of 3.5 metres. The 2.4-metre-high fence will run the full length of the southern side boundary with the Perspex section to run 34 metres along the southern side boundary.

5.4 Hours of operation

The hours of operation are detailed in the table below:

TABLE 2: HOURS OF OPERATION FOR SUPERMARKET

DAY	STORE OPENING HOURS	OPERATIONAL HOURS
MONDAY	7:30am – 9pm	6:30am – 9:15pm
TUESDAY	7:30am – 9pm	6:30am – 9:15pm
WEDNESDAY	7:30am – 9pm	6:30am – 9:15pm
THURSDAY	7:30am – 9pm	6:30am – 9:15pm
FRIDAY	7:30am – 9pm	6:30am – 9:15pm
SATURDAY	7:30am – 9pm	6:30am – 9:15pm
SUNDAY	7:30am – 9pm	6:30am – 9:15pm

The operational hours account for early morning prep work and accepting of the deliveries and evening pack up, which is standard amongst supermarkets across South Australia.

The supermarket will be open every day of the year except for Christmas Day.

BEYONDINK TOWN PLANNING

5.5 Staff

Between 10-15 staff will be present at any one time to manage the daily operations of the supermarket.

5.6 Delivery details

There is expected to be on average seven deliveries per weekday, five on Saturdays and three on Sundays. Vehicle size differs depending on the type of delivery.

Further information on the different deliveries and vehicle size is detailed below:

- Main grocery and dairy supply once per weekday via 14.4-metre-long semi-trailer truck. No more than five per week.
- Fruit & Veg deliveries three times per week via heavy rigid vehicle.
- Bread delivery two times per day via medium / heavy rigid vehicle.
- Milk delivery five to six times per week via medium / heavy rigid vehicle.
- Meat delivery once per weekday via medium rigid vehicle.
- Direct smaller deliveries average five per day via light rigid vehicles, vans and the like.

5.7 Waste management

A refuse area will be located in the southwestern corner of the site adjacent the delivery area.

General waste will be collected on average once per week, via contracted garbage truck. This will happen between 7am and 7pm on weekdays and Saturdays and between 9am and 7pm on Sundays and public holidays.

Cardboard bails for recycling will be collected on average twice per week via a heavy rigid vehicle. Likewise, this will happen 7am and 7pm on weekdays and Saturdays and between 9am and 7pm on Sundays and public holidays.

5.8 Stormwater management

A stormwater management plan has been developed by CPR Engineers to accompany the application.

The plan details stormwater from the roofed areas and carpark will be collected and directed to two underground detention tanks and then to the street water table via the existing drainage outlet at the southern end of the frontage and a new outlet towards the middle of the frontage.

Stormwater from the carpark will flow through a gross pollutant trap prior to flowing into the detention tanks.

BEYONDINK TOWN PLANNING

5.9 Wastewater

The proposal is to be connected to the community waste management system (CWMS) for disposal of wastewater.

It is anticipated the details of this will be finalised by the Services Engineer prior to the issuing of Full Development Approval. There is no objection for this to form part of a Reserved Matter to the Planning Consent.

5.10 Landscaping

A landscaping plan has been prepared by Beyond Ink to accompany the application.

The landscaping plan depicts pockets of vegetation spread around the boundaries of the site and throughout the car park.

The proposed landscaping includes a mixture of small and medium trees and a range of different bushes. The plant selection offers a mixture of native and exotic plants suited to the Williamstown climate.

5.11 Signage

One fascia mounted sign is proposed along the eastern street facing façade, with the top of the sign to be 5.3 metres above the floor level. The sign will be 6.7 metres long and 1.1 metres high with a total area of 7.4 metres. The sign will be internally illuminated and will include the Foodland logo as well as the Klose's Supermarkets logo with a black background.

No free-standing signage is proposed as part of the application.

5.12 Realignment of Easement

As part of the application, the realignment of the easement is also sought. This is to ensure that any redundant infrastructure is not 'trapped' beneath the building. It is understood that 3 Eliza Street has infrastructure that connects to infrastructure on the subject site via the easement. This connection will not be impacted as a result of the development and will remain under the carpark with no building placed over it, the same as the previous design.

BEYONDINK TOWN PLANNING

6 Procedural Matters

6.1 Zoning

The subject site is located within the **Township Main Street Zone** (the Zone) and covered by the following Overlays:

- Character Preservation District (Township)
- Historic Area (Baro8)
- Hazards (Bushfire - Urban Interface)
- Hazards (Flooding - Evidence Required)
- Native Vegetation
- Prescribed Water Resources Area
- Traffic Generating Development
- Urban Transport Routes

6.2 Assessment Pathway

As the proposal is not for a change in use to a shop, rather the construction of a new shop, it is not classed as 'accepted' or 'deemed to satisfy'. Nor is a shop listed as a 'restricted' form of development in the Zone. Therefore, the proposal is to be *Performance Assessed* against the relevant provisions of the Code.

6.3 Public Notification

Table 5 of the Zone stipulates a shop is exempt from public notification except where it does not satisfy Zone DTS/DPF 3.2 or 3.3. The properties to the west of the site are located in the Township Neighbourhood Zone. The building height and setback do not satisfy DTS/DPF 3.2. It is therefore anticipated that public notification is required.

6.4 Referrals

Queen Street is listed as a State Maintained Road, pursuant to Urban Transport Routes Overlay. As the proposal includes the creation of new accesses to Queen Street, referral to the Commissioner of Highways is required.

No other agency referrals are required.

BEYONDINK TOWN PLANNING

7 Planning Assessment

7.1 Land Use

Desired Outcome (DO) 1 of the Zone seeks a cohesive, active, accessible, and welcoming main street environment for residents and visitors to shop, work, meet, entertain, and relax.

This is reinforced by Performance Outcome (PO) 1.1 which seeks retail uses that provide a range of goods and services to the local community and surrounding districts. The corresponding Designated Performance Feature (DPF) 1.1 lists shop as an anticipated land use.

There is no change to the use of the land previously approved, and this aspect of the development has already been assessed and considered.

The proposed development provides a shop that will serve the local community and surrounding districts consistent with the above principles.

7.2 Design and appearance

The Zone seeks new buildings that complement and preserve the low scale main-street character, by ensuring the built form is consistent with adjacent buildings.

The proposed building provides a high visual amenity to the streetscape with a contemporary design incorporating gable roofing and verandah elements that help complement the existing buildings along the street. Noting supermarkets are generally larger buildings, the setback from the street will ensure the building blends into the streetscape and doesn't visually dominate, respecting the neighbouring buildings and satisfying PO 2.1 of the Zone. The building height of 9.6 metres, whilst inconsistent with DTS/DPF 3.1 of the Zone is not considered fatal to the merits of the proposal. The departure of 0.6 metres is considered minor and is centralised upon the site, minimising height and mass impacts on neighbouring properties and the streetscape in line with PO 3.1 of the Zone.

The design is such to ensure the supermarket functions as intended and provides a quality experience for shoppers. By virtue of the use, the site will be a hive of activity which will likely spill out onto the rest of Queen Street. Pedestrian access paths are provided from the street to ensure the site facilitates a positive active interface with the public realm and promotes walkability as sought by DO1 and PO 1.2, 1.5 and 2.4 of the Zone.

The external materials consist of face brickwork and metal roofing. This treatment will be durable and complementary to adjacent buildings, further complementing the main street character.

The proposed design also allows for waste storage and service areas to be screened from public view, minimising the negative visual impact on this storage areas.

PO 3.2 of the Zone seeks buildings that mitigate the visual impacts of massing on residential development within a neighbourhood-type zone. The below image demonstrates the zoning interplay around the site.



FIGURE 2: ZONING MAP

It is noted that of the all the residential properties that border the subject site, only two are within a neighbourhood-type zone. These are 9 Geroge Street and 3 Eliza Street, both of which adjoin the rear boundary and are within the Township Neighbourhood Zone.

When comparing the previous approval to the amended design, 9 George Street already experiences boundary development for a length of 8.5 metres. They will now have a boundary wall for the full length of their rear boundary, however, to a height of 3.7 metres as opposed to the previously approved 4.5 metres. Due to the sloping nature of the land the residences at the rear sit higher than the subject site. This helps reduce the visual impact from the rear of the neighbouring dwellings as they look over the wall not directly at it, reducing the sense of enclosure and retaining their vistas. It is only at the rear of their private open space areas where they will be looking at the wall as opposed to over it. The wall will be concrete precast panels painted Silkwort (grey), the same as the previous approval. In the previous design the entrance to the loading dock is adjacent the rear boundary of 9 George Street. This has now been relocated which will have the benefit of reducing the noise impacts.

The land at 3 Eliza Street, will experience a 2.7 metre long section of boundary wall along the rear boundary, with the rest of the rear boundary to experience retaining and fencing, the same as what was previously approved. An existing shed and

rainwater tank will help shield views of the rear boundary development. Similarly, 3 Eliza Street sits higher than the subject site, with views over the subject site. Adjacent the rear boundary of 3 Eliza Street, the building is setback from the boundary allowing for a vegetated buffer adding to the amenity and helping reduce visual impacts.

There is no change to the rear boundary wall for 7 George Street, with the exception of a reduced height of 3.7 to 4.3 metres high, in lieu of the previously approved 4.9 metres.

Due to the sloping nature of the site, filling of the land and retaining walls are required along the southern side boundary as well as a section of the rear boundary in the southwest corner.

The retaining wall along the southern side boundary will range in height from 2 metres to 3.3 metres. This is lower than the previously approved retaining walls which ranged in height from 2.1 metres to 3.7 metres. Retaining on the rear boundary will be up to 2.5 metres in height.

To meet noise attenuation requirements a 3.5-metre-high fence is required to be constructed along the southern side boundary. This means at its highest point the retaining wall and fence will be 6.8 metres height, all visible to the neighbouring property. This is in lieu of the previously approved fence and retaining height of up to 5.8 metres.

To reduce the visual impact of the boundary wall and fence to the neighbouring property at 11-13 Queen Street, a 2.4-metre-high fence is proposed with a clear Perspex cantilevered element above it to a total height of 3.5 metres above the retaining wall. The cantilevered element will be directed away from the neighbouring property and be see-through helping reduce the visual massing of the fence and wall. From the neighbouring property, the view will consist of the retaining wall and 2.4-metre-high fence, which, at its worst, will be 5.9 metres in height. The 5.9 metre height is only 100mm higher than the previously approved fence. It is noted that the 5.9-metre-high section is only for one portion of the boundary, with the height to vary along the boundary. This will also help minimise the visual impacts.

As the property to the south is located within the same Zone as the subject site, the policy is limited with regards to side boundary impacts. PO & DPF 3.5 of the Zone anticipate side walls to be constructed to the boundaries. Therefore, it is not unreasonable for the property at 11-13 Queen Street to experience boundary development.

When considering what was previously approved and that the southern boundary wall and fence balance both noise and visual impacts, coupled with the expectations of the Zone, the fence and wall heights are considered suitable measures to ameliorate impacts in the circumstances.

7.2.1 Building setbacks

With respect to front setbacks, PO 3.4 of the Zone seeks buildings constructed to the front boundaries. The proposed building will have a setback of 18.8 metres, which is contrary to the above. However, in this case, it is not considered fatal to the merits of the proposal for the following reasons:

- The design will still facilitate an active and walkable street front whilst maintaining passive surveillance both to and from the site, consistent with PO 2.4 of the Zone which seeks the maximisation of passive surveillance.

- Having a large building with carparking to the rear poses security and surveillance concerns as there will be no opportunity for visual permeability to or from the street.

- While it is generally good town planning practice to locate buildings forward in a streetscape to frame the street, it is not common practice to site supermarkets forward on street boundaries with carparking to the rear as this deters customers from entering the site as they cannot visually determine if there are available carparking spaces and how busy the shop is ultimately impacting the economic viability of the supermarket.

- It is expected with driver behaviour, that if a short shopping trip is required and they are not aware if there are available spaces behind the building, that there is a stronger tendency to park on the street.

- Setbacks along the street vary, with there being an even mix between those set to the front boundary and those set back, with this setback to complement the setback pattern of the street. This has been expressed in the site analysis plan PA000 prepared by Beyond Ink.

- The building has been designed to complement the existing heritage buildings without being visually dominant.

Through the design process, it was reviewed whether parking at the rear was an appropriate outcome as expressed in PO 4.2 of the Zone. Noting that, Williamstown is some 51 km north east of Adelaide on the southern fringe of the Barossa Valley. This distance means the main delivery company for Foodland, Metcash, will only deliver by semi-trailer, as it is not viable to send smaller trucks such a distance.

With this in mind, through the design phase it was explored whether or not a rear carpark and loading area would be functional and viable, whist incorporating semi-trailer access. Due to the space required for driveways, loading areas, turning areas and carparking it was not possible to achieve this outcome whilst achieving the necessary size requirements to make the supermarket viable at this location. Having the carparking at the rear of the site will also result in increased impacts on adjacent residences, which is what PO 4.2 seeks to avoid. High noise attenuation fencing would still be required around the perimeter of the site, with the difference in impact between a high wall and high fence being negligible. Lastly, having the parking at the rear means there would be conflict between loading areas and entrances. Having the entrance at the front would not be an option as customers would need to wheel trollies down the large length of the driveway.

The building will be setback along the northern side boundary which is compliant with PO 3.5 of the Zone. The southern side setback between 5.8 and 18.1 metres is required to facilitate appropriate parking and delivery areas. Not having the building

BEYONDINK TOWN PLANNING

run boundary to boundary helps reduce the overall mass, noting the larger width of the site. Likewise, it is consistent with the existing side setback pattern of the locality, with no large building constructed boundary to boundary. In this instance, not having the building built to the southern side boundary as sought by DPF 3.5 of the Zone is not considered fatal to the merits of the proposal.

PO 3.6 of the Zone seeks buildings be set off rear boundaries to minimise the impact to adjoining properties. Likewise, DTS/DPF 3.6 states buildings be setback three metres or more where the subject land abuts an allotment of a different zone.

The building will be set along the rear boundary for a length of 22 metres and then transition to a one metre setback. Wall heights along the boundary have been limited to ensure the boundary wall doesn't result in adverse visual impacts to neighbouring properties and are only slightly higher than the previous design – 3.37 – 4.25 metres instead of 4 metres.

The one metre setback will allow for the planting of screening vegetation and will help reduce the visual mass of the building when viewed from the neighbouring properties to the rear.

It is noted that the dwellings on the properties to the rear of the subject site (7-9 George Street & 3-5 Eliza Street) sit higher than the subject site. It is therefore reasonable to assert that the visual impact of the rear boundary wall (as well as the retaining and fencing) is not adverse as a result. The view from the rear of these dwellings will be towards the upper sections of the wall / fence. It is not until you stand towards the rear of the residential sites where the wall will appear at its highest. These rear sections of the neighbouring properties are not the main private open space areas.

The rear boundary development is of a similar length to what was previously approved with a comparison of the two provided below (and within the drawings accompanying the application).

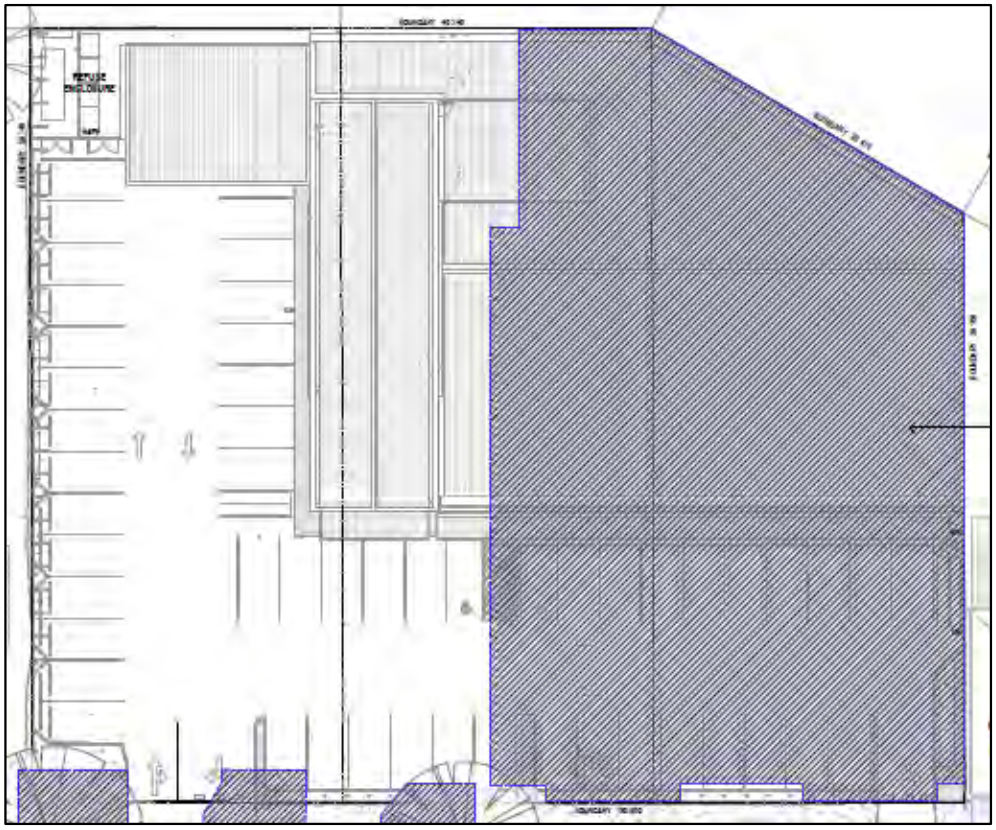


FIGURE 3: BUILDING AREA COMPARISON

Further, the boundary development will not result in unreasonable overshadowing as discussed further below.

For these reasons, the rear setback is considered acceptable in the circumstances and satisfies PO 3.6 of the Zone.

7.2.2 Overshadowing

PO 3.3 of the Zone seek buildings mitigate overshadowing of residential development within a neighbourhood type zone. Similarly, PO's 3.1 and 3.2 of the Interface Between Land Uses General Development Policies seek that overshadowing is minimised to enable direct access to winter sunlight.

It is noted the residential property directly to the south of the site at 11-13 Queen Street is located in the Township Mainstreet Zone, whereas the residentials properties to the rear of the subject site are located in the Township Neighbourhood Zone.

To address this, shadow diagrams have been prepared at both the summer and winter solstices to show the overshadowing impact of the proposal. Due to the orientation of the site overshadowing of the rear residential allotments will take place, however at least 3 hours is provided between 9am and 3pm to habitable room windows and at least 2 hours is provided between 9am and 3pm to private open space areas in line

with PO's 3.1 and 3.2 of the Interface Between Land Uses General Development Policies. Bear in mind the dwellings at the rear of the subject site sit higher on the land, further reducing overshadowing impacts.

The property at 11-13 Queen Street will experience some overshadowing, as a result of the retaining and fencing along the boundary, however, it is important to note that the policy speaks to overshadowing of residential development in neighbourhood type zones, not the Township Mainstreet Zone. This is because boundary to boundary development is anticipated in the Township Mainstreet Zone.

Nevertheless, the overshadowing is not unreasonable, sunlight is provided to habitable room windows and the private open space area notwithstanding the dwelling at 11-13 Queen Street contributes to its own overshadowing.

For these reasons, the proposal is not considered to result in unreasonable overshadowing.

7.2.3 Heritage

The subject site is located within both the Character Preservation District and Historic Area (Baro8) Overlays, both of which seek the preservation and enhancement of the special and historic themes and characteristics of the area.

The Historic Area and more specifically Queen Street is characterised by a number of State Heritage (red dot), Local Heritage (blue dot) and Representative buildings (teal dot). The location of these buildings is detailed in the below image:

It is noted the subject site includes a representative building (old shop building) that is proposed to be demolished. This is consistent with the previous approval.



FIGURE 4: HISTORIC AREA & HERITAGE BUILDING LOCATIONS

In reviewing the historic buildings there are no consistent themes or characteristics, with there being a mix between, local shops, dwellings, hotels, and institutional buildings.

The built form incorporates a gable feature and awnings complementary of the two adjacent buildings, ensuring the form is consistent with historic characteristics of the area in line with PO 2.1 of the Historic Area Overlay.

With an emphasis on preserving streetscape character, factoring in the size of the building, the building has been setback to not form a dominant visual element. This is a characteristic of the area, with the larger historic buildings having generous setbacks from the street.

The two-storey element of the building will not present unreasonable bulk, noting the limited size of the second storey area. Two storey buildings are present along Queen Street and often much closer to the street than the proposed building.

For these reasons, the proposal will be of a form and scale to complement and enhance the historic character of the area, consistent with the policies expressed in these two Overlays.

BEYONDINK TOWN PLANNING

7.2.4 Signage

The Zone seeks advertisements are sited and designed to achieve an overall consistency of appearance along individual street frontages. Similarly, the Advertisement General Development Policies module seeks advertisements are appropriate to context, efficient and effective in communicating with the public, limited in number to avoid clutter and do not create hazard.

One fascia sign is proposed along the street elevation. This sign is modest in design and size and is not considered to dominate the façade. Whilst the sign is illuminated it does not incorporate a moving or changing display and does not incorporate flashing lights.

As such it is unlikely the sign will distract motorists, nor will it detract from the external appearance of the building in line with the above polices.

It is likely the Department for Infrastructure and Transport (DIT) as part of their referral response from the Commissioner of Highways will impose a condition pertaining to the level of luminance for the sign. There is no objection to this condition.

As previously indicated no free-standing signs are proposed as part of the application.

7.3 Interface between land uses

DO 1 of the Interface between land uses General Development Policies module seeks that development is located and designed to mitigate adverse effects on neighbouring properties.

With this said, the potential key interface issues relevant to the proposal are noise and light spill. These are addressed further below.

7.3.1 Noise

Notwithstanding the site is located in the Township Main Street Zone where a range of non-residential land uses are envisaged, the site abuts residential properties in the Township Neighbourhood Zone, with there being a potential for noise impacts.

Sonus Pty Ltd has been engaged to prepare an Environmental Noise Assessment which details measures to mitigate noise impacts.

Sonus have advised the following acoustic treatments and recommendations are required to appropriately mitigate noise impacts:

- Restrict waste collection to between 9:00am and 7:00pm on a Sunday or public holiday, and between 7:00am and 7:00pm on any other day.
- Restrict the hours of all deliveries by truck to between 7:00am and 10:00pm on any day. Utility vehicles and vans can perform deliveries outside these times if required.
- Ensure that delivery trucks do not idle, and engines are turned off when unloading or waiting to unload.
- Restrict the hours of operation to between 7:00am and 10:00pm on any day.

- Construct acoustic fencing along the southern side boundary and along a portion of the rear boundary.
- Construct an acoustic mechanical plant screen along the western side of the plant enclosure.

Sonus notes that for the southern boundary fence which is required to be 3.5 metres in height in sections, if cantilevered, must incorporate the following elements:

> *The cantilevered section should begin at least 2.1m above the base of the fence. The cantilevered section may be constructed using a single layer of 0.35mm BMT sheet steel (Colorbond, or similar) or a material with the same or greater surface density.*

It is noted that the cantilevered section for the proposed fence begins 2.4 metres above the base fence, complying with the above requirement.

In conclusion Sonus have stated:

> *The predicted noise levels at sensitive receivers from the development will achieve the relevant requirements of the Environment Protection (Noise) Policy 2007, subject to the incorporation of the acoustic treatments recommended in this report, including:*
>
> - *Restricting the operating hours of the facility.*
> - *Restricting the hours of deliveries and rubbish collection.*
> - *Constructing specific boundary fences.*
> - *Constructing mechanical plant barriers.*

Accordingly, it is considered the proposal with the inclusion of the acoustic treatments appropriately manages noise impacts.

7.3.2 Light spill

At this stage, specific location, design and nature or lighting is yet to be determined. Notwithstanding this, all lighting will be in accordance with *Australian Standard 4282 – 1997 'Control of the obtrusive effects of outdoor lighting'* to ensure lighting doesn't adversely impact adjoining properties.

There is no objection to a condition being imposed with the Planning Consent which reiterates lighting to be in accordance with the Australian Standard.

7.4 Traffic, access and parking

The Traffic Generating Development and Urban Transport Route Overlay provisions speak to the safe and efficient operation of urban transport routes. Likewise, the provisions of the Transport, Access & Parking General Development Polices module (TAPGDP module) seek a transport system that is safe, sustainable, efficient, and convenient to all users.

Careful consideration needs to be given to the access and egress, car parking and accessibility. To help address the relevant policy considerations, CIRQA have provided

a Traffic Impact Assessment. The pertinent issues are addressed in further detail below.

7.4.1 Access and egress

The proposal includes the provision of two new access / egress points to the site. The main access and egress will be provided at the southern end of the frontage, with a supplementary egress proposed towards the northern end of the frontage.

The main access and egress point has been designed to be wide enough to ensure the largest vehicle – 14.7m long semi-trailer – can access and egress the site safety. The second egress point is for customer vehicles looking to exit the site and travel north along Queen Street and to reduce congestion at the main egress.

The proposal ensures all deliveries take place on site, with the vehicle sizes generally expected with supermarket deliveries catered for, in line with PO 1.4 of the TAPGDP module. This will help minimise impact and interruption of the operation of the public road in line with PO 3.1 of the TAPGDP module.

It is noted that a street tree will need to be removed to facilitate the access point. This street tree is approximately five metres in height and not Regulated or Significant. Our client is not averse to paying the necessary removal costs and is happy to plant new trees in line with Council's street tree planting guidelines to ensure the appearance of the streetscape is maintained.

7.4.2 Carparking

The proposal includes 51 (45 full time and six restricted) car parks. The six restricted parks will be used outside of expected delivery times for larger vehicles (afternoons, evenings, and weekends). The parking area has been designed to 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 2890.6:2022) as confirmed by CIRQA.

Table 1 of the TAPGDP module identifies a parking provision rate for shops of 5.5 spaces per 100 square metres of gross leasable floor area. It has been determined that the proposal would require 73 parking spaces based on this rate. This equates to a total shortfall of 22 spaces for the proposal. However, in comparison to the previous shortfall approved, this represents a decrease in the theoretical shortfall of four spaces.

CIRQA has reviewed this shortfall and concluded that the parking rate is acceptable noting it is better than the previous approval and peak demands associated with the site would occur for relatively limited periods of time.

For these reasons the proposal is considered to adequately comply with PO 5.1 of the TAPGDP module noting sufficient on-site parking is provided to meet the needs of the development.

7.4.3 Traffic impact

CIRQA have determined that the proposal will generate 165 peak hour movements. This is based on the NSW RTA's "Guide to Traffic Generating Developments" and its subsequent updates identify a weekday peak hour generation of up to 12.5 trips per

100 m² shopping centre floor area (for sites less than 10,000 m² floor area). This is 19 additional movements when compared to the previous application.

CIRQA acknowledge that this rate is quite conservative and based on metropolitan centres, rather than regional. Nevertheless, they adopted the conservative rate for their assessment and conclude the level of traffic generated by the proposal will be adequately accommodated on the adjacent road network. There will be low levels of queuing and average delay for all turning movements and negligible impact on through-bound movements on Queen Street. Notably, through movements will be associated with a Level of Service of 'A' (the best level possible) as will turning movements into and out of the site.

For these reasons the proposal will not adversely affect the flow of traffic in the surrounding network ensuing the safe and efficient operations of urban transport routes in line with the policies of the Traffic Generating Development and Urban Transport Route Overlays.

7.5 Landscaping

Landscaping areas are proposed along the front and side boundaries of the site with landscaping consist of a mixture of trees and bushes.

The landscaping will help soften the visibility of the carparking area enhancing the appearance when viewed from the public realm.

Whilst it is acknowledged that there are limited landscaping areas, the design ensures the landscaping plays an important role in contributing the amenity of the site whilst also ensuring the view from the public realm is enhanced.

7.6 Stormwater

PO's 3.1, 3.3 and 3.6 of the Mount Lofty Ranges Water Supply Catchment (Area 2) Overlay guide the management of stormwater for the proposed development.

Specifically, PO 3.1 seeks post-development flows do not exceed pre-development flows, PO 3.2 seeks stormwater not likely to be polluted be separated from stormwater that may be, PO 3.3 seeks polluted water is treated prior to discharge from the site and PO 3.6 seeks stormwater from shops is managed to protect water quality.

The Stormwater Management Plan developed by CPR Engineers demonstrates the following:

- Stormwater runoff from the roof and carpark will flow into two separate underground concrete detention tanks providing a combined minimum 53,000L detention capacity to control the flow of water the street water table ensuring post-development flows don't exceed pre-development flows.

- The stormwater from the roof areas and carpark areas are separated and directed into different tanks, with the stormwater from the carpark directed into a gross pollutant trap before flowing into the detention tank.

- Discharge to the street is via two separate outlets, ensuring better control of water flow to the street water table.

It is also noted the proposal is more than 50 metres from a watercourse and wetlands, more than 100 metres from a public water supply reservoir and not located on land with a slope exceeding 20% in line with DTS 3.6 of the Overlay.

In light of the above it is considered the stormwater management adequately complies with the relevant stormwater polices of the Overlay.

BEYONDINK TOWN PLANNING

8 Conclusion

The proposed development for a new supermarket is a desired use within the Township Mainstreet Zone. The design and siting of the building has careful regard to the heritage values of the Historic Area. The building is appropriately set within the site to minimise visual impacts whilst providing a functional service.

Where the proposal may fall short of satisfying deemed to satisfy provisions, the proposal achieves the correlating performance outcomes.

To mitigate noise impacts, acoustic fencing is proposed along the southern side and rear boundary.

Advertising is of an appropriate size commensurate with the building.

Car parking is adequate for the needs of the business with the design able to facilitate all deliveries on site.

Stormwater will be appropriately managed to ensure post-development flows do not exceed pre-development flows.

On this basis, it is considered the proposal satisfies the relevant provisions of the Code and warrants Planning Consent.

BEYONDINK
TOWN PLANNING

52A Mount Barker Rd, Hahndorf SA 5245
08 8388 1179
townplanning@beyondink.com.au
beyondink.com.au

52A Mount Barker Rd, Hahndorf SA 5245
08 8388 1179
townplanning@beyondink.com.au
beyondink.com.au

PLANNING REPORT

KLOSE'S SUPERMARKETS

Supermarket at 17-23 Queen Street, Williamstown

17 Queen Street, Williamstown, SA 5351

> STORMWATER MANAGEMENT PLAN

cpr engineers

REV C | 14 February 2024

SUPERMARKET AT 17-23 QUEEN STREET, WILLIAMSTOWN

STORMWATER MANAGEMENT PLAN

Site Address: 17 Queen Street, Williamstown SA 5351

Project Number: 230105

ISSUE REGISTER PROJECT:

ISSUE DATE	REASON	PREPARED	REVIEWED
25/08/23	Planning Approval	Costa Morias	
29/08/23	Planning Approval	Costa Morias	
14/02/24	Planning Approval	Costa Morias	

Visit
174 Fullarton Road
Dulwich SA 5065

Post
PO Box 2832
Kent Town SA 5071

T 08 8332 1344

E admin@cprengineers.com.au

SUPERMARKET AT 17-23 QUEEN STREET, WILLIAMSTOWN

STORMWATER MANAGEMENT PLAN

230105 – Wednesday, 14 February 2024

INTRODUCTION

The following report outlines the key requirements to manage the disposal of stormwater from the post development site. The site is situated at 17-23 Queen Street, Williamstown.

The stormwater concept has been based upon the architectural plans prepared by BeyondInk Architects, and the survey provided.

The existing buildings on the site will be demolished, existing sealed pavement area will be removed and a new building, pavement and landscaped areas constructed.

This Stormwater Management Plan has been prepared in accordance with the Barossa Council's stormwater management guide.
This document is to be read in conjunction with:

- Architectural drawings, PA01 to PA09 Architects site plans,
- CPR Engineers Stormwater Management Plan 230105-C001:and
- CPR Engineers Stormwater Calculations

This Stormwater Management Plan establishes the principles to manage the stormwater on the site and is submitted for review by the Barossa Council as a part of the Development Approval process.

Should further details be required during this period, CPR Engineers will be able to provide these as necessary.

GENERAL STORMWATER MANAGEMENT

The new works will be designed for the following stormwater criteria as outlined by the Barossa Council's stormwater management guidelines:

- Detention shall be provided to limit the 1% AEP post development discharge to the 5% AEP predevelopment discharge from the site or as required by section 8.2 (Site Discharge), whichever is the lesser.
- Section 8.2 outlines: The maximum point discharge to kerb and gutter up to a 10yr ARI event shall be 12L/s; 100yr ARI event shall be 20L/s.

It is proposed that stormwater from the development will:

- Be detained on site by use of underground stormwater detention tanks with pumped discharge to two kerb and water table outlets.

At the time of completing this report, there was no available flood data for Queen Street or known historic occurrences of water ingress from Queen Street into the development site.

FINISHED FLOOR LEVEL REQUIREMENTS

The SAPPA and water connect websites identified that no Flood mapping had been completed of the area.

The proposed finished floor level has been set at 283.00m. This provides 300mm freeboard from the top of kerb levels to the south east of the site.

The perimeter pavements around the buildings shall grade away from the building and as such divert any chance for overland flows to elsewhere on the site.
The above measures have been addressed in order to maintain an appropriate freeboard level higher than surrounding formed ground surfaces to enable overload flows from 1:100 ARI storm events to exit the site in an appropriate manner and so as not to affect the neighbouring properties.

STORMWATER DETENTION

The post development site will result in increased impervious areas hence requiring on-site detention.

The pre-development condition of the primary site has the following discharge conditions:

- Existing 5 year ARI Pre Development Flow = 25.80L/s

Stormwater calculations have been completed in line with the requirements outlined within the "General Stormwater Management" section of this report.

The following detention will be provided in order to meet the detention requirements for the site.

- The roof and surface runoff will discharge into two underground tanks providing a minimum combined capacity of 35.1kL. Each tank will be fit with a pump discharging to the street kerb and water table (at two separate locations) at 12L/s.

QUALITY OF WATER

As outlined by The Barossa Council storm water run-off is to be treated prior to discharge into council system to comply with "water quality levels consistent with current best practice and the Environmental Protection Authority's 'Stormwater Pollution Prevention code of practice for local, state and federal government'."

For the purpose of this report a proprietary SPEL Ecoceptor in ground system is proposed.

Preliminary discussions with SPEL technical department indicate that the above targets are achievable with they're product and may be from combination of Primary, Secondary and or Tertiary products subject to future design.

These measures will improving the quality of stormwater run-off exiting the site in comparison to current predevelopment conditions which provides no treatment.

ISSUES DURING CONSTRUCTION

The management of stormwater during construction will be under constant monitoring by the appointed builder.

The builder will be employed to maintain control measures on site and to minimise run-off from the site which may contain fine earth particles and any deleterious material that washes off site will be cleaned up by the contractor.

Open swales rock and earth beds as well as hay bales will be used to manage stormwater during Construction and in particular during the earthworks phase of the project. The contractor will be required to submit a sediment and stormwater control plan during the different phases of the development.

Prepared by

Costa Morias
CPR ENGINEERS

costam@cprengineers.com.au

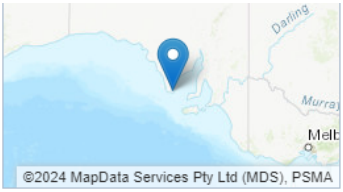
Attachments:

- Stormwater Calculations
- Proposed Stormwater Management Plan

Design Rainfall Data from BOM Website

Location

Label: Not provided
Latitude: -34.7304 [Nearest grid cell: 34.7375 (S)]
Longitude: 135.8643 [Nearest grid cell: 135.8625 (E)]



IFD Design Rainfall Intensity (mm/h)

Issued: 14 February 2024

Rainfall intensity for Durations, Exceedance per Year (EY), and Annual Exceedance Probabilities (AEP).
FAQ for New ARR probability terminology

Table | Chart

Unit: mm/h

	Annual Exceedance Probability (AEP)						
Duration	**63.2%**	**50%#**	**20%***	**10%**	**5%**	**2%**	**1%**
1 min	70.7	79.4	109	131	154	187	215
2 min	65.5	73.0	98.2	117	136	164	187
3 min	57.3	64.0	86.5	103	121	146	166
4 min	50.8	56.8	77.3	92.5	108	131	150
5 min	45.8	51.3	70.0	84.0	98.7	120	138
10 min	32.0	35.9	49.3	59.4	70.0	85.5	98.4
15 min	25.5	28.6	39.3	47.3	55.8	68.1	78.4
20 min	21.6	24.3	33.3	40.0	47.1	57.5	66.1
25 min	19.0	21.3	29.1	35.0	41.2	50.2	57.7
30 min	17.1	19.1	26.1	31.3	36.9	44.9	51.5
35 min	15.6	17.4	23.8	28.5	33.5	40.8	46.8
40 min	14.4	16.1	21.9	26.3	30.9	37.5	43.0
45 min	13.4	15.0	20.4	24.4	28.7	34.8	40.0
50 min	12.6	14.1	19.1	22.9	26.9	32.6	37.4
55 min	11.9	13.3	18.0	21.6	25.3	30.7	35.2
1 hour	11.3	12.6	17.1	20.4	24.0	29.1	33.3
1.08 hour	10.7	12.0	16.3	19.4	22.8	27.7	31.7
1.17 hour	10.2	11.4	15.5	18.6	21.8	26.4	30.3
1.25 hour	9.81	11.0	14.9	17.8	20.9	25.3	29.0
1.33 hour	9.42	10.5	14.3	17.1	20.0	24.3	27.8
1.42 hour	9.07	10.1	13.7	16.4	19.3	23.4	26.8
1.5 hour	8.75	9.78	13.3	15.9	18.6	22.6	25.9

Job No:	230105
Date :	14/02/24
Design:	CM
Page:	

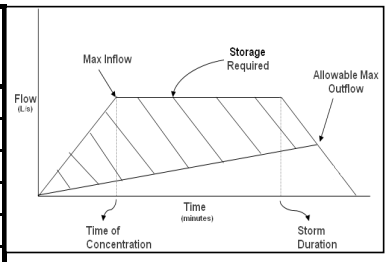
KLOSES SUPERMARKET - WILLIAMSTOWN

PRE-DEVELOPMENT - 1 IN 5 YEAR ARI FLOWS

Roof Area	751 m^2	**Total Site Area**	**2903**
Roof Pitch	5 degrees	**Pervious Area**	2152
Run-Off Coefficient	1	**Run-Off Coefficient**	0.25
		Pavement Area	0 m^2
Total Site Area	3647 m^2	**Run-Off Coefficient**	0.9

Storm Design Recurrence Interval 5 years
Time of Concentration 5.0 minutes
Max Allowable Outflow 25.80 L/s Based on (AR&R 2019)

Duration (Minutes)	Intensity (mm/h)	Inflow (L/s)	Inflow Volume (m^3)	Max Storage (m^3)
5	70	25.80	7.74	
10	49.3	**18.17**	10.90	
15	39.3	14.49	13.04	
20	33.3	12.27	14.73	
25	29.1	10.73	16.09	
30	26.1	9.62	17.32	
35	23.8	8.77	18.42	
40	21.9	8.07	19.37	
50	19.1	7.04	21.12	
55	18	6.64	21.90	
60	17.1	6.30	22.69	
65	16.3	6.01	23.43	
70	15.5	5.71	24.00	
75	14.9	5.49	24.72	
80	14.3	5.27	25.30	
85	13.7	5.05	25.75	
90	13.3	4.90	26.47	



Job No:	230105
Date :	14/02/24
Design:	CM
Page:	

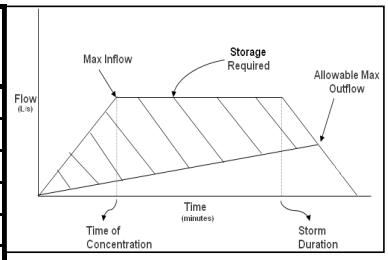
KLOSES SUPERMARKET - WILLIAMSTOWN

POST-DEVELOPMENT - 1 IN 100 YEAR ARI EVENT - Roof Only

Roof Area	1366 m^2	**Pervious Area**	0 m^2
Roof Pitch	5 degrees	**Run-Off Coefficient**	0.6
Run-Off Coefficient	1		
		Pavement Area	0 m^2
		Run-Off Coefficient	0.9
		Total Site Area	**2903**

Storm Design Recurrence Interval	100 years	
Time of Concentration	5.0 minutes	
Max Allowable Outflow	12.000 L/s	Based on (AR&R 2019)

Duration (Minutes)	Intensity (mm/h)	Inflow (L/s)	Inflow Volume (m^3)	Max Storage (m^3)
5	138	55.01	16.50	12.90
10	**98.4**	**39.22**	**23.53**	**18.13**
15	78.4	31.25	28.13	20.93
20	66.1	26.35	31.62	22.62
25	57.7	23.00	34.50	23.70
30	51.5	20.53	36.95	24.35
35	46.8	18.66	39.18	24.78
40	43	17.14	41.14	24.94
50	37.4	14.91	44.72	24.92
55	35.2	14.03	46.30	24.70
60	33.3	13.27	47.79	24.39
65	31.7	12.64	49.28	24.08
70	30.3	12.08	50.73	23.73
75	29	11.56	52.02	23.22
80	27.8	11.08	53.19	22.59
85	26.8	10.68	54.48	22.08
90	25.9	10.32	55.75	21.55



18.1 roof detention

Post development impervious areas

total impervious		2843
roof area	=	1366
roof is	48% of total	
car park area	=	1477
car park is	52% of total	

Hence distribute discharge rate is similar ra

Roof discharge =	12.40
Car Park discharge =	13.41

Outlet Orifice Design

Approximate head above outlet	1	m water
Max allowable outflow	0.012	m^3/s
Discharge Velocity	4.43	m/s
Approx Pipe area	2709.142	mm^2
Approx Pipe Diameter	58.73	mm

Job No:	230105
Date :	14/02/24
Design:	CM
Page:	

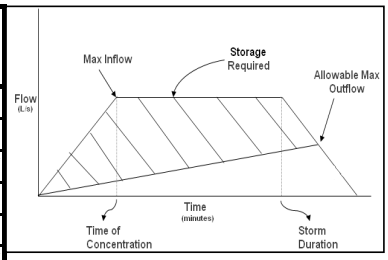
KLOSES SUPERMARKET - WILLIAMSTOWN

POST-DEVELOPMENT - 1 IN 100 YEAR ARI EVENT - Pavement and Landscape

Roof Area	0 m^2	**Pervious Area**	60 m^2
Roof Pitch	5 degrees	**Run-Off Coefficient**	0.6
Run-Off Coefficient	1		
		Pavement Area	1477 m^2
		Run-Off Coefficient	0.9
		Total Site Area	**2903**

Storm Design Recurrence Interval	100 years	
Time of Concentration	5.0 minutes	
Max Allowable Outflow	12.000 L/s	Based on (AR&R 2019)

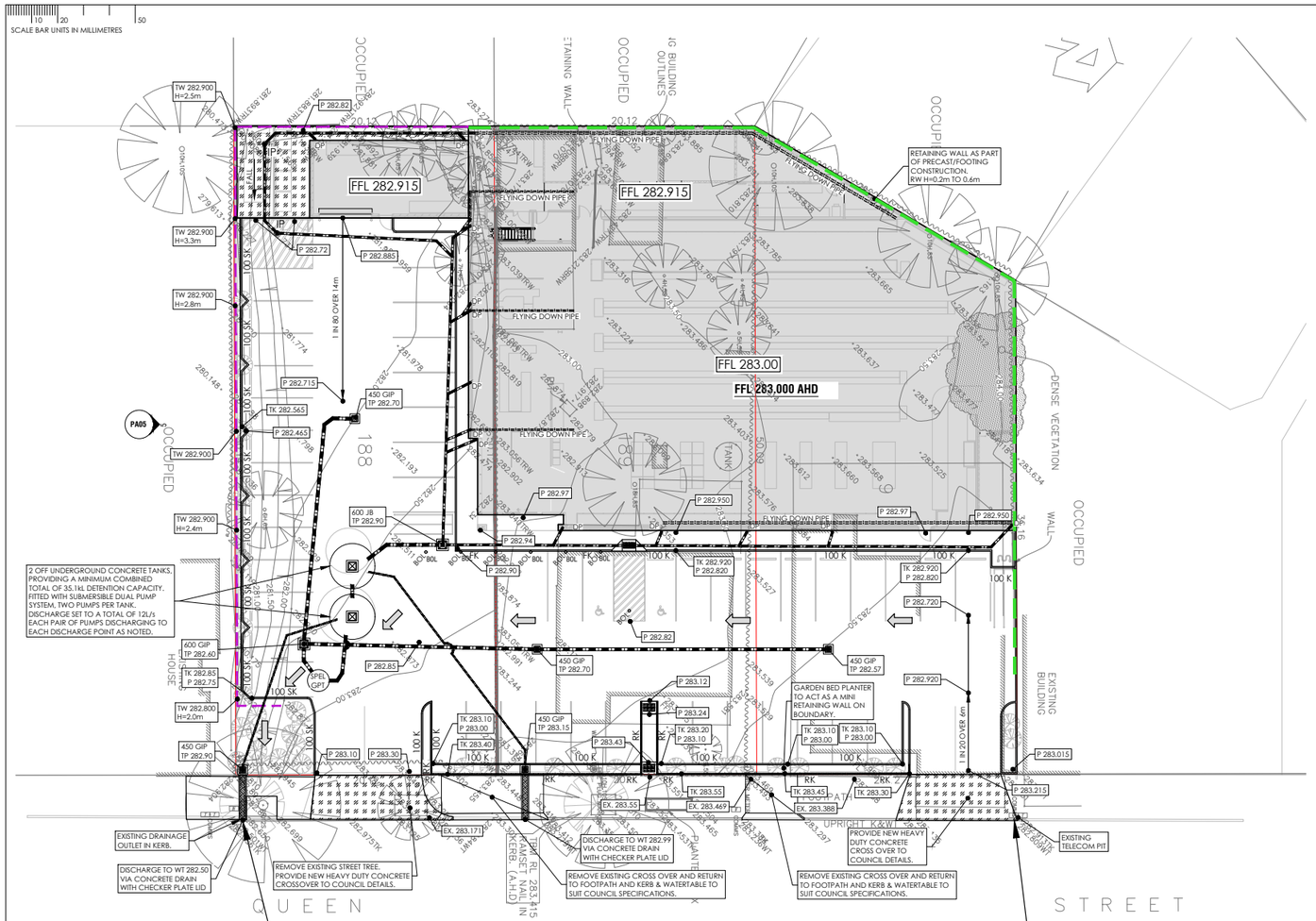
Duration (Minutes)	Intensity (mm/h)	Inflow (L/s)	Inflow Volume (m^3)	Max Storage (m^3)
5	138	52.36	15.71	12.11
10	**98.4**	**37.34**	**22.40**	**17.00**
15	78.4	29.75	26.77	19.57
20	66.1	25.08	30.10	21.10
25	57.7	21.89	32.84	22.04
30	51.5	19.54	35.17	22.57
35	46.8	17.76	37.29	22.89
40	43	16.32	39.16	22.96
50	37.4	14.19	42.57	22.77
55	35.2	13.36	44.08	22.48
60	33.3	12.64	45.49	22.09
65	31.7	12.03	46.91	21.71
70	30.3	11.50	48.29	21.29
75	29	11.00	49.52	20.72
80	27.8	10.55	50.63	20.03
85	26.8	10.17	51.86	19.46
90	25.9	9.83	53.07	18.87



17.00 m3 for car park detentio

Outlet Orifice Design	
Approximate head above outlet	1 m water
Max allowable outflow	0.012 m^3/s
Discharge Velocity	4.43 m/s
Approx Pipe area	2709.142 mm^2
Approx Pipe Diameter	58.73 mm

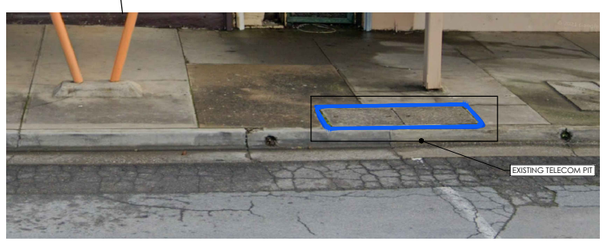
Attachment 2

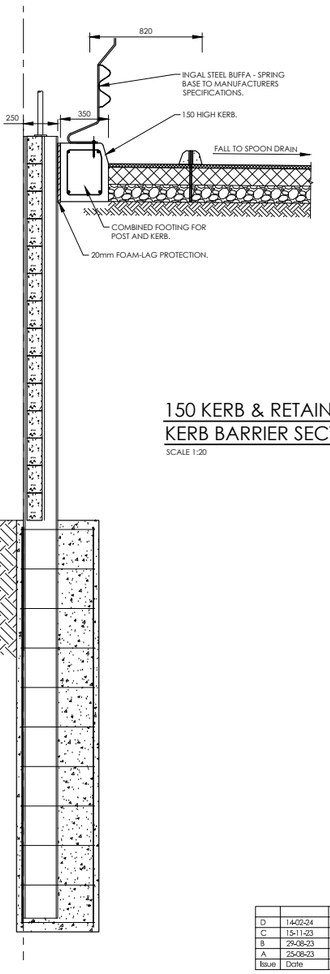


STORMWATER MANAGEMENT PLAN

SCALE 1:200







150 KERB & RETAINING WALL AND KERB BARRIER SECTION

SCALE 1:20

RETAINING WALL LEGEND

- CONCRETE SLEEPER RETAINING WALL
- RETAINING WALL AS PART OF PRECAST/FOOTING CONSTRUCTION.

LEGEND

- K — CONCRETE KERB HEIGHT AS NOTED.
- FK — FLUSH KERB.
- NEW STORMWATER PIPE (UNSEALED SYSTEM).
- GRATED INLET PIT
- JUNCTION BOX
- IP — STORMWATER INSPECTION POINT.
- DP — DOWN PIPES, ALL DOWN PIPES TO HAVE A uPVC TAIL MATCHING THE SIZE OF THE DOWNPIPE, CONNECTING TO MAIN STORM WATER RUN U.N.O.
- SPEL ECOCEPTOR GROSS POLLUTANT TRAP
- CONCRETE CULVERT WITH 6mm GALVANISED CHECKER PL.
- P ** ** — DESIGN LEVEL: P-PAVEMENT LEVEL, TK-TOP OF KERB, WT-WATER TABLE, TP-TOP OF PIT, IL- INVERT LEVEL, EX-EXISTING LEVEL, TB-TOP BATTER, BB-BOTTOM BATTER, TW-TOP OF WALL, L-LANDSCAPE LEVEL
- + 52.35 — EXISTING SPOT LEVELS FROM SURVEY.
- FALL — DENOTES SURFACE FALL
- BOL — BOLLARD / REMOVABLE BOLLARD.
- WS — WHEEL STOP.
- DENOTES TACTILE SURFACE INDICATORS TO ARCHITECT'S DETAILS. PROVIDE 100 THICK SLAB, SL72 TOP FACE CO-ORDINATE WITH PAVING CONTRACTOR.
- PRAM RAMP COMPLETE WITH TACTILE INDICATORS. REFER DETAILS.
- 1:100 YEAR STORM EVENT OVERLAND FLOW PATH

Issue	Date	Details	
D	14-02-24	RE-ISSUED FOR PLANNING APPROVAL	CM\MDC
C	15-11-23	RE-ISSUED FOR PLANNING APPROVAL	CM\MDC
B	29-08-23	RE-ISSUED FOR PLANNING APPROVAL	CM\MWA
A	25-08-23	ISSUED FOR PLANNING APPROVAL	CM\MWA

APPROVAL ONLY
14-02-24

0 2000 4000 8000 12000
SCALE (mm) 1:200

cpr engineers
Visit: 174 Fullarton Road Dulwich SA 5065
P: 08 8332 1344 E: plans@cprengineers.com.au
Combe Pearson Reynolds Pty. Ltd. as Trustee for the CPR Trust © Copyright
ACN 112 731 558 ABN 12 112 731 558

PROPOSED SUPERMARKET
17-23 QUEEN STREET
WILLIAMSTOWN SA 5351

KLOSE'S SUPERMARKETS

BEYONDINK
75 MAIN STREET HANHDORF SA 5245
Phone (08) 8388 1179

STORMWATER MANAGEMENT PLAN

Designed	Drawn	Checked	Scale	Date
D.R.	T.A.C.	-	1:200	Feb-24
Drawing No.				Rev.
230105-C001				D

Last Saved by: MattPeart PRINTED ON : 14/02/2024 3:40:58 PM ORIGINAL SHEET SIZE A1

Ref: 23125|BNW

31 October 2023

Mr Sean Elliott
Beyond Ink
52A Mount Barker Road
HAHNDORF SA 5245

Dear Sean,

KLOSE'S FOODLAND SUPERMARKET
17-23 QUEEN STREET, WILLIAMSTOWN

I refer to the proposed Klose's Foodland Supermarket development at 17-23 Queen Street, Williamstown. As requested, I have undertaken a review of traffic and parking matters associated with the proposed development as summarised below.

1. BACKGROUND

The subject site is located at 17-23 Queen Street, Williamstown. The site is bound by Queen Street to the east, a Police Station to the north and residential properties to the south and west. The site comprises three allotments including a residential property, a vacant property and a commercial property. Individual driveway crossovers are provided on Queen Street for each allotment.

Queen Street functions as the 'high street' of Williamtown. The road is under the care and control of the Department for Infrastructure and Transport. Queen Street comprises a single traffic lane in each direction of travel separated by a linemarked centreline. Parallel parking bays are also provided on both sides of the road. A footpath is provided on the western side of Queen Street. The general urban speed limit of 50 km/h applies on Queen Street adjacent the site. DIT data indicates a daily traffic volume of 5,600 vehicles per day is accommodated on Queen Street.

2. PREVIOUS APPROVAL

A supermarket was approved for the subject site in 2021. The approved supermarket comprises 1,165 m² floor area with 47 parking spaces and separate ingress and egress points on Queen Street. For servicing and deliveries, the supermarket was approved with a maximum vehicle of an 11 m rigid truck. The approved arrangements required such commercial vehicles to be reversed from the parking aisle to the loading bay.

The approved proposal was assessed under the former Development Plan. The Development Plan identified a rate of 5.5 spaces per 100 m² floor area for 'shop' use. (notably, the same rate is applicable under the Planning and Design Code). There was therefore a requirement for 65 parking spaces associated with the approved scheme. Noting only 47 spaces were proposed, a shortfall of 18 spaces was accepted.

Subsequent to the approval, the supermarket has not proceeded. This is primarily due to the commercial vehicle restrictions not being feasible/economic viable given the nature of the development and its location. Specifically, the transport company is unable to undertake deliveries to the subject site with solely rigid vehicles.

3. THE PROPOSAL

In order to develop a viable/feasible supermarket development, a revised proposal has been prepared. Specifically, the revised proposal has been developed to enable accommodation of 14.4 m long Semi-Trailers (the access arrangements for which are discussed further below). The revised proposal comprises 1,313.4 m² of retail floor area.

The site is proposed to be accessed via two-way access point towards the southern end of the site's frontage and an egress towards the northern end. A separate pedestrian access path will be provided (between the two vehicular access points).

A total of 51 parking spaces are proposed (including two spaces for use by persons with disabilities). 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 2890.6:2022) in that:

- parking spaces will be 2.7 m wide and 5.4 m long (4.8 m with 600 mm overhang);
- parking spaces for use by persons with disabilities 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 6.2 m wide;
- 1.0 m end-of-aisle extensions will be provided beyond the last parking space in an aisle;
- 0.3 m clearance will be provided (where applicable) to all objects greater than 0.15 m in height; and
- pedestrian sight lines will be provided at both access points.

It is also noted that the first parking space within the car park from the ingress point has been located 6 m from the property boundary as requested by both DIT and Council during their reviews of an earlier version of the current application.

4. LOADING ARRANGEMENTS

The subject site has a number of constraints in respect to the accommodation of commercial vehicle movements. Notably, as detailed above, the previous arrangement relying on vehicles no larger than 11 m rigid trucks was not viable for the development. Metcash and Dyers (the transport companies that will service the site) have advised that feasible servicing of the site relies on access by a 14.4 m Semi-Trailer (the largest vehicle required).

It is acknowledged that it is typically desirable to separate or minimise interaction between commercial vehicles and passenger vehicles within development sites. However, given the constraints of the subject site, this is not feasible. Notably, the previously approved scheme included reversing of commercial vehicles via the general parking aisles.

While noting the constraints, a number of measures have been proposed to safely accommodate servicing movements associated with the site. Namely, six parking spaces will be restricted with "No Stopping" controls from store closing time to 7:30 am. The restrictions will also be reinforced with removable/retractable bollards to prevent vehicles being able to park in the spaces at these times. The bollards will then be retracted by a supermarket staff member in the early morning when service/delivery vehicles arrive to enable the vehicles to be turned around towards the loading area (utilising the area associated with the restricted parking spaces). The supermarket staff member will also assist with the truck manoeuvring and ensure other vehicles and pedestrians are clear of the truck path (noting that the number of customer movements undertaken during this early morning period will be very low. The staff member can also direct entering customers (if any) to appropriate parking spaces. There will also be ample on-site queuing area to allow an entering car (or two) to be stored clear of the Semi-Trailer path if they enter while manoeuvring is occurring. Nevertheless, the manoeuvring would occur momentarily and during periods of low light/domestic vehicle movements (i.e. the need for vehicles to queue would be minimal). Metcash has advised that management of this manoeuvre with a supermarket staff member will be a condition of their service contract and Klose's has accepted and supported this arrangement. The staff member will be inducted appropriately in respect to the management of such manoeuvres (delivery/service vehicle drivers will also be trained/inducted appropriately).

The proposed arrangements will enable all vehicles (including the 14.4 m Semi-Trailer) to be able to enter and exit the site in a forward direction as illustrated on the attached turn path diagram. It should be noted that the turn path assessment is based on a slightly longer Semi-Trailer (namely, 14.7 m) which provides additional conservatism in the assessment.

The arrangements are similar to those associated with many approved ALDI supermarket sites within South Australia (typically adjacent much higher volume roads) where, due to constrained sites, delivery vehicles are often required to reverse from the primary car park aisle to a loading area. It is understood such arrangements are undertaken without

notable issue or impact. With appropriate on-site management, it is considered that the arrangements can operate safely and efficiently (particularly noting such movements will be undertaken either outside of operating hours or, when the store is open, periods of lower trading activity.

5. PARKING ASSESSMENT

The Planning and Design Code identifies a Deemed-to-Satisfy/Designated Performance Feature (DTS/DPF) parking provision rate of 5.5 spaces per 100 m² floor for shops (single tenancy retail). On the basis of this rate, the proposal would require 73 parking spaces. Given the proposed provision of 51 spaces, this equates to a shortfall of 23 spaces when assessed against the DTS/DPF rates. However, in comparison to the previous shortfall approved, this only represents an increase in the theoretical shortfall of 5 spaces. Such an increase in the shortfall is minimal – particularly noting that peak demands would occur for relatively limited periods of time.

6. TRAFFIC IMPACT

6.1 TRAFFIC GENERATION AND DISTRIBUTION

The NSW RTA's "*Guide to Traffic Generating Developments*" and its subsequent updates identify a weekday peak hour generation of up to 12.5 trips per 100 m² shopping centre floor area (for sites less than 10,000 m² floor area). On this basis, the proposal would generate 165 peak hour movements. In comparison, the previously approved proposal would be forecast to have generated 146 peak hours trips (based on this rate). The proposal would therefore be forecast to generate 19 additional movements compared to the previously accepted arrangement.

However, the traffic generation rate adopted above is likely conservative for the application to a small, regional supermarket which will have a more limited catchment than a metropolitan supermarket. Notably, the rates identified in the 2013 RMS Technical Direction Update did not include revised rates for shopping centres under 10,000 m². For the three regional shopping centres surveyed for the RMS Update (which were all greater than 10,000 m²), weekday peak hour rates of 3.31 to 6.71 trips per 100 m² were identified. I am also aware of a traffic survey undertaken by Traffix Group of the Wonthaggi Woolworths (a regional standalone supermarket) which identified a peak weekday pm trip generation rate of 7.5 trips per 100 m². Adopting a rate of 7.5 trips per 100 m², the proposal would generate 99 pm peak hour trips (compared to 88 pm peak hour trips for the approved scheme – 11 additional movements).

In addition, a reasonable proportion of the forecast trips will relate to 'passing trade' type movements (shared trips with drivers already travelling along Queen Street who divert into the site on their way elsewhere). The level of actual 'additional' trips would be less than suggested by the above forecasts.

Nevertheless, for conservatism, the higher forecast has been adopted for assessment of the impact of the proposal. For the distribution of the forecast movements, the following assumptions have been made:

- a 50% in/50% out split during the pm peak hour; and
- 60% of movements will be to/from the north and 40% of movements will be to/from the south.

Based on the conservative forecast (146 peak hour trips) and the above assumptions, Table 1 identifies the forecast movements for the various turning movements at the proposed access points.

	Proportion	Trips
Two-Way Access		
Left-In (from south)	20%	29
Right-In (from north)	30%	44
Left-Out (to north)	15%	22
Right-Out (to south)	15%	22
Egress		
Left-Out (to north)	15%	22
Right-Out (to south)	5%	7
Total	100%	146

Based on the conservative forecast, SIDRA modelling analysis has been prepared for the primary access point (which will accommodate the majority of the movements). Through bound movements have been based on peak hour volumes identified in data provided by DIT. The detailed SIDRA output is attached to this letter. The SIDRA modelling indicates that the volumes will be easily accommodated at the access point and on Queen Street. There will be low levels of queuing and average delay for all turning movements and negligible impact on through-bound movements on Queen Street. Notably, through movements will be associated with a Level of Service of 'A' (the best level possible) as will turning movements into and out of the site.

It is therefore consideration that the level of traffic generated by the proposal will be adequately accommodated on the adjacent road network. Notably, the traffic generation will also be a similar order to that associated with the previously approved scheme for the site.

7. SUMMARY

A previous proposal for a supermarket was approved on the subject site in Queen Street, Williamstown. However, due to constraints associated with (and the unviability of) the serviceability of the approved scheme, it has not proceeded. A revised proposal has been

developed which will allow servicing and deliveries by vehicles up to 14.4 m in length (small Semi-Trailer).

The revised layout will ensure all vehicles can enter and exit the site in a forward direction. A total of 51 parking spaces will be provided within the site. This results in a slight increase (5 spaces) in the theoretical parking shortfall that was accepted for the previous proposal (albeit overall parking provision rate is slightly improved). Peak demands associated with the site would occur for short periods and the difference in parking conditions compared to the original approval is considered minimal.

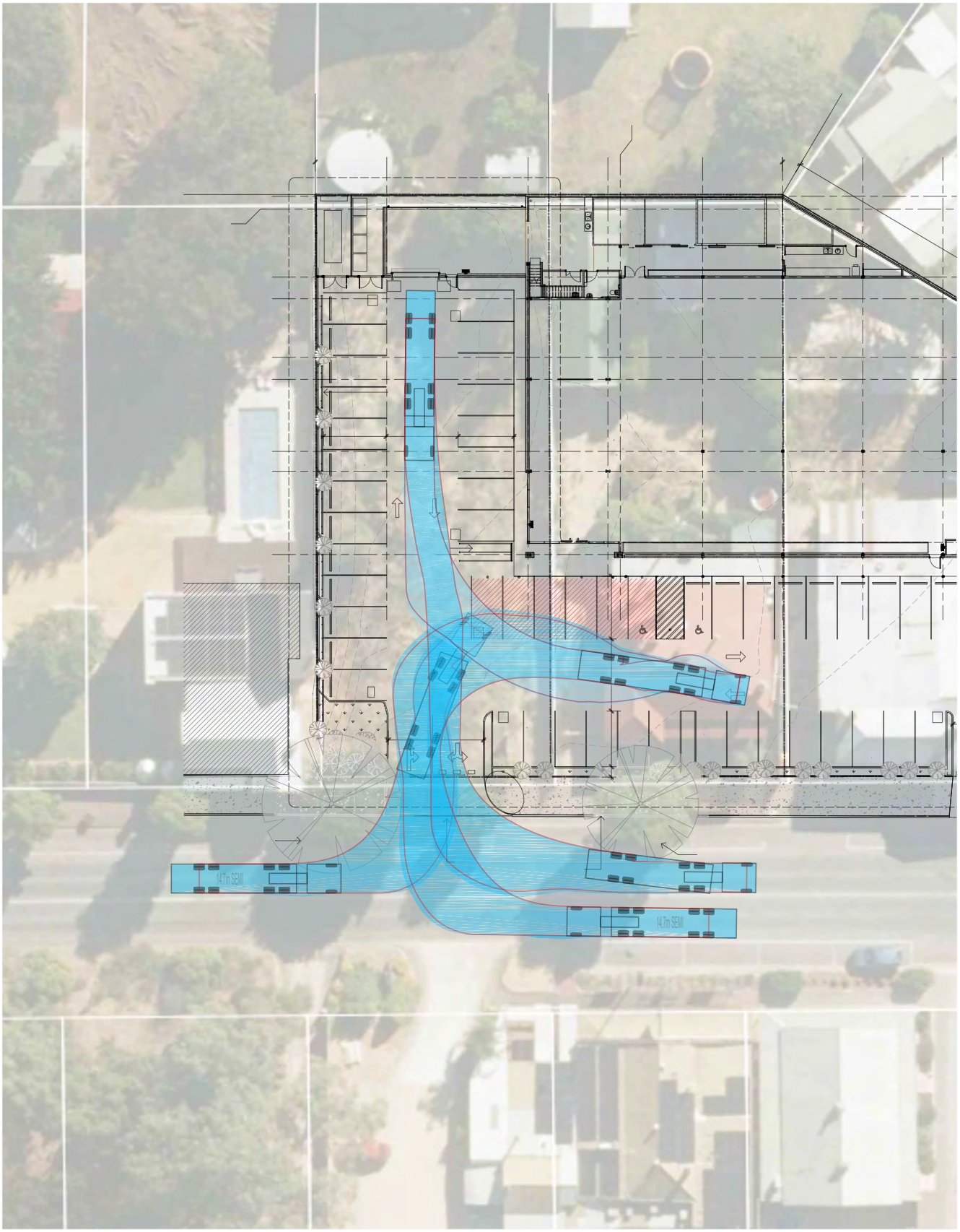
There will be a slight increase in traffic generation compared to that associated with the approved proposal. Nevertheless, even conservatively assessed, the total peak hour traffic volumes will be easily accommodated at the access points and on the adjacent road network.

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

Yours sincerely,

BEN WILSON
Director | CIRQA Pty Ltd

Encl. - Turn path diagram (Drawing C23125_02A SH01)
- SIDRA analysis output



CIRQA™

ABN: 12 681 029 983 | PO Box 144, Glenside SA 5065 | E: info@cirqa.com.au

DRAWING AMENDMENTS

VER	DATE	DESCRIPTION	DWN	CHK
A	02/08/2023		ABH	BNW
...				
D	31/10/2023		BNW	BNW

C23125_01D.DWG 31/10/2023 1:04 PM

N
1:400
@ A4

KLOSE'S SUPERMARKET

QUEEN STREET, WILLIAMSTOWN

14.7 m SEMI TURN PATH ASSESSMENT

PROJECT # 23125 SHEET # 01_SH01

This drawing is a concept plan only and subject to the provision of detailed survey information (by others) and the preparation of detailed design. The drawing is not suitable for construction purposes. The information and data identified within this drawing are the property of CIRQA Pty Ltd and copyright. This drawing and the information contained therein is for the use of the authorised Client noted below. The drawing may not be used, copied, reproduced or modified in whole or in part for any purpose other than for which it was supplied by CIRQA Pty Ltd. CIRQA Pty Ltd accepts no responsibility or liability to any other party who may use or rely upon this drawing or the information contained therein.

MOVEMENT SUMMARY

Site: 101 [Primary Access PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Queen Street [S]															
1	L2	All MCs	31	0.0	31	0.0	0.131	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	56.8
2	T1	All MCs	215	6.4	215	6.4	0.131	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.2
Approach			245	5.6	245	5.6	0.131	0.7	NA	0.0	0.0	0.00	0.07	0.00	58.9
North: Queen Street [N]															
8	T1	All MCs	292	5.8	292	5.8	0.188	0.0	LOS A	0.4	2.6	0.12	0.14	0.12	58.7
9	R2	All MCs	46	0.0	46	0.0	0.188	7.6	LOS A	0.4	2.6	0.12	0.14	0.12	56.0
Approach			338	5.0	338	5.0	0.188	1.0	NA	0.4	2.6	0.12	0.14	0.12	58.3
West: Primary Access [W]															
10	L2	All MCs	23	0.0	23	0.0	0.049	6.2	LOS A	0.2	1.2	0.39	0.62	0.39	51.7
12	R2	All MCs	23	0.0	23	0.0	0.049	8.1	LOS A	0.2	1.2	0.39	0.62	0.39	51.4
Approach			46	0.0	46	0.0	0.049	7.2	LOS A	0.2	1.2	0.39	0.62	0.39	51.5
All Vehicles			629	4.8	629	4.8	0.188	1.4	NA	0.4	2.6	0.09	0.15	0.09	58.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 9.1 | Copyright © 2000-2022 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: CIRQA PTY LTD | Licence: NETWORK / 1PC | Processed: Monday, 31 July 2023 5:50:52 PM
Project: C:\Users\BenWilson(CIRQA)\Cirqa Pty Ltd\Cirqa Pty Ltd Team Site - Public\2023\23125 Supermarket 17-23 Queen Street Williamstown \SIDRA\23125 Access.sip9

Ref: 23125|BNW

15 February 2024

Mr Sean Elliott
Beyond Ink
52A Mount Barker Road
HAHNDORF SA 5245

Dear Sean,

KLOSE'S FOODLAND SUPERMARKET
17-23 QUEEN STREET, WILLIAMSTOWN
SUPPLEMENTARY INFORMATION

I refer to the proposed Klose's Foodland Supermarket development at 17-23 Queen Street, Williamstown. As requested, I have prepared the following supplementary information in response to queries provided by the Barossa Council.

Subsequent to the original lodgement of the application, based on discussions between Council, BeyondInk, CIRQA and the Department for Infrastructure and Transport (DIT), updates have been undertaken to the plans (prepared by BeyondInk). This includes introduction of a turning bay (wider and longer than a typical parking space) at the end of the blind aisle and alteration of the previous northern egress point to accommodate two-way movements.

The updated plan results in the provision of 46 parking spaces which is similar to the number of spaces (47) accepted for the previously approved supermarket proposal for the site. Additionally, the previously approved supermarket had a gross leasable floor area of 1,348.22 m² which is also similar to that now proposed of 1,345 m² (it should be noted the reference to the floor area in the original traffic and parking report for the approved supermarket was incorrect as it did not include upper floors which are included in the determination of GLFA). There would be negligible difference in parking conditions between the previously approved scheme and that now proposed.

In respect to the remaining traffic related queries raised by Council, these are quoted in italics below, followed by my response.

"Details of traffic management should address conflict between delivery vehicles, customer vehicles and pedestrians. Supermarket staff cannot be assumed to direct on-site truck manoeuvring and pedestrian management."

The delivery movements for the supermarket will, where possible, be undertaken either prior to opening or, other cases, typically in the early opening hours when the level of customer access will be very low. This will minimise the potential conflict between delivery vehicles, customer vehicles and pedestrians within the site. Furthermore, the reversing manoeuvre for a commercial vehicle would take a short duration to undertake (in the order of one minute) resulting in limited time of exposure (with all other movements being in forward direction). The alteration of the northern access to provide two-way movements also provides the option for (light vehicle) drivers to enter/exit the site without needing to utilise the area associated with the identified commercial vehicle turn paths. In addition, the revised plans have assigned parking along the southern boundary staff use only to minimise the number of pedestrian crossing movements in the area utilised for the commercial vehicle turns (and also minimise the number of light vehicle movements in this area given lower turnover associated with staff parking).

In respect to the use of supermarket staff to assist with these movements such arrangements are not unusual. Notably, Klose's have advised that they already utilise similar traffic management arrangements (including trained and inducted staff assisting with the management of movements on site) as detailed in the attached letter (Attachment A).

As per the attached letter, Klose's has also confirmed that such traffic management measures will be adopted at the site and it is in the interests of Klose's and its delivery companies to ensure that such measures are adhered to (from a safety and liability perspective, particularly noting the commitments made through the development application process).

It is also important to note that while Council's comments suggest a reluctance to support commercial vehicle movements within the car park, such an arrangement was also required for the previously approved supermarket application (and arguably would have had more commercial vehicle movements given the restriction to smaller vehicles).

In addition, I note the manoeuvring arrangements proposed are similar to conditions at numerous other supermarkets within South Australia (including many in areas with greater catchments and higher traffic volumes on adjacent roads). This includes Klose's supermarkets at Littlehampton, Nairne and Woodside as well as many ALDI developments (which, to my knowledge, have to date operated without conflict). The ALDI sites have been reviewed given these have been recently approved and constructed in SA and a relatively of current practices (i.e. the same or similar planning

provisions and Australian Standards were applicable for the sites rather than other 'historic' sites developed prior to current practice). Aerial photography of a selection of similar arrangements is attached to this letter. It should be noted that the examples provided do form an exhaustive list and it is likely that other examples exist.

"Please clarify the purpose and function of the red marked 'restricted parking'."

The red 'hatched' parking spaces on the site plan are proposed to be time restricted to 'No Stopping' during morning periods when deliveries by the Semi-Trailer will be undertaken. At such times, there would be low levels of demand for parking spaces.

"In addition, it is identified there are conflicts within the turning paths for the proposed delivery truck which should be reviewed as follows:
- *At Queen Street kerb and gutter and within the crossover;*
- *At proposed bollards adjacent to the red marked 'restrictive parking' bays;*
- *Portion of the turning manoeuvre suggests the truck is turning while stationary or near stationary. Turning paths should demonstrate turning paths while the truck is moving."*

The path shown on the site plan was an indicative arrangement prepared by the architect (and not reflective of more detailed paths previously provided by CIRQA). The turn paths prepared by CIRQA have been overlayed on the current architectural plan (which have been prepared appropriately and identify no conflict with the items noted by Council). These paths are provided in Attachment C.

"Queen Street access – We note that DIT is yet to provide final comments. We note in Queen Street, there is limited area available for vehicles to safely overtake a vehicle waiting to turn right into the site, which may result in queuing on Queen Street. As such, we understand DIT are assessing with a BAR/BAL treatment is warranted."

CIRQA has liaised with DIT (Mr Marc Hryciuk, Manager, Land Use Coordination Unit) on multiple occasions regarding the subject application. Most recently, CIRQA met with DIT on 1 February 2024 and presented the revised site plan (which includes the revised proposal for the northern crossover to accommodate two-way flow). CIRQA also detailed the proposed traffic management arrangements as well as the customer data for the comparable Birdwood supermarket. DIT advised that they considered the revised plan and supporting information was an improvement on the original application and are now generally comfortable with the application (I have also confirmed with Mr Hryciuk by phone on 15 February 2024 that he is comfortable with the above statements).

In respect to the potential warrant for a BAR/BAL treatment, DIT has not raised this during any of the discussions held with CIRQA. It is important to note that the turn treatment warrants of the Austroads' "*Guide to Traffic Management – Part 6: Intersections, Intersections, Interchanges and Crossings Management*" relate to treatments of intersections, not access points. Furthermore, BAL/BAR treatments are rarely installed on 50 km/h roads and, in my view, would not be an appropriate treatment on Queen Street.

While Queen Street is an arterial road, it has very low traffic volumes for such a classification and turning movements associated with the subject development would generate minimal (if not negligible) queuing on the road. I also reiterate that the queuing conditions (as well as other traffic conditions) were detailed in the original traffic report including the results of SIDRA modelling (which do not seem to have been considered in Council's above comment). The SIDRA modelling identified a Level of Service of 'A' would be achieved for all turning movements as well as through-bound movements on Queen Street (which were also identified as having zero average delay).

I trust the above sufficiently responds to Council's queries, however, please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,



BEN WILSON
Director | CIRQA Pty Ltd

Encl. - Attachment A – Letter from Klose's Supermarkets
- Attachment B – Examples of Similar Loading Arrangements
- Attachment C – Vehicle Turn Paths

ATTACHMENT A

LETTER PROVIDED BY KLOSE'S SUPERMARKETS

13th Feb 2024

Attention:
Barossa Council
Ref: Application ID: 23026949 17, 19, 21-23 Queen Street Williamstown, SA 5351

To Whom It May Concern

Beyond Ink is acting on our behalf regarding the above development application and we have been liaising with the traffic engineer in relation to the car park design and site constraints.

Klose's operates 6 supermarkets in the Adelaide Hills and successfully manage existing car parks, deliveries, customer movements and site constraints. Our Woodside store is similar in nature to the proposed development where delivery access is through the car park and comprises of reversing vehicles.

Our deliveries are predominantly in the morning when customer numbers are low. Deliveries are not constant and generally small in nature (excluding Metcash). This allows several hours between deliveries, eliminating vehicle queues on site.

Where needed our team also assist in vehicle management by directing traffic, reverse guidance in conjunction with the vehicle driver and pedestrian management. This is conducted in hi visibility vests and following Klose's Traffic Management Policy. (attached)

Our proposed application highlights dedicated restricted carparking to reduce the conflicts with larger delivery vehicles. The restricted car parking would primarily be for employee use, which is longer term in nature and aims to reduce vehicle movement in this area each day. Being narrower they are less likely to be utilized by customers. As a business we are comfortable in managing the proposed carpark in a safe and effective manner. This site-specific nuance would be covered off with our employees through a site induction. Most of our employees commence work prior to any deliveries and customers, so these restricted car parks and less likely to be used by customers.

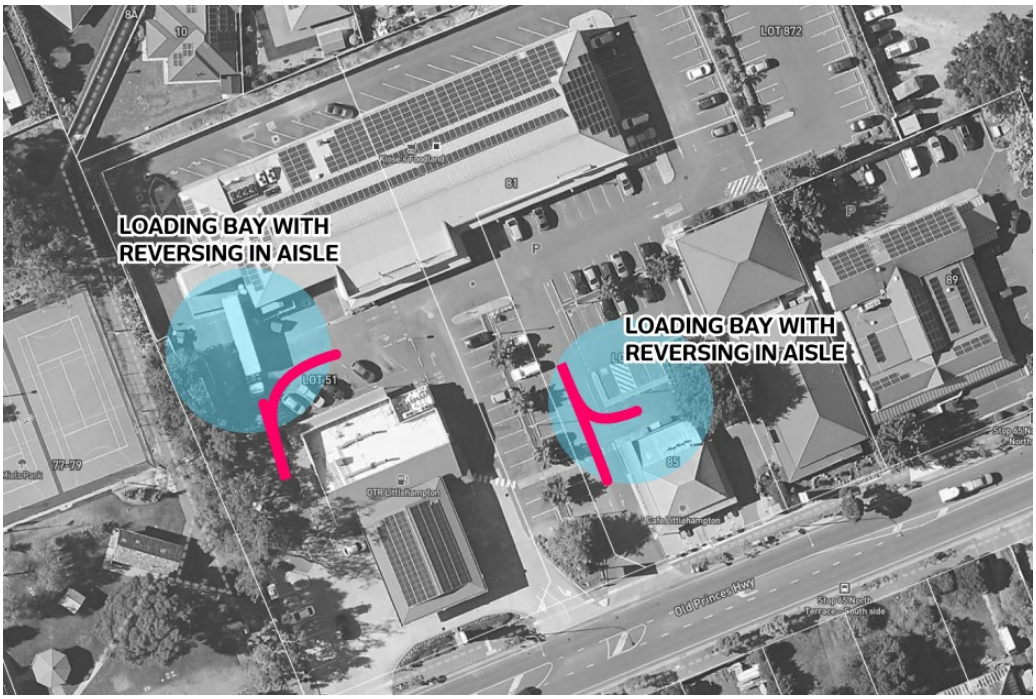
Overall Klose's support the proposed car park design and can effectively manage traffic movements and associated risk through our existing policies and ongoing review.

Yours Sincerely,

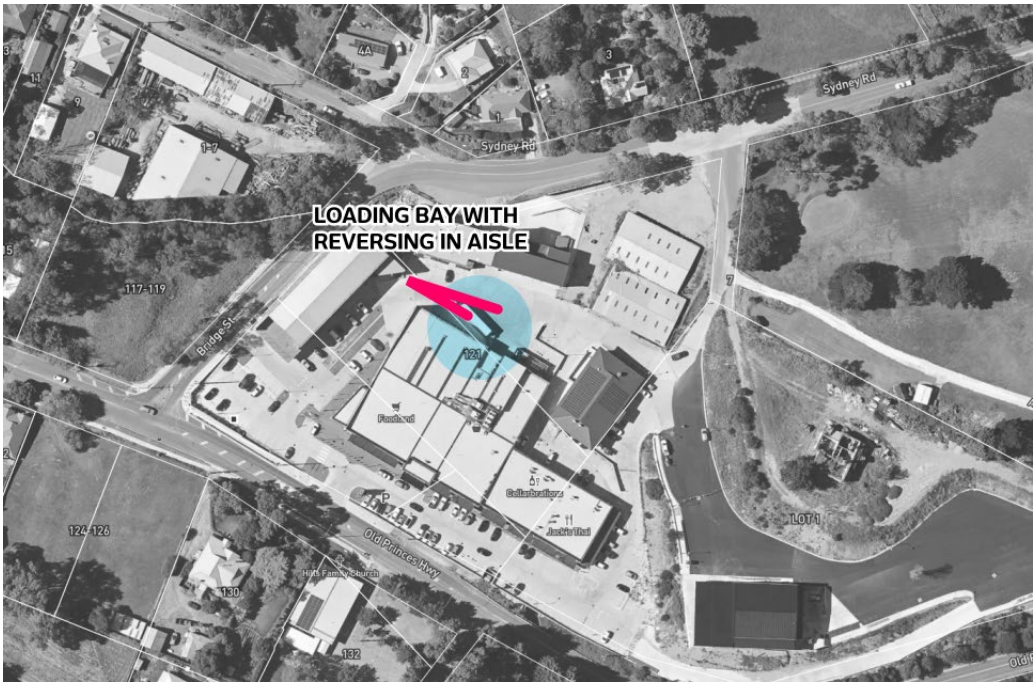
Tim Green
Chief Executive Officer

ATTACHMENT B

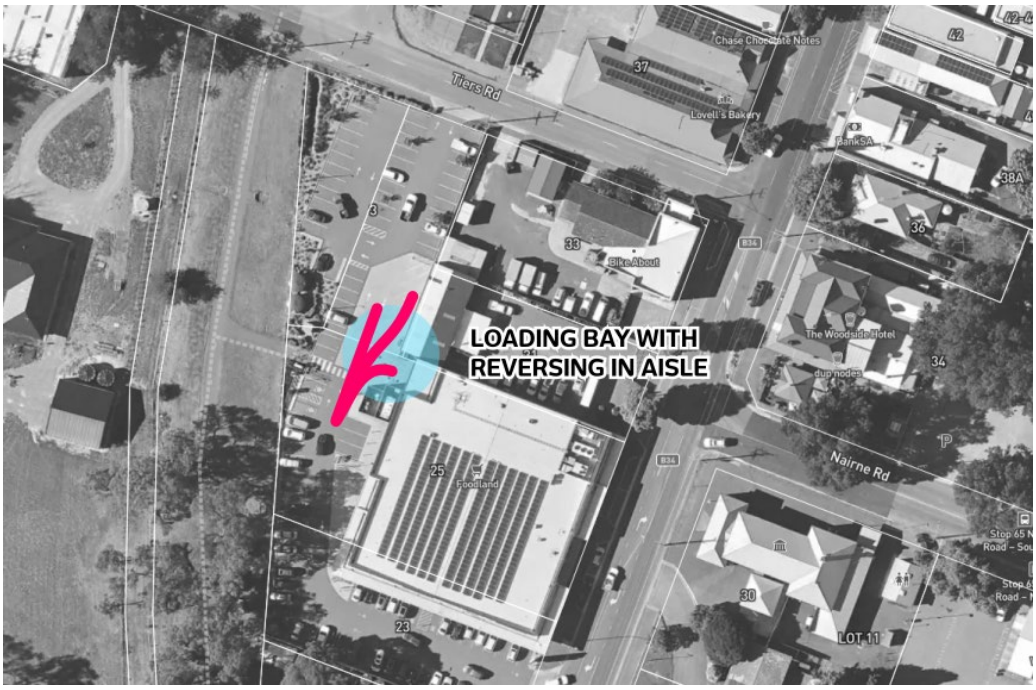
EXAMPLES OF SIMILAR LOADING ARRANGEMENTS



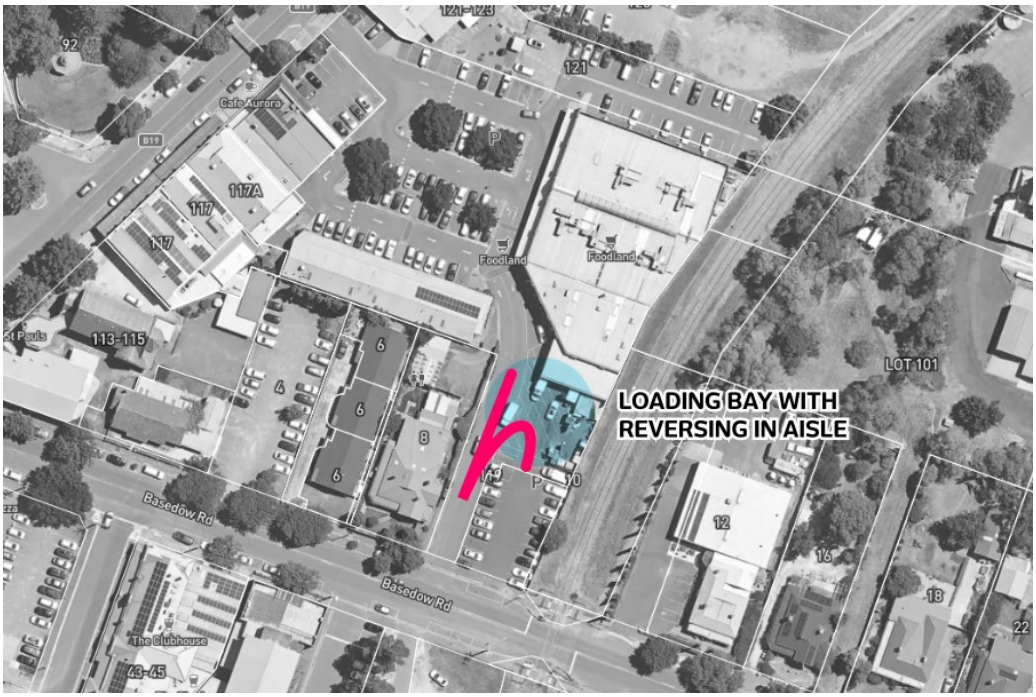
Klose's Foodland Littlehampton



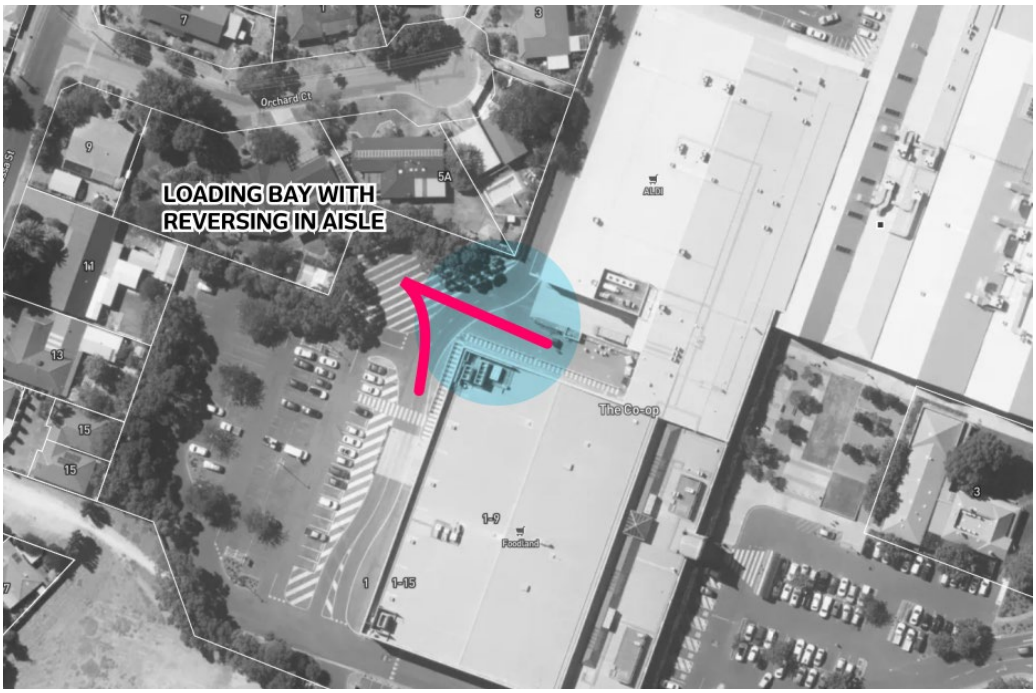
Klose's Foodland Nairne



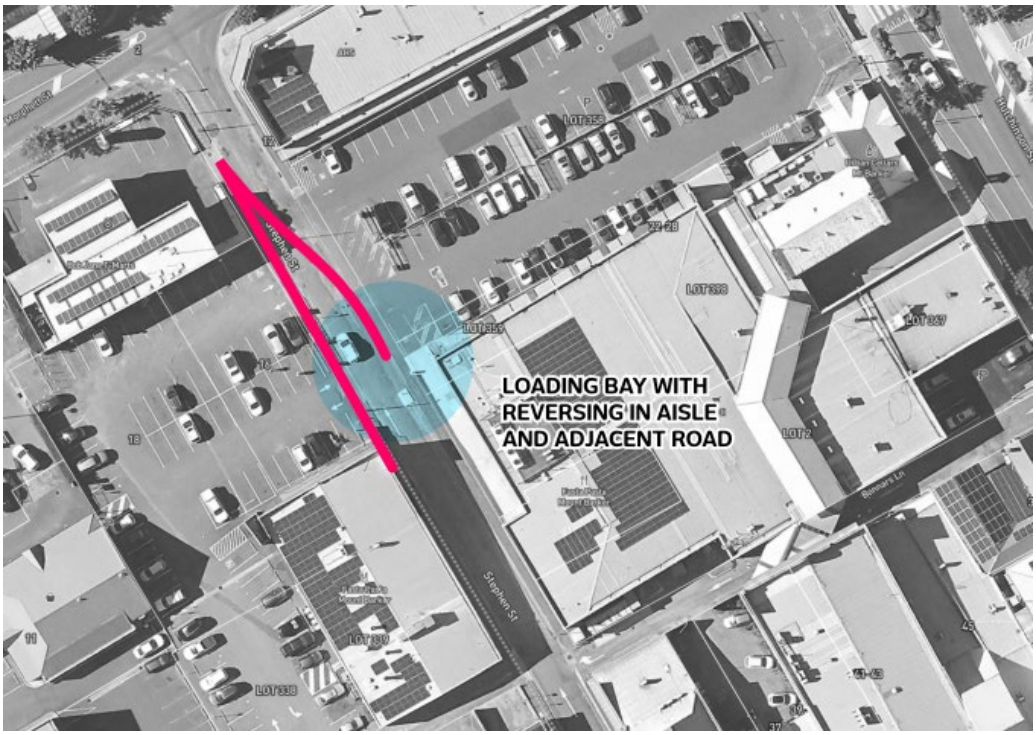
Klose's Foodland Woodside



Foodland Tanunda



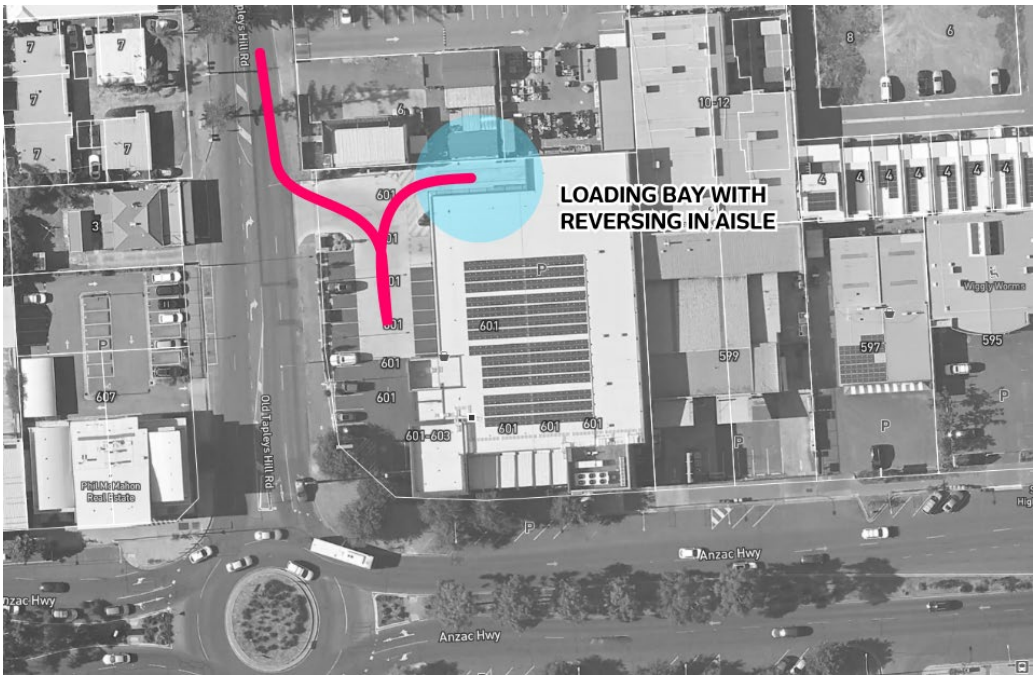
The Co-Op Nuriootpa



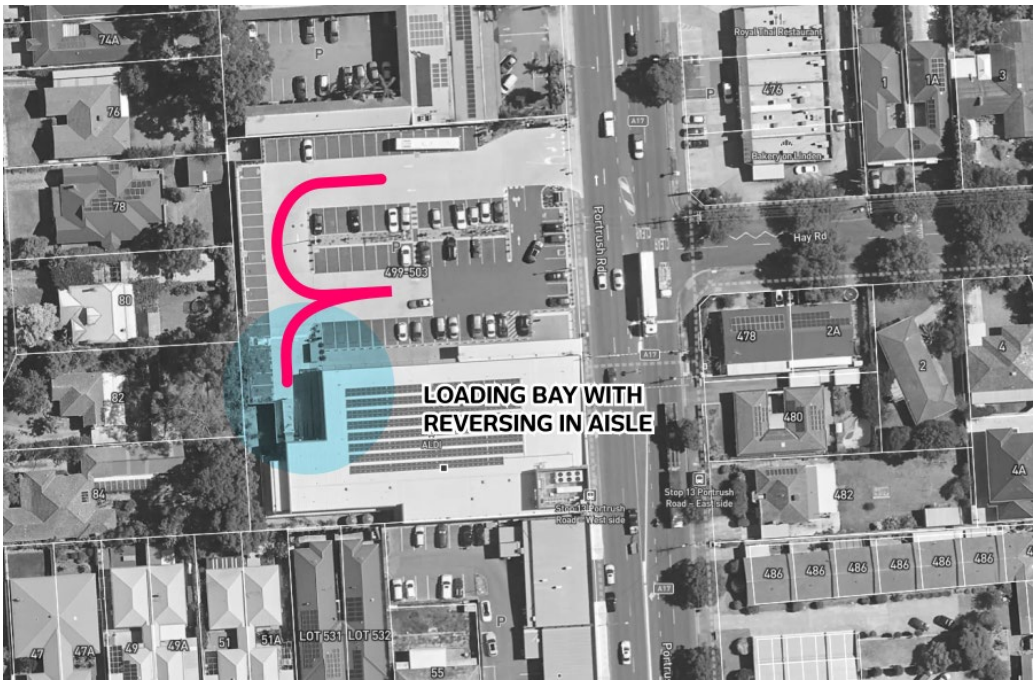
ALDI Mount Barker (note: truck reverses across road and primary access points)



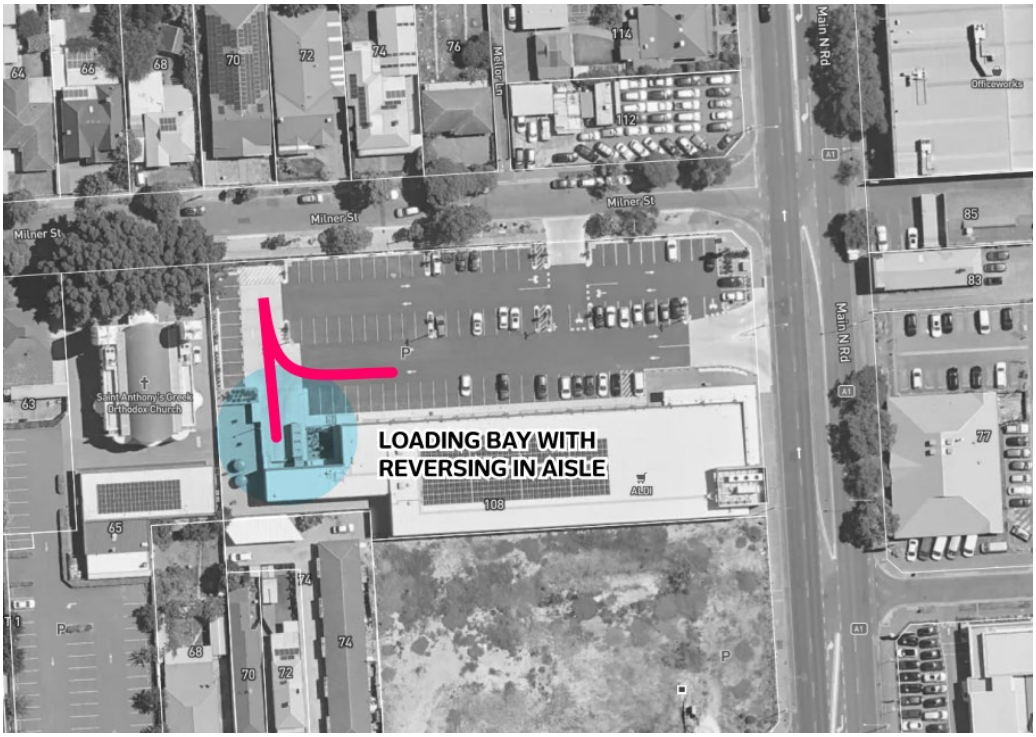
ALDI Hawthorn



ALDI Glenelg



ALDI Glenunga

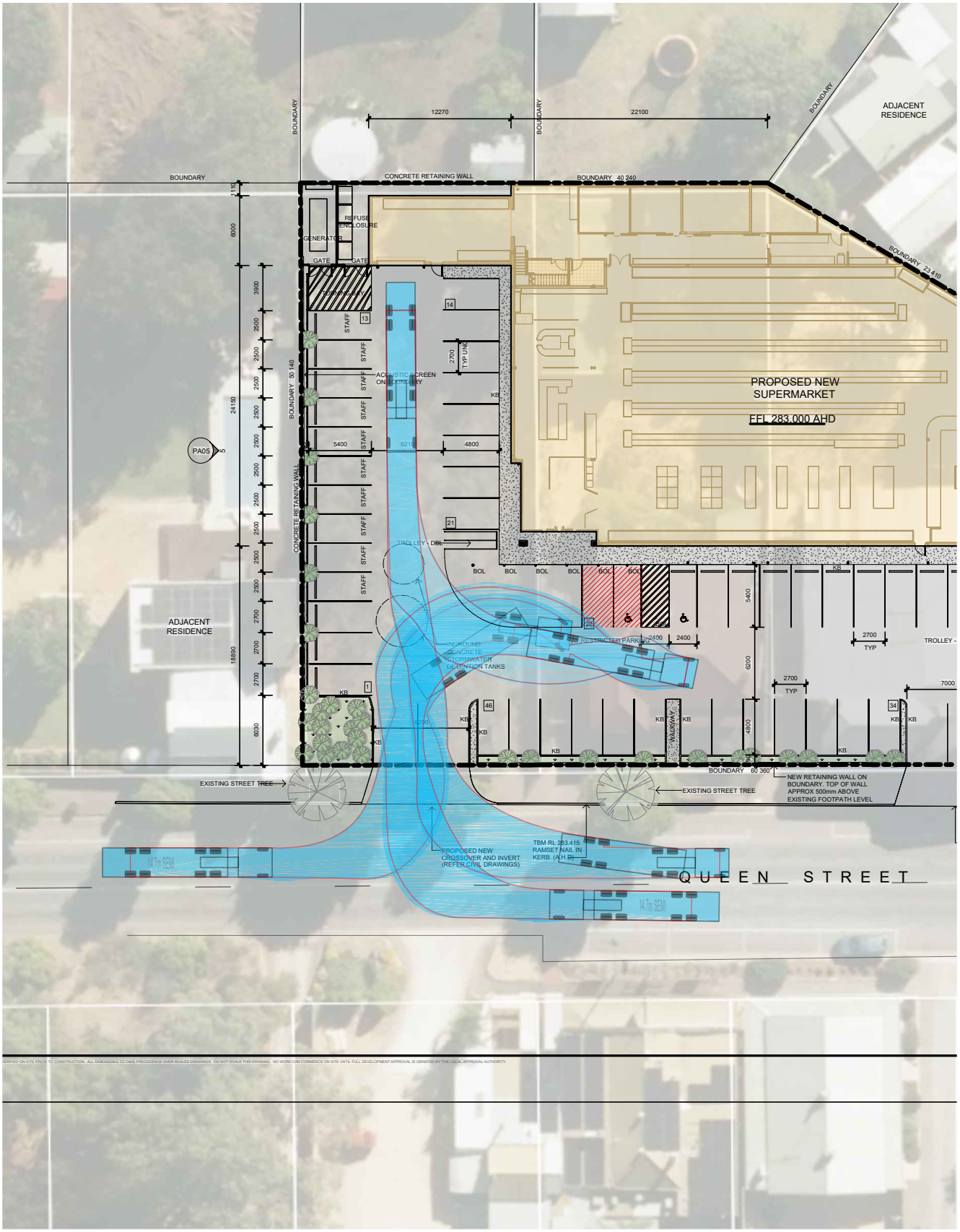


ALDI Prospect

ATTACHMENT C

TURN PATHS PREPARED BY CIRQA

Attachment 2



CIRQA™

ABN: 12 681 029 983 | PO Box 144, Glenside SA 5065 | E: info@cirqa.com.au

DRAWING AMENDMENTS

VER	DATE	DESCRIPTION	DWN	CHK
A	15/02/24		ABH	BNW

C23125_02A.DWG 15/2/2024 2:21 PM

N
1:400
@ A4

KLOSE'S SUPERMARKET

QUEEN STREET, WILLIAMSTOWN

14.7 m SEMI TURN PATH ASSESSMENT

PROJECT # 23125 SHEET # 02_SH01

This drawing is a concept plan only and subject to the provision of detailed survey information (by others) and the preparation of detailed design. The drawing is not suitable for construction purposes. The information and data identified within this drawing are the property of CIRQA Pty Ltd and copyright. This drawing and the information contained therein is for the use of the authorised Client noted below. The drawing may not be used, copied, reproduced or modified in whole or in part for any purpose other than for which it was supplied by CIRQA Pty Ltd. CIRQA Pty Ltd accepts no responsibility or liability to any other party who may use or rely upon this drawing or the information contained therein.

13th Feb 2024

Attention:
Barossa Council
Ref: Application ID: 23026949 17, 19, 21-23 Queen Street Williamstown, SA 5351

To Whom It May Concern

Beyond Ink is acting on our behalf regarding the above development application and we have been liaising with the traffic engineer in relation to the car park design and site constraints.

Klose's operates 6 supermarkets in the Adelaide Hills and successfully manage existing car parks, deliveries, customer movements and site constraints. Our Woodside store is similar in nature to the proposed development where delivery access is through the car park and comprises of reversing vehicles.

Our deliveries are predominantly in the morning when customer numbers are low. Deliveries are not constant and generally small in nature (excluding Metcash). This allows several hours between deliveries, eliminating vehicle queues on site.

Where needed our team also assist in vehicle management by directing traffic, reverse guidance in conjunction with the vehicle driver and pedestrian management. This is conducted in hi visibility vests and following Klose's Traffic Management Policy. (attached)

Our proposed application highlights dedicated restricted carparking to reduce the conflicts with larger delivery vehicles. The restricted car parking would primarily be for employee use, which is longer term in nature and aims to reduce vehicle movement in this area each day. Being narrower they are less likely to be utilized by customers. As a business we are comfortable in managing the proposed carpark in a safe and effective manner. This site-specific nuance would be covered off with our employees through a site induction. Most of our employees commence work prior to any deliveries and customers, so these restricted car parks and less likely to be used by customers.

Overall Klose's support the proposed car park design and can effectively manage traffic movements and associated risk through our existing policies and ongoing review.

Yours Sincerely,

Tim Green
Chief Executive Officer

Background

Klose's have an obligation to ensure we maintain and provide a safe work environment. A key risk is the management of traffic on our sites with particular focus on delivery vehicles to our loading areas and trolley collection in our carparks.

Related Documents

- Incident Report Form

Roles and Responsibilities

Employer is responsible to.

- Provide for a safe working environment
- Provide appropriate PPE
- Provide training where required

All team members are responsible for.

- Following safe work polices
- Identifying and reporting breaches
- Maintaining a safe work environment
- Acting in a safe manner
- Using all PPE and safety devices available

Store Managers / Assistant Managers / Duty Manager / Dept managers are responsible to ensure this policy is upheld within their store and train team members on this policy.

Loading Docks

It is important that the Klose's team are familiar with the loading area at the store they work in. Every store is different.

- The outside loading area must remain clean, tidy, and unobstructed always.
- Loading dock doors, roller doors and openings should be closed and secure when not in use.

Access to the loading area

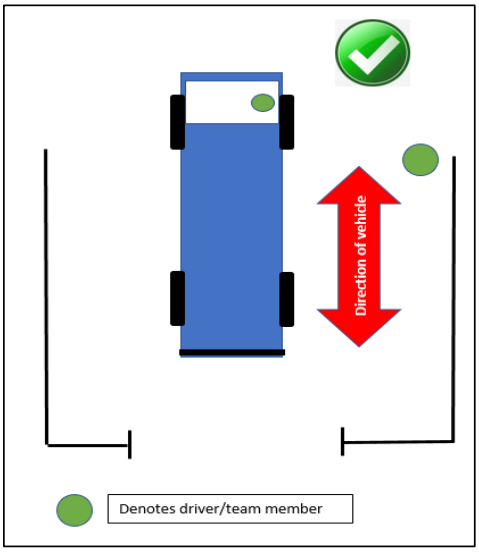
- If a team member needs to access the loading area when no delivery is present, care must be taken.
- If a vehicle is present in the loading area, team members MUST wear a Hi Vis Vest if they go outside of the internal store area via the loading area. (As an example if a team member leaves the confines of the building, through the loading area as to place rubbish in a bin, the team member MUST wear a Hi Vis jacket if a vehicle is present.)

- Team members should walk in straight path to and from the area they are going
- There is to be no smoking in the load area
- Should a vehicle arrive in the loading area whilst a team member is outside, the team member should remain clear of the vehicle and proceed as soon as practicable to the inside of the building.

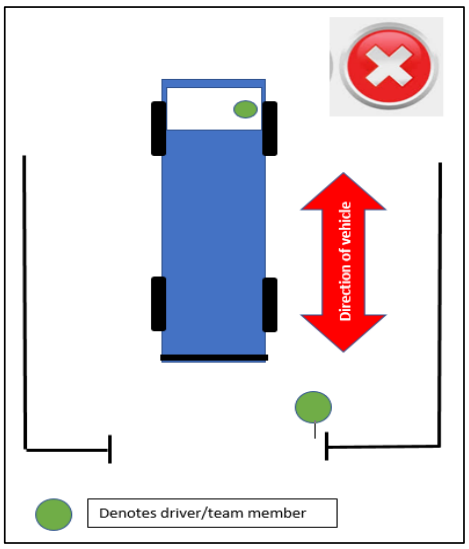
Access to the loading area for a delivery

- When receiving a delivery extreme care must be taken.
- Team members MUST wear a Hi Vis vest.
- Team members should not stand behind or in front of any vehicle at any stage when delivery is occurring.
- If driver assistance is required to guide a vehicle in or out, the team member MUST be positioned so the driver of the vehicles can see the team member and the team member see the driver directly. (This does not mean through mirrors etc)
- There should be one vehicle only at any one time in the loading area
- There is to be no smoking in the loading area
- Team member should not linger outside in the vehicle area once the delivery vehicle has stopped.
- At no stage should a team member stand or be at the rear/front of a vehicle

CORRECT POSITION



INCORRECT POSITION



Trolley Collection

When a team member is on trolley collection duties a Hi Vis Safety vest must be always worn while outside.

Breach of this Policy

Any breach of this policy must be reported to the line manager immediately and an incident report submitted. Breaches may involve additional training and or disciplinary action including termination of employment.

Sean Elliott

From: Sean Elliott
Sent: Thursday, 15 February 2024 3:30 PM
To: Sean Elliott
Subject: RE: Klose Williamstown Supermarket Update - Traffic

Sean Elliott
Senior Town Planner

BEYONDINK
TOWN PLANNING
T +61 8 8388 1179

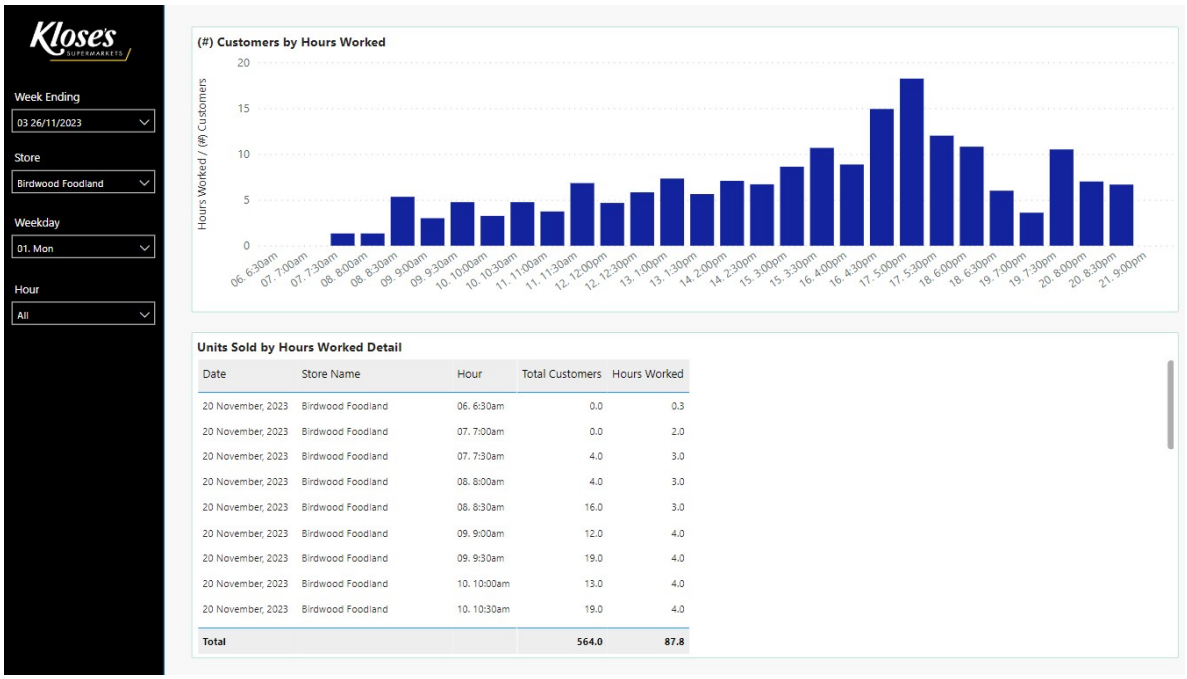
Have a look at who we are and what we do.
beyondink.com.au

The information contained in this email is intended only for the use of the person(s) to whom it is addressed and may be confidential or contain privileged information.
If you are not the intended recipient you are hereby notified that any perusal, use, distribution, copying or disclosure is strictly prohibited.
If you have received this email in error, please immediately advise us by return email and delete the email without making a copy.
No representation is made that the email or any attachment(s) is free of viruses or other defects. Virus scanning is recommended and is the responsibility of the recipient.

From: Tim Green <tim.green@klose.com.au>
Sent: Wednesday, November 29, 2023 12:33 PM
To: Sean Elliott <sean.elliott@beyondink.com.au>
Subject: RE: Klose Williamstown Supermarket Update - Traffic

HI Sean,
Let me know if this detail helps.
I've created a report that shows customer by each 30min v's store labour hours. The below is Birdwood for a typical day. As you can see from 7:30am to really 11:30am customers are low, so I don't feel there will be traffic congestion entering the site as per the DIT summary.

Tim



Tim Green
CEO | KLOSE'S SUPERMARKETS
P: 08 8389 6540 | E: tim.green@klose.com.au
24 Main St, Lobethal, SA 5241 |

CAUTION: This e-mail and any files transmitted with it are intended for the addressee named above. It may contain privileged or confidential information. If you are not the intended recipient of this message, you must not use, copy, distribute or disclose it to anyone other than the addressee. If you have received this e-mail in error, please return the e-mail by replying to it and then delete it from your inbox.

From: Sean Elliott <sean.elliott@beyondink.com.au>
Sent: Friday, November 24, 2023 2:35 PM
To: Tim Green <tim.green@klose.com.au>; Nick Klose <nick.klose@klose.com.au>
Cc: Derek Darling <derek.darling@klose.com.au>
Subject: RE: Klose Williamstown Supermarket Update - Traffic

Hi Tim,

Thank you for providing that information.

I have forwarded it to the Traffic Engineers for them to review.

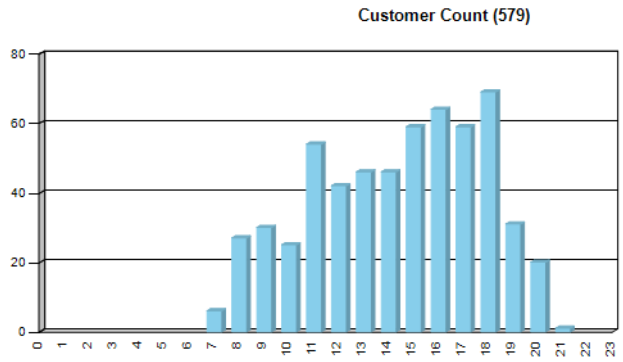
Once I hear back from them, I'll let you know.

Kind Regards,

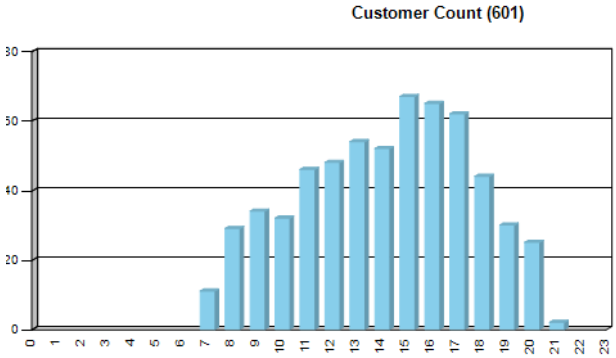
Birdwood Foodland customer count by hour

(XX) indicated customer between 7.30 and 8am

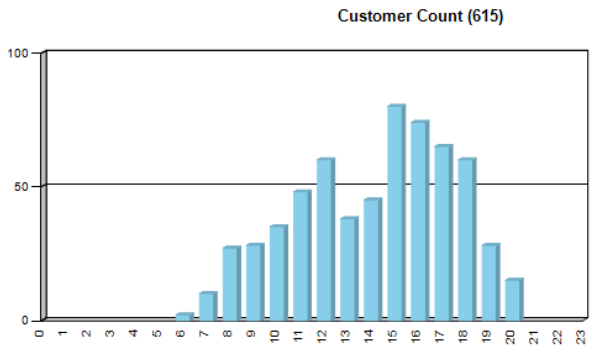
Monday (6)



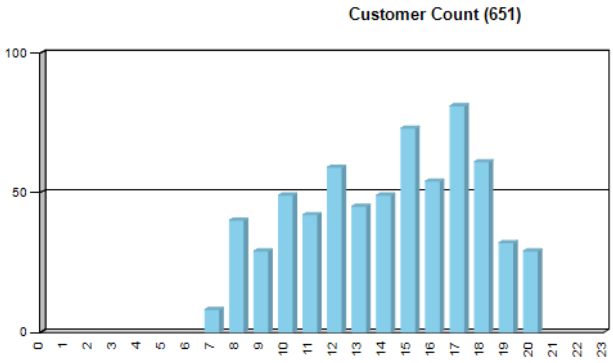
Tuesday (11)



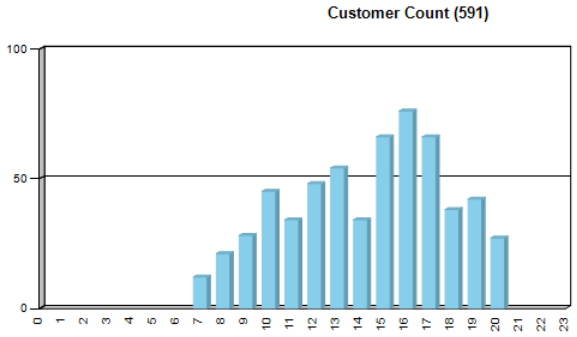
Wednesday (10)



Thursday (8)



Friday (12)



Units sold by hour – basket shops early.

Heatmap: Units Sold / Hours Worked

Hour	01. Mon	02. Tue	03. Wed	04. Thu	05. Fri	06. Sat	07. Sun	Total
07. 7:30am	10.00	9.60	19.67	9.33	26.00	15.20	22.80	16.26
08. 8:00am	35.20	14.00	38.67	11.43	15.71	46.80	11.20	23.95
08. 8:30am	51.20	54.80	41.67	14.57	17.14	62.00	45.60	38.50

Williamstown Foodland

17-23 Queen Street, Williamstown

Environmental Noise Assessment

S5276C5

August 2023

sonus.

Sonus Pty Ltd
17 Ruthven Ave
Adelaide SA 5000
Phone: +61 (8) 8231 2100
Email: info@sonus.com.au
www.sonus.com.au

Williamstown Foodland
Environmental Noise Assessment
S5276C5
August 2023

sonus.

Document Title	: Williamstown Foodland Environmental Noise Assessment
Client	: Beyond Ink
Document Reference	: S5276C5
Date	: August 2023
Author	: Simon Moore, MAAS

© Sonus Pty Ltd. All rights reserved.

This report may not be reproduced other than in its entirety. The report is for the sole use of the client for the particular circumstances described in the report. Sonus accepts no responsibility to any other party who may rely upon or use this report without prior written consent.

Williamstown Foodland
Environmental Noise Assessment
S5276C5
August 2023

sonus.

1 INTRODUCTION

An environmental noise assessment has been conducted for the proposed Foodland supermarket to be located at 17-23 Queen Street, Williamstown.

The development comprises the construction of a Foodland supermarket and an associated car park. A loading/delivery area is located on the southwestern corner of the building. The assessment considers noise levels at nearby sensitive receivers at the site, including:

- On-site vehicle movements.
- Car parking activity.
- Mechanical plant operation.
- Goods deliveries.

An overview of the subject site and surrounding locality is provided in Figure 1.

The assessment has been based on:

- The following *Beyond Ink* drawings for "PROPOSED NEW DEVELOPMENT" at "17-23 QUEEN STREET, WILLIAMSTOWN, SA, 5351":
  - PA00 "3D RENDERS", dated 20 June 2023
  - PA01 "SITE PLAN", dated 9 August 2023
  - PA02 "GROUND FLOOR PLAN", dated 9 August 2023
  - PA03 "UPPER FLOOR PLAN", dated 9 August 2023
  - PA04 "EXTERNAL ELEVATIONS", dated 9 August 2023
  - PA05 "STREETSCAPE & SECTIONS", dated 9 August 2023
  - PA06 "LANDSCAPING PLAN", dated 15 March 2023
  - PA07 "SUNSHADING DIAGRAMS", dated 21 March 2023
  - PA08 "BUILDING OVERLAY", dated 28 March 2023
  - PA09 "PROPOSED DEMOLITION PLAN", dated 29 March 2023
- Finished floor levels and retaining wall heights from "STORMWATER MANAGEMENT PLAN" by *CPR Engineers* for "PROPOSED SUPERMARKET", Drawing No. "230105-C001", dated June 2023.
- Manufacturer data supplied for a *JCB G200QS* generator.
- Previous noise measurements and data obtained from similar sites for plant and equipment, delivery activity, and vehicular activity.
- The understanding that the supermarket will not open prior to 7:00am.

Williamstown Foodland
Environmental Noise Assessment
S5276C5
August 2023

sonus.



Figure 1: Subject Site and locality

2 CRITERIA

The proposed development is located within The Barossa Council local government area and is subject to the provisions of the South Australian *Planning and Design Code* (the **Code**) under the *Planning, Development and Infrastructure Act 2016*.

The subject site is located within the *Township Main Street* zone, along with the following noise sensitive receivers (the green coloured "TMS" receivers in Figure 1):

- the closest sensitive receiver, adjacent to the southern boundary of the development
- one receiver, located on the opposite side of Queen Street to the east
- two receivers, located behind the supermarket to the northwest

Additional sensitive receivers, to the west and southwest of the development, are located within the *Township Neighbourhood* zone (the purple coloured "TN" receivers in Figure 1). The Code has been reviewed and the provisions considered relevant to the assessment are included in Appendix A.

Performance Outcome 4.1 (**PO4.1**) of the Interface between Land Uses section of the Code specifically requires that noise from a development *does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).* The Deemed-to-Satisfy / Designated Performance Feature provision for PO4.1 references the *Environment Protection (Noise) Policy 2007* (the **Policy**).

2.1 Environment Protection (Noise) Policy 2007

The Policy provides objective noise criteria to assess the environmental noise emissions from a proposed development. The noise criteria provided by the Policy are based on the *World Health Organisation Guidelines for Community Noise (1999)* (the **WHO Guidelines**), which provide acceptable noise levels to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to satisfy the WHO Guidelines and the provisions in the Code related to environmental noise.

The Policy provides goal noise levels to be achieved at sensitive receivers from general activity at the site and specific provisions for other activities, such as rubbish collection.

2.1.1 Rubbish Collection

The Policy deals with rubbish collection by effectively limiting the hours to the least sensitive period of the day. Division 3 of the Policy requires rubbish collection to only occur between the hours of 9:00am and 7:00pm on Sundays or public holidays, and between 7:00am and 7:00pm on any other day, except where it can be shown that the maximum noise level (L_{max}) from such activity is less than 60 dB(A).

2.1.2 General Activity

For activity other than rubbish collection, the Policy provides goal noise levels to be achieved at sensitive receivers based on the principally promoted land uses of the zones in which the noise source (the development) and sensitive receivers (the residences) are located.

When considering the principally promoted land uses and the "development" nature of the project, the following goal noise levels are provided by the Policy to be achieved at all sensitive receivers in the locality:

- Within the *Township Main Street* zone (the "TMS" receivers in Figure 1):
    - An average noise level (L_{eq}) of 57 dB(A) during the day (7:00am to 10:00pm).
    - An average noise level (L_{eq}) of 50 dB(A) during the night (10:00pm to 7:00am).
- Within the *Township Neighbourhood* zone (the "TN" receivers in Figure 1):
    - An average noise level (L_{eq}) of 52 dB(A) during the day (7:00am to 10:00pm).
    - An average noise level (L_{eq}) of 45 dB(A) during the night (10:00pm to 7:00am).
    - An instantaneous maximum noise level (L_{max}) of 60 dB(A) during the night (10:00pm to 7:00am).

When measuring or predicting noise levels for comparison with the Policy, adjustments may be made to the average noise levels for each "annoying" characteristic of tonality, impulsiveness, low frequency, and modulation of the noise source. The characteristic must be dominant in the acoustic environment and therefore the application of penalties can vary depending on the assessment location, time of day, the noise source being assessed, and the measured or predicted noise level. The application of penalties is discussed further in the Assessment section.

3 ASSESSMENT

3.1 Noise Sources

The noise levels from activity at the site have been predicted based on previous measurements and observations at similar facilities. These include:

- Delivery truck movements, including the movement, idle, and refrigeration components (for various truck and van sizes).
- Unloading activity, such as the unloading of pallets from a truck using a pallet jack.
- Car parking activity, including the opening and closing of doors, talking, vehicles starting and idling, and moving into or out of their parked position.
- General vehicle movements on site.
- Waste collection.
- Mechanical plant operation.
- Operation of a standby 200 kVA generator.

The detailed design of the mechanical plant systems, including the refrigeration and air conditioning components, typically takes place after the Development Approval stage. As such, the assessment has considered typical air conditioning and refrigeration plant noise data collected from similar facilities to provide an indicative assessment. It is recommended that the assessment be updated if the noise from the selected units or the number of units is different to those in this assessment. The assessment has been based on the following indicative equipment:

- Packaged Air Conditioning units:
    - 2 x *Temperzone OPA550 ECOnex* package units
    - 2 x *Temperzone OPA705 ECOnex* package units
- Refrigeration units:
    - 2 x *Bitzer LHL5E/4EES-4(Y)* air cooled condensing units
    - 2 x *Bitzer LHL5E/4CES-6(Y)* air cooled condensing units
    - 2 x *Bitzer LHL3E/2CES-3(Y)* air cooled condensing units

The sound power levels for the noise sources are provided in Appendix B.

3.2 Operational Assumptions

The predictions of noise from the use of the facility have been based on the following operational assumptions for the level of activity in any 15-minute[1] period:

- During the day (7:00am to 10:00pm)
    - A single delivery by an articulated truck which drives into the site, reverses into the loading dock, turns off the engine, is unloaded, starts the engine then departs the site.
    - Unloading activity using a tailgate loader and hand pallet jacks for the duration of the assessment.
    - 25 passenger vehicle movements through the site.
    - General activity in 25 of the car parking spaces.
    - Continuous operation of all mechanical plant, including the refrigeration and packaged air conditioning units.
- During the night (10:00pm to 7:00am)
    - 5 passenger vehicle movements through the car park.
    - General activity in 5 of the car parking spaces.
    - Continuous operation of the refrigeration mechanical plant.

It is expected that the generator will only operate during emergency situations (which could occur at any time), or during occasional maintenance/testing operations performed during the day period of the Policy (7:00am to 10:00pm). The operation of the generator has therefore been assessed against the daytime "Compliance" noise levels of the Policy, which are 5 dB(A) less onerous than the noise goals established in the Criteria section.

[1] The default assessment period of the Policy.

3.3 Recommendations

3.3.1 Rubbish Collection

Restrict the hours of rubbish collection to the hours of Division 3 of the Policy. That is, only between the hours of 9:00am and 7:00pm on a Sunday or public holiday, and 7:00am and 7:00pm on any other day.

3.3.2 Deliveries

- Restrict the hours of all deliveries by truck to the daytime hours of the Policy. That is, only between the hours of 7:00am and 10:00pm on any day. If deliveries are required outside these hours, they should be performed using utility vehicles or vans.
- Ensure that any delivery trucks (including refrigeration trucks) do not idle while being unloaded or when waiting to be unloaded. Refrigerated trucks should temporarily turn off refrigeration systems once parked.

3.3.3 General Activity

- Restrict the operating hours of the facility to the daytime hours of the Policy, that is between the hours of 7:00am and 10:00pm.
- Construct solid boundary fences for the extents shown as **RED** and **BLUE** and to the heights marked up in Figure 3. The fences should be constructed as follows:
    - The 3.5m fence shown as **RED:**
        - Minimum 50mm thick steel structure.
        - A layer of 0.35mm BMT sheet steel (*Colorbond* or similar) on both sides of the structure.
        - A layer of 50mm thick insulation with a minimum density of 11-14 kg/m^3 installed within the cavity.
    - The 2.1m fence shown as **BLUE** should be constructed from a material such as 0.35mm BMT sheet steel (*Colorbond* or similar).
- If desired, the 3.5m fence shown as **RED** may incorporate a cantilevered section as shown in the detail in Figure 2. The cantilevered section should begin at least 2.1m above the base of the fence. The cantilevered section may be constructed using a single layer of 0.35mm BMT sheet steel (*Colorbond*, or similar) or a material with the same or greater surface density.
- The fences should be sealed airtight at all junctions, including between the vertical and cantilevered sections of the boundary fence, at the ground, and joins to other fences.
- The fence heights provided are based on the fences being constructed on the top of any retaining walls on the site boundary.

3.3.4 Mechanical Plant

- Locate the packaged air conditioning units and the condensers for the refrigeration units in the plant enclosure on the roof deck shaded in **ORANGE** in Figure 4.
- Locate the compressors for the refrigeration units within the first floor plant room shaded in **CYAN** in Figure 4.
- Construct a mechanical plant screen for the extent shown as **GREEN**. The screen should be at least 0.5m taller than the tallest unit and constructed from a solid material such as 0.35mm BMT sheet steel (*Colorbond* or similar). The fence is required to seal airtight at all junctions, including at the roof deck.
- Ensure that the packaged air conditioning units do not operate during the night time hours of the Policy (10:00pm to 7:00am). That is, only the condensers for the refrigeration units for the fridges and freezers inside the supermarket should remain on overnight.
- Restrict any routine testing and maintenance of the generator to the day period of the Policy (7:00am to 10:00pm).

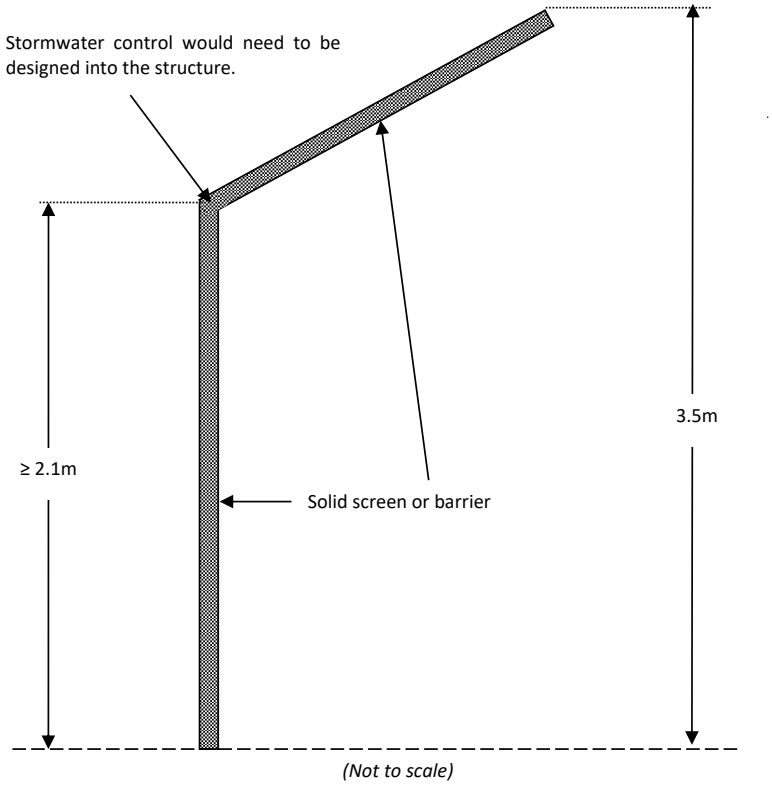


Figure 2: Detail of cantilevered fence construction

Williamstown Foodland
Environmental Noise Assessment
S5276C5
August 2023

sonus.

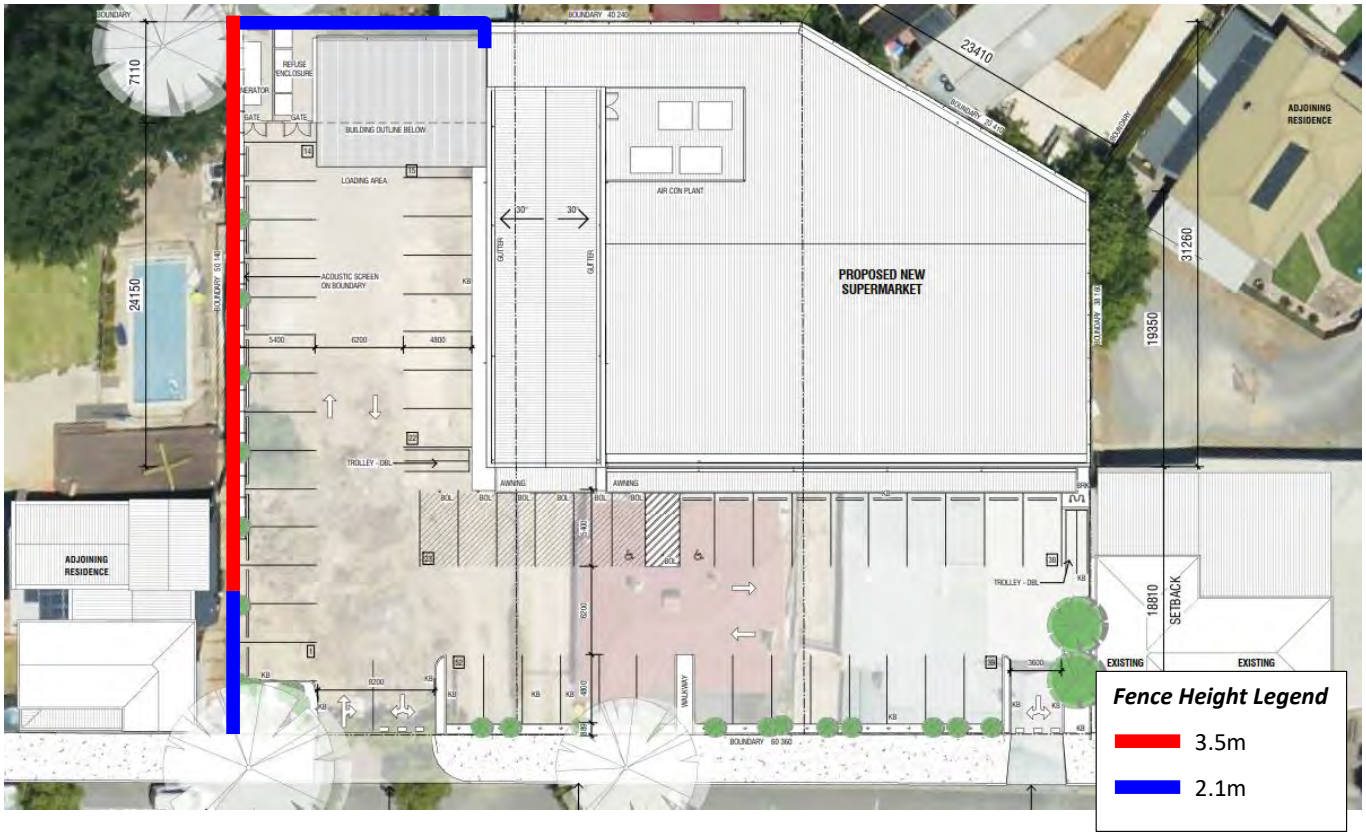


Figure 3: Acoustic barrier locations

Williamstown Foodland
Environmental Noise Assessment
S5276C5
August 2023

sonus.

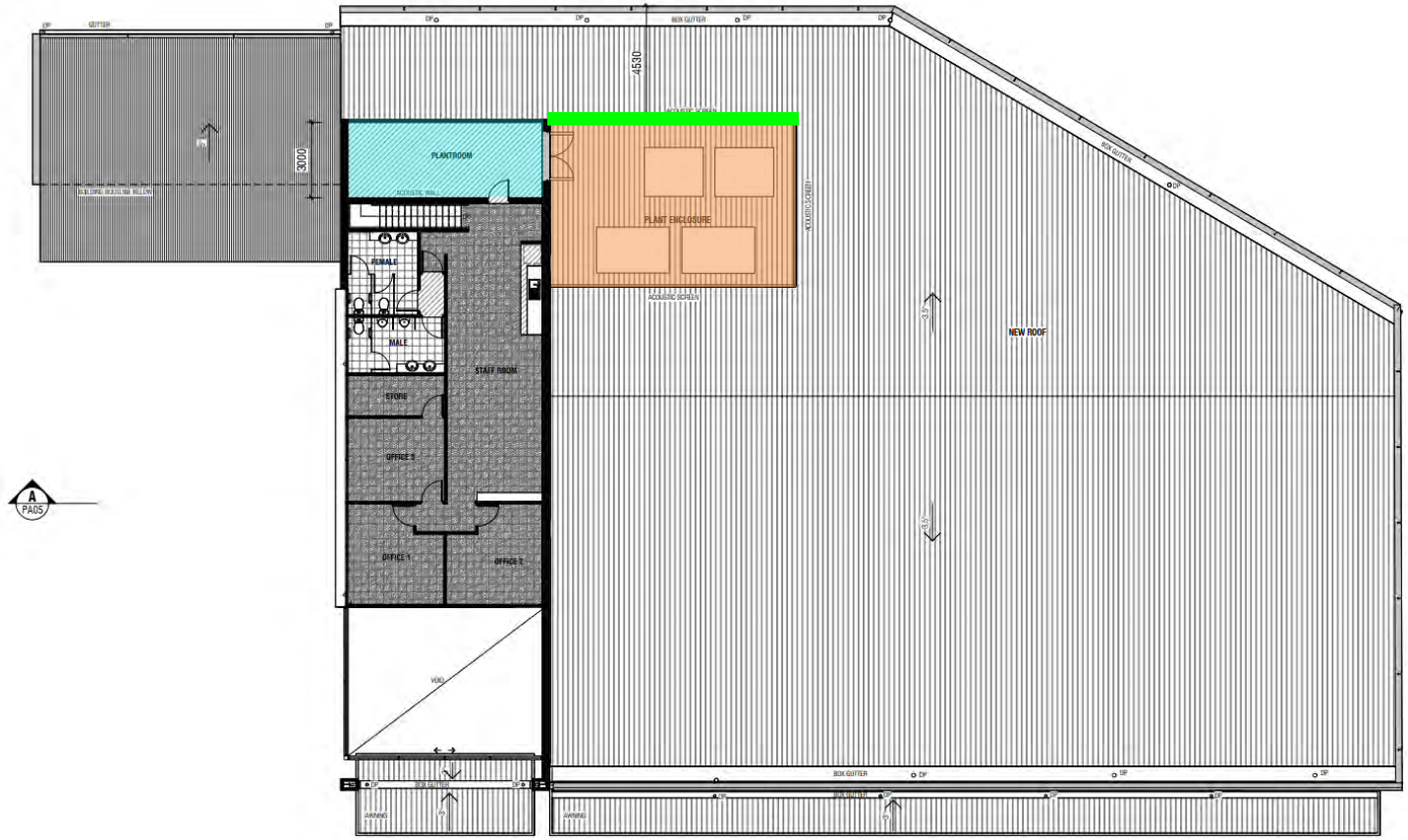


Figure 4: Mechanical plant and treatment locations

Page 13

3.4 Predicted Noise Levels

Noise from vehicle movements, car parking and loading activity can attract a penalty for modulation when the background noise levels are low. Additionally, reversing tones may be present when delivery trucks manoeuvre into the loading area, attracting another penalty for tonality in some instances.

In order to apply a character penalty, the characteristic must be dominant in the acoustic environment. The sensitive receiver labelled as "TMS1" is separated from the subject site by Queen Street, which carries approximately 6,300 vehicles per day, 10% of which are commercial vehicles. The noise from vehicles on the site will be of similar character but at lower levels than vehicles on Queen Street, as vehicles on the road will be closer to the receiver, travel at higher speeds and be in greater numbers. On this basis, it is considered that noise from the subject site will be within the rise and fall of the existing acoustic environment and as such no modulation penalty is warranted at this receiver. A penalty for tonality from trucks reversing into the loading bay has been applied to the predicted levels during the day period. As the volume of traffic may reduce during the night such that modulation from the subject site is noticeable at the receiver, 5 dB(A) for modulation has conservatively been added to the noise level predicted at the sensitive receiver during the night.

The receivers to the south and southwest of the site, labelled "TMS2", "TN1", and "TN2" are exposed to noise from the truck reversing, and are shielded from Queen Street such that modulation from cars parking, and loading bay activity on the subject site may be dominant in the acoustic environment. Therefore, 8 dB(A) has been added to the noise levels predicted at these sensitive receivers for tonality and modulation during the day period. 5 dB(A) has been added to the predicted noise levels during the night at these sensitive receivers.

The noise levels predicted at other receivers, labelled "TN3", "TMS3", and "TM4" are dominated by mechanical plant during the day and at night. Mechanical plant noise is at a constant level and is broadband in nature. On this basis, no penalties have been applied to the noise levels predicted at these sensitive receivers.

Based on the assumed levels of activity, the incorporation of the recommended acoustic treatments, and the application of any character penalties, the predicted equivalent noise levels at sensitive receivers in the locality will be no higher than those shown in Table 1.

Table 1: Predicted average noise levels (L_{eq}) at sensitive receivers

	Receiver	Day Period (7:00am to 10:00pm)		Night Period (10:00pm to 7:00am)	
		Criteria	Prediction	Criteria	Prediction
Township Main Street zone	TMS1	57	55[1]	50	38[1]
	TMS2	57	57[2]	50	42[1]
	TMS3	57	44	50	39
	TMS4	57	40	50	29
Township Neighbourhood zone	TN1	52	50[2]	45	40[1]
	TN2	52	52[2]	45	44[1]
	TN3	52	43	45	40

[1.] Includes the addition of 5 dB(A) for one character penalty.
[2.] Includes the addition of 8 dB(A) for two character penalties.

When considering the operation of the generator during routine testing and maintenance, the predicted noise levels will be no higher than 43 dB(A) at any sensitive receiver within the *Township Main Street* zone and no higher than 55 dB(A) at any sensitive receiver within the *Township Neighbourhood* zone therefore satisfying the "Compliance" noise levels of the Policy at all sensitive receivers.

Maximum Instantaneous Noise Levels

The maximum instantaneous noise levels (L_{max}) have also been predicted at sensitive receivers within the *Township Neighbourhood* zone. Predictions have been made based on measurements at a variety of sites and include short term transient events such as car doors slamming and vehicles accelerating. The highest maximum instantaneous noise level at a sensitive receiver from such activity is 58 dB(A).

Based on the above, the 60 dB(A) criterion will be achieved at all sensitive receivers.

Where the Policy is satisfied, it is considered that all relevant Performance Outcomes of the South Australian *Planning and Design Code* will be satisfied.

4 CONCLUSION

An environmental noise assessment has been conducted for the proposed Foodland supermarket to be located at 17-23 Queen Street, Williamstown.

The assessment considers noise levels at sensitive receivers in the locality from activity at the site including:

- On-site vehicle movements.
- General car parking activity.
- Mechanical plant operation, including a 200 kVA generator.
- Goods deliveries.

The predicted noise levels at sensitive receivers from the development will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007*, subject to the incorporation of the acoustic treatments recommended in this report, including:

- Restricting the operating hours of the facility.
- Restricting the hours of deliveries and rubbish collection.
- Restricting the hours of any routine testing and maintenance of the generator.
- Constructing specific boundary fences.
- Constructing mechanical plant barriers.

Based on the assessment, the facility *will not unreasonably impact the amenity of sensitive receivers,* thereby achieving the relevant provisions of the South Australian *Planning and Design Code* related to environmental noise.

APPENDIX A: South Australian *Planning and Design Code* Provisions

Part 4 – General Development Policies – Interface between Land Uses

Desired Outcome	
D01	*Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.*

Performance Outcome	***Deemed-to-Satisfy Criteria / Designated Performance Feature***
General Land Use Compatibility	
PO 1.2 *Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.*	*DTS/DPF 1.2* *None are applicable.*
Activities Generating Noise or Vibration	
PO 4.1 *Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).*	*DTS/DPF 4.1* *Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.*
PO 4.2 *Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:* *(a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers* *(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers* *(c) housing plant and equipment within an enclosed structure or acoustic enclosure* *(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.*	*DTS/DPF 4.2* *None are applicable.*

Appendix B: Sound Power Data

Activity		Sound Power Level (dB(A))
Car Park	General activity	83
	Moving car	82
	Car door slam (L_{max})	96
	Car accelerating (L_{max})	93
Delivery Activity	Articulated truck moving	101
	Articulated truck reverse	99
	Articulated truck idle	93
	Unloading activity	82
Mechanical Plant	*Temperzone OPA550* package unit	81
	Temperzone OPA705 package unit	79
	Bitzer LHL5E/4EES-4(Y) air cooled condensing unit	71
	Bitzer LHL5E/4CES-6(Y) air cooled condensing unit	72
	Bitzer LHL3E/2CES-3(Y) air cooled condensing unit	69

Attachment 2

NOTE: SPOT LEVELS SHOWN RED HAVE BEEN TAKEN BLINDLY OVER A HIGH FENCE AND SHOULD BE REGARDED AS APPROXIMATE ONLY.

OCCUPIED
DENSE VEGETATION
WALL
EXISTING BUILDING
38.16
COMMS
STREET
OCCUPIED
10H,8S
73.41
9
20.12
FOOTPATH
UPRIGHT K&W
10H,10S
50.09
TANK
4H,4S
5H,5S
WATER METER
COMMS
PLANTER BOX
EXISTING BUILDING OUTLINES
OCCUPIED
189
18H,8S
RETAINING WALL
FIRE PLUG MARKER
TBM RL 283.415 RAMSET NAIL IN KERB. (A.H.D)
7H,6S
6H,6S
4H,5S
188
50.12
QUEEN
OCCUPIED
10H,10S
50.14
EXISTING HOUSE

1 2 3 4 5 6



NOTE: THIS IS AN ENGINEERING DETAIL SURVEY.
BOUNDARIES HAVE NOT BEEN CHECKED.
TREE SIZES AND LOCATIONS ARE APPROXIMATE ONLY.
REFER TO CERTIFICATE OF TITLE FOR EASEMENT DETAILS

Damrob
Survey & Imaging Solutions
PO Box 84
Henley Beach SA 5022
M 0408 826 047
E survey@damrob.com.au
www.damrob.com.au

No.	REVISION	BY	DATE

SCALE	1:200
SHEET SIZE	A2
SURVEYED	DG
DRAWN	RG
EQUIPMENT	R12i
LEVEL DATUM	AHD
DERIVED FROM	6628/26363
LTO PLAN REFERENCE	F5891 & D37
PREPARED FOR	KLOSE'S SUPERMARKETS
	LOTS 188, 189 & 9 QUEEN STREET WILLIAMSTOWN
	DETAIL SURVEY
JOB No.	230127
SURVEY DATE	24/04/2023
ISSUE DATE	APRIL 2023
SHEET	1 OF 1
REV.	

South Australia.

(CERTIFICATE OF TITLE.)

Register Book,

Vol. 2435 *Folio* 166

New Certificate of Title for the whole of the Land in Vol.189 Folio 139

J O S E P H G E O R G E A N G A S H O D G S O N of Williamstown Baker

is the proprietor of an estate in fee simple

subject nevertheless to such encumbrances liens and interests as are notified by memorial underwritten or endorsed hereon in THAT piece of land situate in the HUNDRED of BAROSSA COUNTY of ADELAIDE being the ALLOTMENT 9 of the subdivision of Section 984 laid out as WILLIAMSTOWN and

bounded as appears in the plan in the margin hereof and therein coloured green and in the plan deposited in the Lands Titles Registration Office, No. 37 which said Section is delineated in the public map of the said Hundred deposited in the Land Office at Adelaide.

In witness whereof I have hereunto signed my name and affixed my seal this 2nd day of February 1952

Signed the Second day of February 1952, in the presence of

Registrar-General.

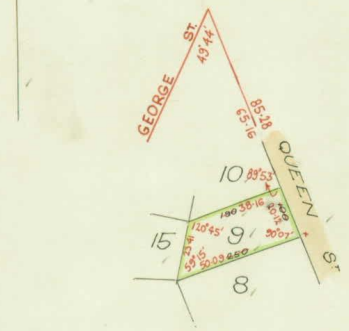
REGISTRAR-GENERAL SOUTH AUSTRALIA

Corrections in red vide Dkt. 3481/1980 31-3-82

Mortgage No.1812993 from Joseph George Angas Hodgson to Cyril Robert Clyde Radford Produced for registration the 18 day of December 1953 at 1 p.m.

T 1928722

Reg.Genl.



DISCHARGE OF THE WITHIN MORTGAGE No. 1812993 BY MEMORANDUM No. 1928722 PRODUCED FOR REGISTRATION THE 23 DAY OF January 1956 AT 1 pm

DEP. REG. GENL.

T 2859634 M 2859635

TRANSFER No. 2859634 to Victor Edwin George Hannaford of Williamstown S351 Baker and Enid Pearl Hannaford his wife OF THE WITHIN LAND. PRODUCED 10.10.1967 at 10.50 am

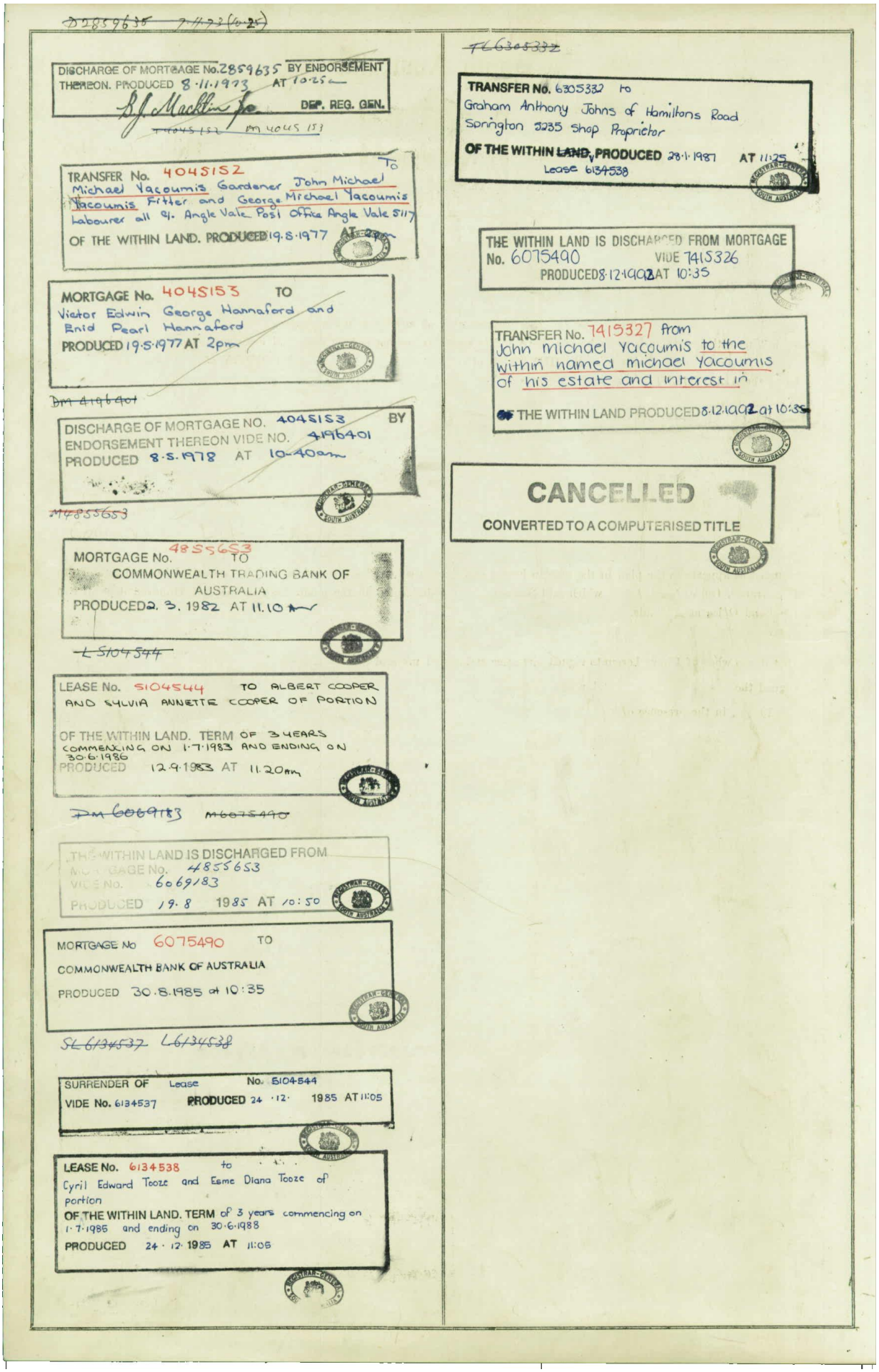
L Dybocki pro DEP. REG. GEN.

MORTGAGE No. 2859635.

TO THE BANK OF ADELAIDE. PRODUCED 10.10.1967 AT 10.50 am

L Dybocki pro DEP. REG. GEN.

Over


DISCHARGE OF MORTGAGE No. 2859635 BY ENDORSEMENT THEREON. PRODUCED 8.11.1973 AT 10.25
DEP. REG. GEN.
TRANSFER No. 4045152 To
Michael Yacoumis Gardener John Michael Yacoumis Fitter and George Michael Yacoumis Labourer all of Angle Vale Post Office Angle Vale SA
OF THE WITHIN LAND. PRODUCED 19.5.1977 AT
MORTGAGE No. 4045153 TO
Victor Edwin George Hannaford and Enid Pearl Hannaford
PRODUCED 19.5.1977 AT 2pm
DISCHARGE OF MORTGAGE NO. 4045153 BY ENDORSEMENT THEREON VIDE NO. 4196401
PRODUCED 8.5.1978 AT 10.40am
MORTGAGE No. 4855653 TO
COMMONWEALTH TRADING BANK OF AUSTRALIA
PRODUCED 2.3.1982 AT 11.10
LEASE No. 5104544 TO ALBERT COOPER AND SYLVIA ANNETTE COOPER OF PORTION
OF THE WITHIN LAND. TERM OF 3 YEARS COMMENCING ON 1.7.1983 AND ENDING ON 30.6.1986
PRODUCED 12.9.1983 AT 11.20am
THE WITHIN LAND IS DISCHARGED FROM
MORTGAGE No. 4855653
VIDE No. 6069183
PRODUCED 19.8 1985 AT 10:50
MORTGAGE No 6075490 TO
COMMONWEALTH BANK OF AUSTRALIA
PRODUCED 30.8.1985 at 10:35
SURRENDER OF Lease No. 5104544
VIDE No. 6134537 PRODUCED 24 · 12 · 1985 AT 11:05
LEASE No. 6134538 to
Cyril Edward Tooze and Esme Diana Tooze of portion
OF THE WITHIN LAND. TERM of 3 years commencing on 1.7.1985 and ending on 30.6.1988
PRODUCED 24 · 12 · 1985 AT 11:05
TRANSFER No. 6305332 to
Graham Anthony Johns of Hamiltons Road Springton 5235 Shop Proprietor
OF THE WITHIN LAND, PRODUCED 28.1.1987 AT 11:25
Lease 6134538
THE WITHIN LAND IS DISCHARGED FROM MORTGAGE No. 6075490 VIDE 7415326
PRODUCED 8.12.1992 AT 10:35
TRANSFER No. 7415327 from
John Michael Yacoumis to the within named Michael Yacoumis of his estate and interest in
OF THE WITHIN LAND PRODUCED 8.12.1992 at 10:35
CANCELLED
CONVERTED TO A COMPUTERISED TITLE

X19331

PLAN FOR CORRECTION OF DATA, REDESIGNATION OF PARCELS & FOR EASEMENTS

LOTS 8 & 9 OF D.P. 10254 of PT. SEC 984; PT LOTS 108 & 109 & LOTS 110-113 inc of D.P 1466 of PT. SEC. 984; LOT 1-4 OF F.P. 2677 of PT. SEC 984; LOTS 1-8 inc, 25-29 inc. & 35-41 inc of D.P. 37 of PT SECS 35 & 984 & PT SECS 28, 984 & 986. & LOT. 1 OF F.P. 5052 OF PT. SEC. 28 & LOTS 1 & 2 OF F.P. 5581 of PT SEC. 984

HUNDRED OF BAROSSA

IN THE AREA NAMED

WILLIAMSTOWN

SCALE

Metres 0 20 40 60 80 100 Metres

NOTE : Portion of Lots 137-146 inc. & 148-151 inc. marked 'A' are to be subject to an easement to the D.C. of Barossa for drainage purposes.

Pipe in Centre of Easement unless otherwise shown.

LOT 137	CT 4077/335	~	A.J.M. Wilson
138	3544/120	~	L.G. Mueller
139	3244/167	~	G. James & P.J. Carlson
140	778/42	~	T.R. & P.D. Venning
141	977/43	~	F.J. Baskerville
142	3408/11	~	G.G. Mueller
143	939/128	~	R.J. & M.J. Wells
144	930/140	~	R.J. & M.J. Wells
151	2007/93	~	L.A. Hobby
150	2007/95	~	A.L. Whiteman
149	2007/94	~	A.R. Whiteman
148	2428/117	~	S.G. Traeger
145	2420/21	~	Shepherdson & Mewett Pty Ltd
146	2420/20	~	T. & H. Heiderich
147	2428/118	~	Shepherdson & Mewett Pty Ltd.
152	3244/166	~	I.W. & A.A. Venning

CHANGE OF STREET NAMES
Victoria Tce, South Tce., and Wild St. vide Dkt. 3263/1977
Pro. P.D.C. 29-1-1980

L.T.O. SEARCH No. X19331
Checked Using Angles T.E.G.
Book C.193 Pages 9-20
Examined M.M.
Survey 6-12-1978
Principal Drafting Officer

FILED PLAN NUMBER
FP 5891
ACCEPTED FOR FILING
pro Registrar-General
12/12/1978
Reference Map No.
COUNCIL
D.C. OF BAROSSA
THIS IS SHEET 1 OF 5 SHEETS

PERMANENT MARKS PLACED BY SURVEYOR GENERAL

1 Amendment to heading vide Dkt. 4187/1975
2 Further Amendment to heading vide Dkt 4187/1975

PT. SEC 986 VIDE SHEET 153 2

(NEW) VICTORIA TERRACE (ROAD)

WILD STREET (GOVT) (ROAD)

SOUTH TERRACE (GOVT.) (ROAD)

137 2.427ha. CT 4077/335

138 1.011ha. CT 3544/120

139 7338m² CT 3244/167

140 8093m² CT 778/42

141 8093m² CT 977/43

142 4047m² CT 3408/11

143 4047m² CT 939/128

144 8093m² CT 930/140

147 5008m²

148 2851m² CT 2428/117

149 1750m² CT 2007/94

150 1749m² CT 2007/95

151 1748m² CT 2007/93

145 1754m² CT 2420/21

146 1756m² CT 2420/20

152 1756m² CT 3244/166

Not Fenced

Strainer Post

P.M.Fd.

No Fence

Ramset in Stobie

STEED & RUNDLE PTY. LTD.
Licensed & Engineering Surveyors
164 Angas St, Adelaide 5000
Telephone 223 1799
Ref: 3533/22/6/78.

Permanent Marks to Surveyor General's specifications shown thus: ▫ P.M.

I, John Willis RUNDLE, Licensed Surveyor of South Australia do hereby certify;
1. That this plan has been made from surveys executed by me or under my supervision.
2. That the field work was completed on the 15th day of July 1978.
3. That both plan and field work are to the best of my knowledge correct and have been made in accordance with the Regulations under the Surveyors Act, 1975.

Date 27-7-78 J.W. Rundle Licensed Surveyor.

LTO 6

X 19332

FILED PLAN NUMBER
FP 5891

ACCEPTED FOR FILING
pro Registrar-General
17/1/79

Reference Map No.

COUNCIL
D.C. OF BAROSSA

THIS SHEET 2 OF 5 SHEETS

PERMANENT MARKS AS ROW BY SURVEYOR GENERAL

L.T.O. SEARCH No. X19332
Checked Using Angles T.E.G
Book C193 Pages 21-27
Examined M.M.
Survey approved 6/12/1978
Principal Drafting Officer

VIDE 170 SHEET 4

LOT 157 ... C/T 829/199 ~ I. Hoffmann
156 ... 842/109 ~ N. & M. Glatz
155 ... 793/8 ~ M.A. Baraglia
154 ... 824/1 ~ E.M. Pelkinghorne
153 ... 806/153 ~ E.H. Springbett.

NOTE: Portion of Lots 153-157 marked A are to be subject to an easement to the District Council of Barossa for drainage purposes.

Pipe in centre of easement unless shown otherwise.

157 C.T. 829/199 2·173ha
156 C.T. 842/109 2·173ha
155 C.T. 793/8 1·224ha
154 C.T. 824/1 4·058ha
153 C.T. 806/153 2·517ha

337·46
337·59 All
337·73 All
337·81 All
338·07 All
221·28 All
116·79
113·45
114·05 All
119·30 All
120·80
64·57
64·37
36·80
36·21
37·44
41·34
55·42
38·94
20·12
(64·40 All)
(36·96)
(38·94)
(20·12)
(64·37)
(36·21)
(41·34)
(38·94)
(20·12)
(64·37)
(36·21)
(37·44

X 19333

FILED PLAN NUMBER
FP 5891

ACCEPTED FOR FILING
pro Registrar-General
21/12/1978

Reference Map No.

COUNCIL
D.C. OF BAROSSA

THIS IS SHEET 3 OF 5 SHEETS

PERMANENT MARK
BY SURVEYOR GENERAL

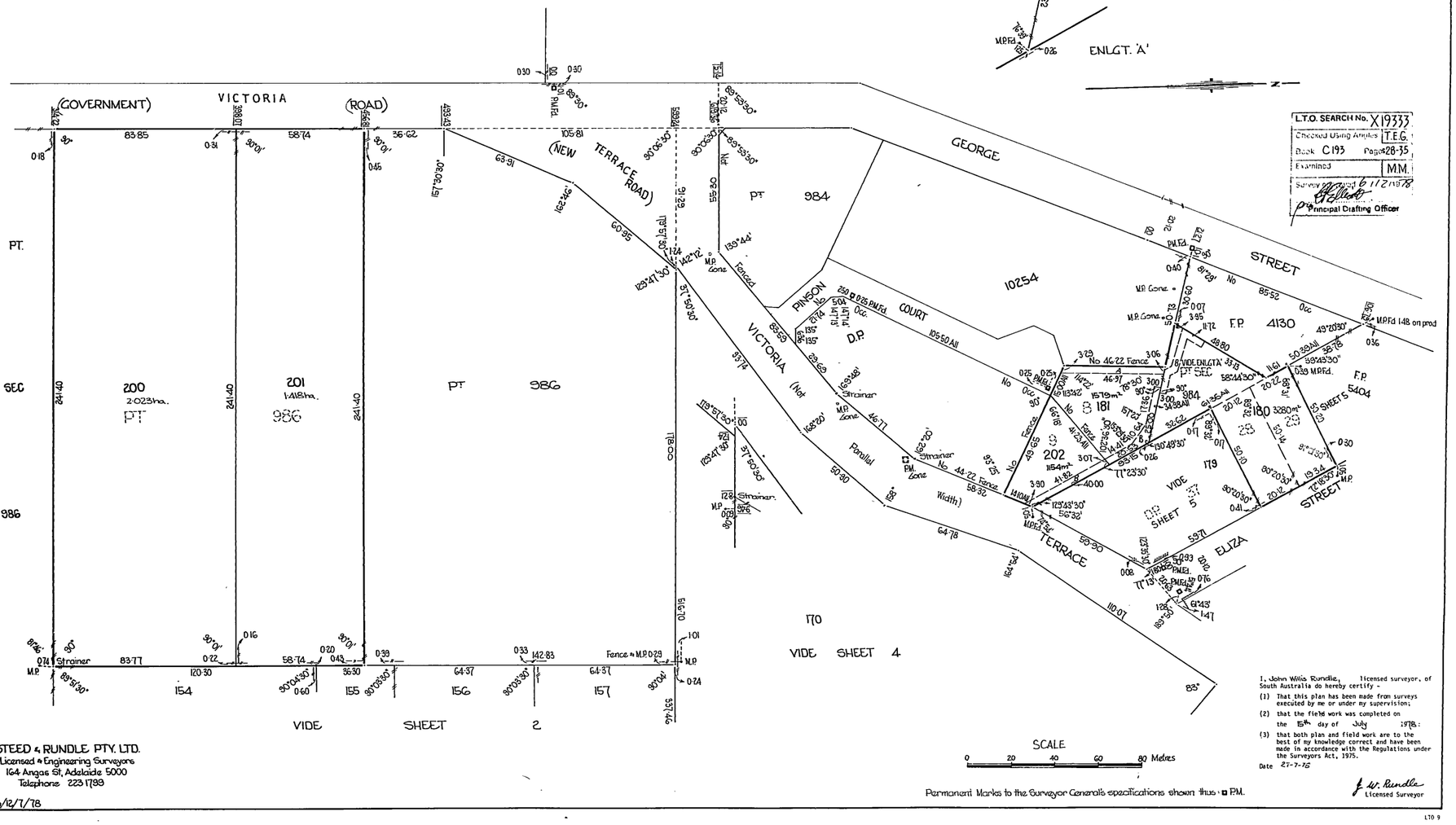
L.T.O. SEARCH No. X 19333
Checked Using Annulus T.E.G.
Book C193 Pages 28-35
Examined M.M.
Survey Approved 6/12/1978
Principal Drafting Officer

Lot 202 ____ C/T. 4072/627 B.W. & H.L. WOSTIKOW
181 ____ 4072/626 P.R. & C.S. Robinson.
180 ____ 2364/12 G.H. Grigg
200 ____ 736/19 J.A. Bain
201 ____ 811/28 F.A. Maurici

CHANGE OF STREET NAMES
Victoria Tce. vide Dkt. 3263/1977
pro . P.D.O . 29-1-1980

NOTE : Portion of Lots 180, 181 & 202 marked 'B' are to be subject to an easement to the District Council of Barossa for drainage purposes.

Portion of Lot 181 marked 'A' is subject to an easement to the Minister of Works SED 10254A Pipe is in centre of easement unless shown otherwise



STEED & RUNDLE PTY. LTD.
Licensed & Engineering Surveyors
164 Angas St, Adelaide 5000
Telephone 223 1799

Ref 3533/12/7/78

I, John Willis Rundle, licensed surveyor, of South Australia do hereby certify -

(1) That this plan has been made from surveys executed by me or under my supervision;

(2) that the field work was completed on the 15th day of July 1978;

(3) that both plan and field work are to the best of my knowledge correct and have been made in accordance with the Regulations under the Surveyors Act, 1975.

Date 27-7-78

J. W. Rundle
Licensed Surveyor

Permanent Marks to the Surveyor General's specifications shown thus : ◘ P.M.

L70 9

Attachment 2

X19334

LOT 171	1643/70	District Council of Mt Crawford
172	1643/71	District Council of Barossa & Lyndoch
197	4126/426	S.H. Coleman
199	2361/15	P.D.B. Coleman
173	3824/70	" "
165	4102/637	I.P. Ramsden
164	4102/638	P.A. Cousins & G.R. Polkinghorne
163	4102/636	T.J. & F.G. Clemow
170	4102/639	R.K. Pinson
169	4006/865	G.A. & R.E. Harris
168	4006/866	" "
167	4006/867	B.K. & L.L. Pinson
166	4006/868	B.M. Cousins
198	4126/425	C.W. CAR & TRUCK REPAIRS PTY. LTD.

CHANGE OF STREET NAMES
Wild St. vide Dkt. 3263/1977
pro. P.D.O. 29.1.1980

L.T.O. SEARCH No. X19334
Checked Using Angles T.E.G
Book C 193 Pages 36-44
Examined MM
Survey Approved 6/12/1978
Principal Drafting Officer

FILED PLAN NUMBER
FP 5891
ACCEPTED FOR FILING
pro Registrar-General
12/12/1979
Reference Map No.
COUNCIL
D.C. OF BAROSSA
THIS IS SHEET 4 OF 5 SHEETS

NOTE: Portion of lot 170 marked 'A' is subject to existing rights vide C/s.T. 1643/70 & 71.

Portion of lot 197 marked 'C' is subject to a free and unrestricted right of way vide C.T. 2361/15

Portions of lots 170, 173, 197, & 199 marked 'B' are to be subject to an easement to the District Council of Barossa for drainage purposes.

Pipe in centre of easement unless otherwise shown.

* Amendments to lots 166 & 167 vide Dkt. 3746/1979
3-1-80
Pro P.D.O.

I, John Wilks Rundle licensed surveyor, of South Australia do hereby certify -
(1) That this plan has been made from surveys executed by me or under my supervision;
(2) that the field work was completed on the 19th day of July 1978:
(3) that both plan and field work are to the best of my knowledge correct and have been made in accordance with the Regulations under the Surveyors Act, 1975.
Date 27-7-78
J.W. Rundle
Licensed Surveyor

Permanent Marks to the Surveyor Generals specifications shown thus · ◘ P.M.

STEED & RUNDLE PTY. LTD.
Licensed & Engineering Surveyors
164 Angas St, Adelaide 5000
Telephone 223 1799

Ref 3533/11/1/78.

Attachment 2

X19335

LOT 190	C.T. 2769/160	J. & M.A. Wells
191	97/213	E.G. Speck as executor
192	166/96	L.V. Grovermann & R.L. & P.M. Heuzenroeder as executors
179	3481/80	D.D. & H.D. Bain.
177 & 178	3481/81	C.G. Bain
182	4015/423	J.D.L. & L.E.S. Hull
183	4015/422	" "
184	1622/171	C.M. Springbett
185	4034/264	D.K. & H.J. Venter
186	747/29	P.A. & P.M. Lane
187	1073/136	" "
188	1536/12	J.D. Heidrich
189	1536/11	R.W. Ball
196 Portion	1949/195	C.E. Patterson
195	1527/128	H.K. & E.A. Elliott
194	14/154	L.V. Grovermann & R.L. & P.M. Heuzenroeder as executors of will of M.D.J. Grovermann.
193	1947/35	S.M. & C.B. Lawrence.

P.M. abutting Lot 182 included vide Dkt. 3346/1978 19-1-1978 Pro. P.D.O.

CHANGE OF STREET NAMES

Yettie Rd. vide Dkt. 3263/1977 pro . P.D.O. 29-1-1980

Little Eva St. vide dkt 137/96 pro RG . 24.9.96

NOTE: Portion of lots 182-189 inc & 194-196 inc. marked 'A' are to be subject to an easement to the District Council of Barossa for drainage purposes. Pipe in centre of easement unless otherwise shown.

FILED PLAN NUMBER
FP 5891

ACCEPTED FOR FILING
pro Registrar-General
12/12/1978

Reference Map No.

COUNCIL
D.C. OF BAROSSA

THIS IS SHEET 5 OF 5 SHEETS

L.T.O. SEARCH No. X19335
Checked Using Angles T.E.G.
Book C 193 Pages 45-67
Examined M.M.
Survey Plan 6/12/1978
Principal Drafting Officer

I, John Willis Rundle. licensed surveyor, of South Australia do hereby certify -
(1) That this plan has been made from surveys executed by me or under my supervision;
(2) that the field work was completed on the 15th day of July 1978;
(3) that both plan and field work are to the best of my knowledge correct and have been made in accordance with the Regulations under the Surveyors Act, 1975.
Date 27-7-78
J. W. Rundle Licensed Surveyor

STEED & RUNDLE PTY. LTD.
Licensed & Engineering Surveyors
164 Angas St, Adelaide 5000
Telephone 223 1799

Ref 3533/14/7/78

SCALE 0 20 40 60 80 Metres

Permanent Marks to the Surveyor Generals specifications shown thus: ◘ P.M.

LTO 9

Details of Representations

Application Summary

Application ID	23026949
Proposal	Variation to Development Authorisation 960/493/2017 to demolish existing structures and construct new supermarket building, car park, earthworks, retaining walls, fencing, signage and associated landscaping (amendments principally involve redesign of and resiting of the building and variation to car park design)
Location	17 QUEEN ST WILLIAMSTOWN SA 5351, 19 QUEEN ST WILLIAMSTOWN SA 5351, 21-23 QUEEN ST WILLIAMSTOWN SA 5351

Representations

Representor 1 - Brent O'Driscoll

Name	Brent O'Driscoll
Address	[redacted]
Submission Date	09/11/2023 11:29 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development
Reasons It'll be bloody excellent for the community	

Attached Documents

Representations

Representor 2 - Lyn Venning

Name	Lyn Venning
Address	[redacted]
Submission Date	09/11/2023 02:02 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development

Reasons
Williamstown has been a 'food desert' for many years without a Supermarket. As the third largest town in the Barossa Council, a Supermarket will not only provide an essential service to the residents but change our Streetscape for the better. It will provide offstreet parking, provide more employment opportunities and all in all bring growth to a region which is still growing and opening up to Adventure tourism due to Reservoirs, Forests and walking trails. The Aged community is growing with the growth of Wirraminna Care Inc,, a community owned Aged care facility and Retirement Village. A Supermarket facility has become a necessity. I firmly support this development

Attached Documents

Representations

Representor 3 - Trevor Martin

Name	Trevor Martin
Address	[redacted]
Submission Date	12/11/2023 09:56 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development
Reasons	

Attached Documents

Representations

Representor 4 - MARY BIRNIE

Name	MARY BIRNIE
Address	[redacted]
Submission Date	15/11/2023 03:03 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development
Reasons It will give the local townspeople much needed access to a Supermarket.	

Attached Documents

Representations

Representor 5 - Jeff Johns

Name	Jeff Johns
Address	[redacted]
Submission Date	21/11/2023 09:19 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development
Reasons	

Attached Documents

Representations

Representor 6 - Sheryl Johns

Name	Sheryl Johns
Address	[redacted]
Submission Date	21/11/2023 09:26 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development
Reasons Our towns population is over 2700, and we have the bare necessities in relation to businesses. To be able to shop locally for necessity or convenience would be a step in the right direction. This could also provide employment opportunities to locals.	

Attached Documents

Representations

Representor 7 - Mitchell Mavrinac

Name	Mitchell Mavrinac
Address	[redacted]
Submission Date	24/11/2023 11:37 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development

Reasons

I am writing to express my enthusiastic support for the proposed development to construct a new supermarket building with ancillary, car park, earthworks, retaining walls, fencing, signage, and associated landscaping in Williamstown SA. Having lived in the area for less than 6 months on Carlisle Street, I am well aware of the current limitations in shopping options, particularly in terms of variety and accessibility. The introduction of a new supermarket would not only address this deficiency but also contribute significantly to the overall enhancement of the local community. The provision of a new supermarket would offer residents and visitors a more comprehensive selection of goods and services, promoting convenience and reducing the need for extended travel to meet basic needs. Moreover, the associated infrastructure, such as an expanded car park and well-designed landscaping, would undoubtedly enhance the aesthetic appeal of the area. In addition to addressing the existing retail gap, this development has the potential to generate employment opportunities, boost economic growth, and foster a stronger sense of community. A well-designed and efficiently managed supermarket can become a hub for social interaction and community engagement. I also believe there is careful consideration given to setbacks and landscaping in the proposed plans. These measures will help mitigate any potential impacts on the amenity of adjoining residential land uses, ensuring a harmonious coexistence between the development and the surrounding community. I support the proposal and encourage the Council Assessment Panel members to consider its approval. Thank you for your attention to this matter, and I trust that the proposed development will receive the necessary approvals to proceed. Kind regards, Mitchell Mavrinac

Attached Documents

Representations

Representor 8 - Lyndall Bain

Name	Lyndall Bain
Address	[redacted]
Submission Date	24/11/2023 07:54 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development

Reasons
I believe that planning consent should be granted. The Williamstown community has been actively consulted since the initial proposal to establish a supermarket in the town. Multiple public meetings have been widely advertised and conducted, with those in attendance showing strong support for this development. Our town needs convenient access to food and other supermarket items, especially for people who are elderly, disabled, or do not have access to transport. Additionally, such a development would provide employment opportunities which are currently lacking locally.

Attached Documents

Representations

Representor 9 - Rick Lane

Name	Rick Lane
Address	[redacted]
Submission Date	26/11/2023 04:43 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development with some concerns
Reasons The southern boundary retaining wall is over 7 metres tall and will look quite imposing from our backyard. I'm hopeful that a discussion/resolution can be negotiated between Klose's Supermarket and ourselves about some corten steel artwork and bunker style lighting to soften the impact of the structure. This was previously arranged with Salty Jam pty ltd in 2017 (email documentation provided if necessary.)	

Attached Documents

Representations

Representor 10 - Patricia Tomley

Name	Patricia Tomley
Address	[redacted]
Submission Date	27/11/2023 01:54 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns
Reasons I live at 3 Eliza Street Williamstown, backing onto the bin area, emergency generator and unloading bay. I would like to have the translucent acrylic panels erected across the back of my property to the unloading bay wall, to combat noise from cars bin unloading and emergency generator, when in use, and worry if rodents may inhabit bins and escape to my property. My living area is at the back of the house. Yours sincerely Patricia Tomley	

Attached Documents

BEYONDINK
TOWN PLANNING

Thursday, 15 February 2024

The Barossa Council
PO Box 867
NURIOOTPA SA 5355

Attention: Aaron Curtis

Dear Aaron,

RESPONSE TO REPRESENTATIONS - 23026949 - 17, 19, 21-23 QUEEN STREET, WILLIAMSTOWN SA 5351

I refer to the proposed development application for the 'variation to Development Authorisation 960/493/2017 to demolish existing structures and construct new supermarket building, car park, earthworks, retaining walls, fencing, signage and associated landscaping (amendments principally involve redesign of and resiting of the building and variation to car park design)'.

During the public notification period a total of 10 representations were received. It is noted eight representors support the proposal and two support with concerns. Of the 10 representors, two have indicated their desire to be heard by the relevant authority.

Below is a summary of the concerns raised and a detailed response to each issue provided thereafter.

Summary of Concerns

Having reviewed the representations, the key concerns raised were as follows:

- Combined height of southern boundary retaining wall and fencing, and
- Noise from loading bay, generator, and bin enclosure.

Southern Boundary Retaining Wall and Fence Height

Concern was raised by one of the representors over the height of the southern boundary retaining and fencing. They flagged discussions with the previous developer requesting steel artwork and lighting to soften the visual impact. Our client has confirmed there is no concern with supplying the artwork and lighting in line with the previous discussions. We can also confirm the retaining will be tilt up concrete panels, as opposed to concrete sleepers, to help further reduce the visual impact.

The retaining wall along the southern side boundary will range in height from 2 metres to 3.3 metres. This is lower than the previously approved retaining walls which ranged in height from 2.1 metres to 3.7 metres. Retaining on the rear boundary will be up to 2.5 metres in height.

08 8388 1179
townplanning@beyondink.com.au
beyondink.com.au

BEYONDINK
TOWN PLANNING

To meet noise attenuation requirements a 3.5-metre-high fence is required to be constructed along the southern side boundary. This means at its highest point the retaining wall and fence will be 6.8 metres height, all visible to the neighbouring property. This is in lieu of the previously approved fence and retaining height of up to 5.8 metres.

To reduce the visual impact of the boundary wall and fence to the neighbouring property at 11-13 Queen Street, a 2.4-metre-high fence is proposed with a clear Perspex cantilevered element above it to a total height of 3.5 metres above the retaining wall. The cantilevered element will be directed away from the neighbouring property and be see-through helping reduce the visual massing of the fence and wall. From the neighbouring property, the view will consist of the retaining wall and 2.4-metre-high fence, which, at its worst, will be 5.9 metres in height. The 5.9 metre height is only 100mm higher than the previously approved fence. It is noted that the 5.9-metre-high section is only for one portion of the boundary, with the height to vary along the boundary. This will also help minimise the visual impacts.

As the property to the south is located within the same Zone as the subject site, the policy is limited with regards to side boundary impacts. PO & DPF 3.5 of the Zone anticipate side walls to be constructed to the boundaries. Therefore, it is not unreasonable for the property at 11-13 Queen Street to experience boundary development.

When considering what was previously approved and that the southern boundary wall and fence balance both noise and visual impacts, coupled with the expectations of the Zone, the fence and wall heights are considered suitable measures to ameliorate impacts in the circumstances.

Noise impacts from Loading Bay, Generator & Bin Enclosure

Concern was raised by one of the representors over the potential noise impacts coming from the loading bay, generator and bin enclosure.

Sonus Pty Ltd were engaged to prepare an Environmental Noise Assessment which details measures to mitigate noise impacts to ensure the development is compliant with the relevant noise policy. Included as part of their recommendations was the installation of a 2.1 metre high fence above the retaining wall along the rear boundary adjacent the loading bay that is shared with 3 Eliza Place, the location of the representor.

Noting that the proposed 2.1 metre high fence currently ensures compliance with the relevant noise policies, there is no intention to raise the height as requested by the representor.

Community support

It is worth highlighting the positive comments received from the representors in support of the development. These include confirmation that this development provides a desired need for Williamstown and the community.

The supermarket will provide much needed convenience items that cater for the population of Williamstown. It will also provide employment opportunities in the construction, management and

08 8388 1179
townplanning@beyondink.com.au
beyondink.com.au

operations of the supermarket once complete. Once in operation, the development will increase opportunities for social interaction and community engagement for all ages of the population.

Conclusion

It is our opinion that the concerns of representors have been addressed and proposed development is deserving of Planning Consent.

As the Applicant we wish to appear together with the client, Klose's Supermarkets at the Barossa Assessment Panel meeting to answer any questions from the panel members and respond to any representations. Please advise of the upcoming date and time of the meeting.

Please let me know if you have any further questions relating to this matter.

Yours Sincerely,



Sean Elliott
Senior Town Planner

08 8388 1179
townplanning@beyondink.com.au
beyondink.com.au

OFFICIAL

In reply please quote 2023/00429/01, Process ID: 1612
Enquiries to Mr Jaswanth Lella
Telephone (08) 7133 3433
E-mail: dit.landusecoordination@sa.gov.au

Government of South Australia
Department for Infrastructure and Transport

TRANSPORT STRATEGY AND PLANNING DEVISION

Transport Assessment

GPO Box 1533
ADELAIDE SA 5001

ABN 92 366 288 135

28 Feburary 2024

Ms Janine Lennon
The Barossa Council
43-51 Tanunda Rd
NURIOOTPA SA 5355

Dear Ms Lennon

SCHEDULE 9 - REFERRAL RESPONSE

Development No.	23026949
Applicant	Beyond Ink
Location	17-23 Queen Street, Williamstown (CT 5358/482, CT 5090/36, CT 5191/131)
Proposal	Construction of supermarket with associated parking, signage and landscaping

The above application has been referred to the Commissioner of Highways (CoH) in accordance with Section 122 of the *Planning, Development and Infrastructure Act 2016*, as the prescribed body listed in Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017*.

CONSIDERATION

The subject site abuts Queen Street, an arterial road under the care, control and management of the CoH. Queen Street is identified as a Major Tourist Route and Major Cycling Route in the Department for Infrastructure and Transport's (DIT's) *A Functional Hierarchy for South Australia's Land Transport Network*. This section of Queen Street carries approximately 5,600 vehicles per day (10.5% commercial vehicles), has a posted speed limit of 50 km/h.

Access and Road Safety

The subject proposal is for a new supermarket. Although a previous application for the same use has been previously approved for the site, the subject application proposes a revised layout to accommodate a 14.4m long semi-trailer delivery vehicle.

The Department has reviewed the proposed design and liaised with CIRQA and Council on a number of matters relating to the proposed access and car park operation. As a result, the current site plan proposes that the development will be serviced by two two-way crossovers. An 8.2m wide crossover is proposed at the southern end of the site to accommodate entry and exit movements of both passenger and commercial vehicles. A 7.0m wide northern access will accommodate simultaneous two-way movements of passenger vehicles only.

It is understood that the traffic volumes likely to be generated by the development will be distributed across the two access points. Given this and the existing road layout, the provision of turning treatments has not been requested in this instance.

#21257794

With respect to delivery vehicle movements for the supermarket, where possible, shall be undertaken either outside of hours of trade or at times of low patronage. It will be necessary to establish a Traffic Management Plan for the site that will ensure that the southern access is closed to all passenger vehicle movements when commercial vehicles larger than a small rigid vehicle (6.4m long) are accessing the site. All passenger vehicles will need to be directed to the northern access during these times.

It is noted that sightlines at the southern access may be compromised due to the presence of street trees with mature canopy. This roadside vegetation adjacent to Queen Street access point will need to be trimmed so that sight distances in accordance with the Urban Transport Routes Overlay DTS/DPF 5.1 (b) can be achieved.

It is also noted that pedestrian sightlines at the northern access appears not to be met. Minor adjustments to the access design will need to be undertaken as part of the final design of the car park to ensure that these sightlines are achieved.

Car Parking

The current plans identify the provision of 46 car parking spaces of which several are red 'hatched' parking spaces that will be time restricted. Additionally, parking along southern boundary has been identified as being for staff use only to minimise pedestrian crossings during deliveries. The Department is generally satisfied with the proposed parking layout and operation.

Advertising Signage

The proposal includes internally illuminated signage on façade of the building facing Queen Street with an area of 7.4 meters. It is recommended that the following conditions are utilised to minimise the potential for driver distraction:

- Illuminated signage shall not flash, scroll, move, change or imitate a traffic control device in any way.

- Signage shall not be permitted to operate in such a manner that could result in impairing the ability of a road user by means of high levels of illumination or glare. Accordingly, all illuminated signs visible from the adjacent road network shall be limited to a low level of illumination (i.e. <150Cd/m2).

ADVICE

DIT supports the proposed development and directs the planning authority to attach the following conditions to any approval:

1. All access to/from the development shall be gained in accordance with the Proposed Site Plan produced by Beyond Ink, Project No. 22151, Sheet No. PA01, Revision B, dated 14/02/2024.

2. Clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.

3. All vehicles shall enter and exit the site in a forward direction. All on-site vehicle manoeuvring areas shall remain clear of any impediments.

4. The largest vehicle permitted on-site shall be restricted to a 14.4m long semi-trailer. A Traffic Management Plan shall be established prior to commencement of operation of the development that ensures that the southern access is closed to all passenger vehicle

movements when commercial vehicles larger than a small rigid vehicle (6.4m long) are entering or exiting the site. All passenger vehicles shall be directed to the northern access during these times. Access to the site by vehicles larger than 6.4m long shall be undertaken outside of trading hours or during periods of low patronage.

5. The redundant crossover on Queen Street shall be closed and reinstated to Council's kerb and gutter standards at the applicant's expense prior to operation of the development.

6. The roadside vegetation adjacent to the Queen Street access point(s) shall be trimmed where required so that sight distances in accordance with the Urban Transport Routes Overlay DTS/DPF 5.1 (b) can be achieved. All costs associated with trimming of the roadside vegetation shall be borne by the applicant.

7. Stormwater run-off shall be collected on-site and discharged without impacting the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Yours sincerely



MANAGER, TRANSPORT ASSESSMENT
for **COMMISSIONER OF HIGHWAYS**

#21257794

6.2 23028764 - 54 Penrice Road Angaston and 56 Penrice Road Angaston

APPLICANT:	Barry Bradbrook from JBG Architects on behalf of the owner Plush Group
REPRESENTORS:	Ross Dawkins on behalf of Robert Meissner

APPLICATION DETAILS

PROPOSAL	Demolition of two freestanding carports and retaining walls, construction of two x tourist accommodation buildings in association with two x existing tourist accommodation buildings and associated retaining walls, carparking and landscaping
APPLICANT	JBG Architects
OWNER	Plush Group
APPLICATION NO	23028764
CERTIFICATE(S) OF TITLE	CT 5161/186 CT 5161/185
AREA	1,400 sqm approximately
CURRENT USE	Tourist Accommodation
PLANNING AND DEVELOPMENT CODE VERSION	Version 2023.17 – 23 November 2023
PLANNING AND DESIGN CODE EXTRACT LINK	Relevant Code Extract
ZONE	Neighbourhood Zone
OVERLAYS	Prescribed Water Resources Area Water Protection Area Character Preservation District (Township) Hazards (Bushfire - Urban Interface) (Urban Interface) Hazards (Flooding - Evidence Required) Native Vegetation
APPLICATION TYPE	Code – Assessed - Performance Assessed
PUBLIC NOTIFICATION	Notified – Sign Required
REFERRALS	Nil
PREVIOUS APPLICATIONS	960/165/1994 – Two cottage dwellings
ASSESSING OFFICER	Aaron Curtis
RECOMMENDATION	That Planning Consent be GRANTED subject to Reserved Matters and Conditions

INTRODUCTION

The site owner seeks Development Approval for the "*Demolition of two freestanding carports and retaining walls, construction of two x tourist accommodation buildings in*

association with two x existing tourist accommodation buildings and associated retaining walls, carparking and landscaping" at 54 and 56 Penrice Road, Angaston.

The proposed development was subject to Performance Assessment and public notification. The application was notified in accordance with Section 107 of the *Planning, Development and Infrastructure Act 2016* and two representations were received.

This application is subject to decision of the Barossa Assessment Panel for the following reason:

(1) Representations have been received as a result of public notification and a representor has indicated a desire to be heard in support of their representation.

No statutory referrals were applicable to the application while internal consultation took place with the Engineering Services and Environmental Health teams.

The site is located within the Neighbourhood Zone and tourist accommodation is not an envisaged use.

The proposed tourist accommodation will sit behind two existing tourist accommodation units, with finished floor levels approximately four metres higher than the existing units. Extensive terracing of the site is proposed in order to accommodate the buildings. The "front" wall of each new unit will include retaining of circa 3-4.0 metres. Carparking will be provided at a grade similar to that of the existing units.

It is considered that the proposal is finely balanced. The site is already established for purpose of tourist accommodation and thereby does not constitute a change in land use. It is also noted that due to the impacts of the development being primarily focussed internally to the site that the external effects of the development are mitigated. The design is considered to be of high quality and achieves a functional layout for users.

Planning Consent is therefore recommended, subject to recommended Reserved Matters and Conditions of Consent.

SITE AND LOCALITY

The site of the proposed development is of rectangular shape incorporating two allotments having a combined frontage to Penrice Road of approximately 36.6 metres. The site has a maximum depth of approximately 38.2 metres with total site area of approximately 1,400 sqm.

The site is used for tourist accommodation within two existing former dwellings. Council does not have an explicit approval on file but records show that Council has acknowledged the use of the two existing cottages for tourist accommodation as far back to at least 2018.

While the existing development is located on the flatter portion of the site, the proposed development is to be constructed behind and upon a hillside that has a gradient of up to 1 in 4.

The site is positioned on the eastern side of Penrice Road and is generally surrounded by residential and rural living development. The land is undulating, thereby providing limited vistas generally of a township nature with steeper hillsides interspersed with dwellings, native trees and shrubs. The hill tops are generally undeveloped.

There are dwellings on the adjoining allotments to the north with the closest dwelling to the proposed development being located approximately 13 metres away.

While zoned "Neighbourhood", the site is located approximately halfway between the centres of Angaston and Penrice, which are ostensibly joined by the residential strip development along Penrice Road.

Figure 1 below provides a Zone map and details of the locality of the site.



Figure 1: *Zone Map*

An aerial view of the site and locality are contained in ***Figure 2*** and ***Figure 3***.

Site photos are provided in ***Figure 4*** to ***Figure 22.***



Figure 2: *Aerial – Locality – subject site marked in red, locality marked in blue*



Figure 3: *Aerial – Site*



Figure 4: *Site Photo – Looking north in front of the site along Penrice Road*



Figure 5: *Site Photo – Looking east toward the site*



Figure 6: *Site Photo – Looking east toward 54 Penrice Road*



Figure 7: *Site Photo – Looking south-east toward neighbouring site – 52 Penrice Road*



Figure 8: *Site Photo – Looking east toward existing shed at 52 Penrice Road*



Figure 9 *Site Photo – Looking south into front yard of 54 Penrice Road*



Figure 10: *Site Photo – Looking north-east toward existing building at 56 Penrice Road*



Figure 11: *Site Photo – Looking north at rear yard of 54 Penrice Road*



Figure 12: *Site Photo – Looking south at rear yard of 54 Penrice Road*



Figure 13: *Site Photo – Looking south from rear yard of 56 Penrice Road toward existing shared car parking between the two accommodation units*



Figure 14. *Site Photo – Looking north at rear yard of 56 Penrice Road*



Figure 15: *Site Photo – Looking west toward Penrice Road along southern boundary of 54 Penrice Road*



Figure 16: *Site Photo – Looking south from rear yard of 54 Penrice Road*



Figure 17: *Site Photo – Looking north into rear yard of 58 Penrice Road*



Figure 18: *Site Photo – Looking north within rear of site to north-eastern corner of site*



Figure 19: *Site Photo – Looking east up the hill from rear of the subject site*



Figure 20: *Site Photo – Looking west toward rear yard of 56 Penrice Road*



Figure 21: *Site Photo – Looking west toward rear yard of 54 Penrice Road*

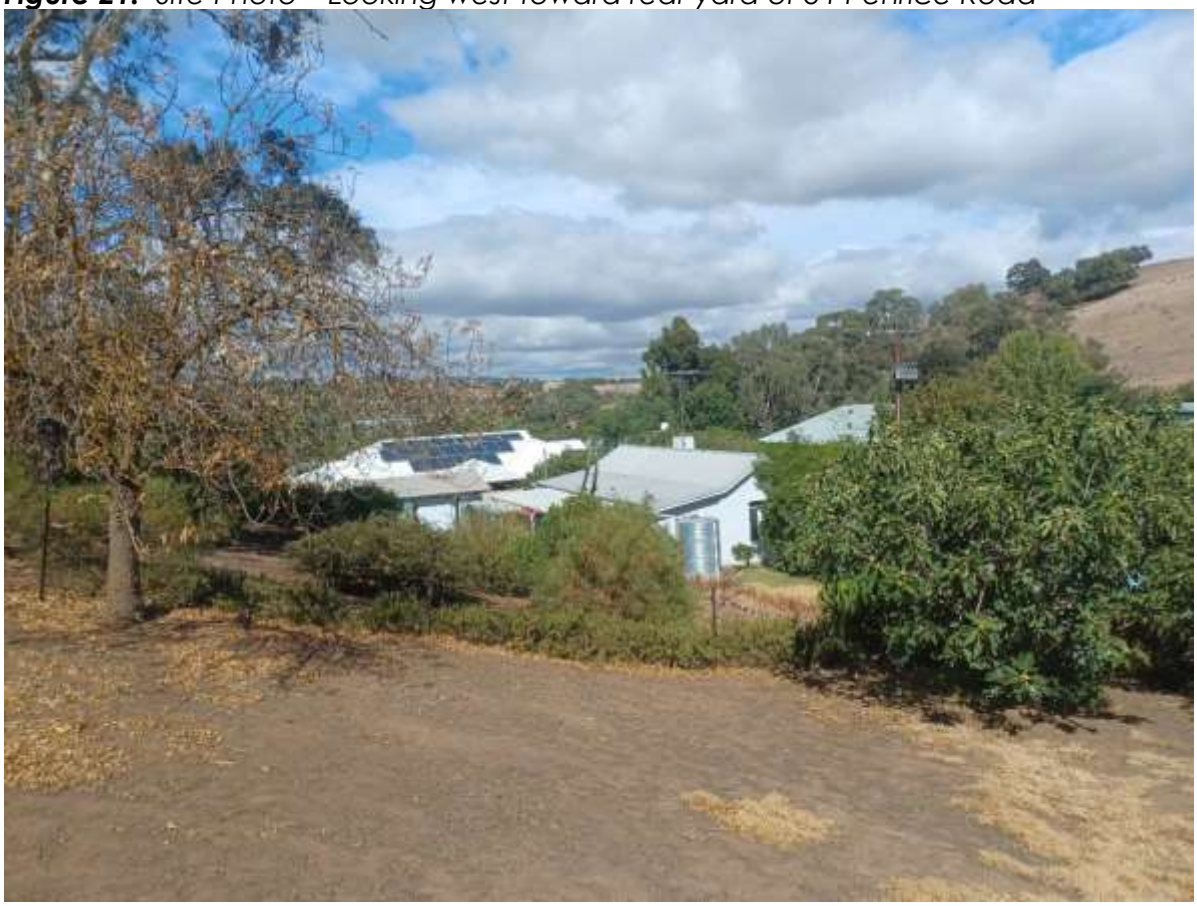


Figure 22: *Site Photo – Looking south-west from rear of site back toward Angaston*

PROPOSAL
The application seeks development approval for "*Demolition of two freestanding carports and retaining walls, construction of two x tourist accommodation buildings in association with two x existing tourist accommodation buildings and associated retaining walls, carparking and landscaping*", components of which are as follows:

- Demolition of existing carports, and provision of two single car parking spaces for the existing units between the units and the primary street boundary.
- Extensive terracing of the rear of the site with numerous landscaped terraces and retaining walls each up to one metre high.
- A dedicated back of house area for bin storage etc.
- Single-bedroom accommodation units with the southern unit to include a lower floor store room.
- A small courtyard space to be provided for each unit at the same level as the living areas, the courtyards are to be located between the two accommodation units.
- Maximum cut of approximately 2.8 metres and maximum fill of approximately 1.25 metres.
- Carparking for the proposed new units to be located between the existing units and the proposed new structures.

Attachment 1 contains a copy of the application and associated documentation.

APPLICATION TYPE
The site is located within the Neighbourhood Zone under the Planning and Design Code.

The proposed development is not listed in Tables 1-4 and therefore defaults to 'Performance Assessed' pathway pursuant to Table 3 of the Neighbourhood Zone.

PUBLIC NOTIFICATION
The application was subject to public notification in accordance with Table 5 – Procedural Matters – Notification of the Neighbourhood Zone on basis that tourist accommodation is not a form of development listed within Column A of Table 5 as being exempted from public notification.

The table below provides details of the public notification process:

Representations:	Two representations were received. • David Pumpa • Robert Meissner No late representations were received.
Person wishing to be heard:	Of the two representations received, one wishes to be heard • Robert Meissner of Penrice Road Angaston, represented by Ross Dawkins
Applicant	JBG Architects shall appear to respond to representations.
Time period for Public Consultation	3 January 2024 to 23 January 2024

An aerial view showing the representors' properties is contained in ***Figure 23.***



Figure 23: *Representors properties indicated with blue stars*

The table below summarises the contents of the representations and the applicant's response:

Summary of Representations Representor/s	**Applicant's Response**
• *Stormwater concerns arising from overland flow entering the site from uphill thus creating risk of flooding.*	• *A revised civil and stormwater plan has been prepared to assist with alleviating water ingress issues.* • *The existing bed and breakfast is established at the site and the*

- *Tourist accommodation not an appropriate form of development in a Neighbourhood Zone.*
- *Dwellings are a more appropriate form of development to address the current housing supply concerns.*
- *Limited car parking provision on-site to support workers, thereby creating risk of congestion and loss of on-street parking.*
- *proposed works are an extension to the existing accommodation offering.*
- *It is not the responsibility of our client to address the housing crisis.*
- *Construction of the development is of a residential nature/scale and would not require excessive trades on site at any one time.*

A copy of the representations are contained in ***Attachment 2*** and the applicant's response is contained in ***Attachment 3***.

REFERRALS

External
The application was not subject to any referrals pursuant to Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017*.

Internal
The following internal advice has been received from staff:

Engineering Services	*A revised Stormwater Management Plan has been prepared by Triaxial, TX17608.00 – C2.00 Rev C. The plan in principle is acceptable, however, is subject to further detail in relation to the following matters:* - *Details of control measures at the south-eastern corner of the property to ensure water collected in the swale drain can flow to the discharge point and not into the neighbouring property.* - *Provide details of control measures to ensure runoff will be contained within the swale drain (eg. Upstand/plinth and section).* - *Details of connection to the existing side entry pit are required to be provided (pipe size, inverts etc.).* - *Inlet capacity of the 450GIP to accommodate flows from the swale;* - *Include proposed swale invert levels on the plan to demonstrate suitable grading is achievable.* - *Justification of proposed swale drain size is required, including estimate of anticipated flows entering the site.* - *Sections showing proposed levels at locations noted on the plans.* *Engineering Services are agreeable to the amended plan being amended as part of a Reserved Matter.*

Environmental Health	*The site has a connection to SA Water sewer and therefore on-site wastewater disposal is not required.*

ASSESSMENT
Please refer to the following link, the Planning and Design Code extract for this proposal, dated 23 November 2023, Version 2023.17.

Planning and Design Code Extract Link	*Relevant Code Extract*

Seriously at Variance
Pursuant to Section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*, it is recommended that the Panel determine that the proposed development is not seriously at variance with the relevant provisions of the Planning and Design Code.

Tourist accommodation is not an envisaged use within the Neighbourhood Zone but as mentioned earlier, is an established and existing use on the site. The proposed development has a relative building density that is greater than that which exists in this locality and the proposed level of earthworks is greater than anticipated within the Planning and Design Code, however, the design internalises these issues such that the external effects of the development are considered to be largely acceptable. While the proposal is at variance with some provisions of the Planning & Design Code, it is considered the proposal is not Seriously at Variance with the provisions of the Planning and Design Code.

Character Preservation (Barossa Valley) Act 2012
Pursuant to Section 6(2) of the *Character Preservation (Barossa Valley) Act 2012*, having regard to the Objects of the Act, it is recommended that the Panel determine that the proposed development does not adversely impact the character values of the district. The character values of the district are as follows:

(a) the rural and natural landscape and visual amenity of the district
(b) the heritage attributes of the district
(c) the built form of the townships as they relate to the district
(d) the viticultural, agricultural and associated industries of the district
(e) the scenic and tourism attributes of the district

The proposal substantially maintains the existing streetscape to Penrice Road, noting that all proposed built form will be sited behind the existing single storey cottages. Uncovered car parking spaces are proposed within the front yards but will be set behind existing and proposed landscape.

The proposed development will largely maintain the appearance of the natural landscape and visual amenity of the district as well as the scenic and tourism attributes of the district, having regard to the sensitive siting of the buildings into the rising hill-face.

The impacts of the development are relatively indiscernible externally to the site.

Assessment
Detailed assessment of the proposal has taken place against the relevant provisions of the Planning and Design Code as quoted above. Commentary is provided below under headings:

Land Use

Neighbourhood Zone	
Desired Outcomes	
DO 1	*Housing supports a range of needs and complements the existing local context. Services and community facilities contribute to making a convenient place to live without compromising the residential amenity and character of the neighbourhood.*
Relevant Performance Outcomes/Designated Performance Features	
Land use and Intensity	
PO 1.1 *Predominantly residential development with complementary non-residential uses that support an active, convenient, and walkable neighbourhood.*	*DTS/DPF 1.1* *Development comprises one or more of the following:* *(a) Ancillary accommodation* *(b) Child care facility* *(c) Community facility* *(d) Consulting room* *(e) Dwelling* *(f) Educational facility* *(g) Office* *(h) Outbuilding* *(i) Recreation area* *(j) Retirement facility* *(k) Shop* *(l) Supported accommodation.*
PO 1.3 *Non-residential development is located and designed to improve community accessibility to services, primarily in the form of:* *(a) small-scale commercial uses such as offices, shops and consulting rooms* *(b) community services such as educational facilities, community centres, places of worship, child care facilities and other health and welfare services* *(c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities* *(d) open space and recreation facilities.*	*DTS/DPF 1.3* *None are applicable.*

Tourist accommodation is not an envisaged land use within this Zone. Despite this, the existing single storey cottages are authorised for use as tourist accommodation. With or without this proposal the site will still be used as tourist accommodation and the proposal to expand the number of tourist accommodation units will not result in a change of land use per se.

The concerns of the representor in respect to the land use are acknowledged, but insofar as the existing units are already established for tourist accommodation, the proposal will not take away supply of housing in Angaston/Penrice as the new units do not presently exist. The units are designed such that they could however be used for residential purposes, subject to a change of land use application.

Having regard to the nature of the established use at the site, the proposed land use is considered to be acceptable.

Tourism Development	
Desired Outcomes	
DO 1	*Tourism development is built in locations that cater to the needs of visitors and positively contributes to South Australia's visitor economy.*
Relevant Performance Outcomes/Designated Performance Features	
General	
PO 1.1 *Tourism development complements and contributes to local, natural, cultural or historical context where:* *(a) it supports immersive natural experiences* *(b) it showcases South Australia's landscapes and produce* *(c) its events and functions are connected to local food, wine and nature.*	*DTS/DPF 1.1* *None are applicable.*
PO 1.2 *Tourism development comprising multiple accommodation units (including any facilities and activities for use by guests and visitors) is clustered to minimise environmental and contextual impact.*	*DTS/DPF 1.2* *None are applicable.*

Arguably the entirety of the Barossa Character Preservation District can be considered as a tourist destination. As a relatively small-scale development, comprising two, single-bedroom units and clustered with an existing tourist accommodation development, the assessment of the built form impacts of the proposal are considered to be critical in determining whether Planning Consent is warranted.

Scale and Form of Development

Neighbourhood Zone	
Land use and Intensity	
PO 1.4 *Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.*	*DTS/DPF 1.4* *None are applicable.*
Site Dimensions and Land Division	
PO 2.1 *Allotments/sites created for residential purposes are consistent with the density and dimensions expressed in any relevant Minimum Site Area Technical and Numeric Variation and Minimum Frontage Technical and Numeric Variation, or are otherwise generally consistent with the prevailing pattern of development in the locality and suitable for their intended use.*	*DTS/DPF 2.1* *Development will not result in more than 1 dwelling on an existing allotment* *or* *Allotments/sites for residential purposes accord with the following:* *(a) where allotments/sites are connected to mains sewer or a Community Wastewater Management System:* (i) *site areas (or allotment areas in the case of land division) are not less than the following (average site area per dwelling, including common areas, applies for group dwellings or dwellings within a residential flat building):*

	Minimum Site Area – group dwelling is 400 sqm (ii) *site areas (or allotment areas in the case of land division) are not less than the following (average site area per dwelling, including common areas, applies for group dwellings or dwellings within a residential flat building):* *Minimum Frontage: group dwelling is 25 metres*
PO 2.2 *Development results in sites suitable for their intended purpose.*	*DTS/DPF 2.2* *Where the site of a dwelling does not comprise an entire allotment:* *(a) The balance of the allotment accords with site area and frontage requirements specified in DTS/DPF 2.1* *(b) If there is an existing dwelling on the allotment that will remain on the allotment after completion of the development it will not contravene:* (i) *Private open space requirements specified in Design Table 1 - Private Open Space* (ii) *Car parking requirements specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.*
Site Coverage	
PO 3.1 *Building footprints are generally consistent with the prevailing pattern of development and retain sufficient space around buildings to limit visual impact and enable attractive outlook and access to light and ventilation.*	*DTS/DPF 3.1* *The development does not result in site coverage exceeding 60% of the site area.*
Building Height	
PO 4.1 *Building height is consistent with the maximum height expressed in any relevant Building Height Technical and Numeric Variation, or are generally consistent with the prevailing character of the locality and complement the height of nearby buildings.*	*DTS/DPF 4.1* *Building height (excluding garages, carports and outbuildings) is no greater than:* *(a) the following:* *Maximum building height is one level*

In this location where development is able to connect to SA Water sewer, group dwellings would be appropriate where they achieve a site area of 400 sqm each. The overall site frontage achieves a minimum 25 metres in width and site coverage does not exceed 60%. The frontage width and site coverage have been met; at approximately 350 sqm per unit site area has not been met, suggesting that even though the buildings have quite a small footprint, the density exceeds that which would be expected in this locality.

Notwithstanding the densities achieved, the siting of the development is a critical component in that the development largely maintains the current look and feel of the site, which presents sensitively to Penrice Road in the nature of the single storey cottages. The only discernible change is in the nature of the paved uncovered car parks in the front yards, which will result in removal of some landscaping but will be screened in front by existing and new landscaping. The buildings sited behind are such that they will be largely screened and hidden from view from the street.

The maximum building height in this location is one level, or generally consistent with the prevailing character of the locality and complements the height of nearby buildings. The proposed buildings are very high with total heights from finished ground level of 8.5 metres (unit 1) and 7.5 metres (unit 2). In addition unit 2 can be considered to have two levels given the lower-level storeroom. Notwithstanding, the applicant has demonstrated that the locating of the units behind the existing units and benching into the hill face is such that the visual impact is substantially mitigated below what could otherwise be quite imposing buildings.

Built Form and Character

Side Boundary Setback	
PO 8.1 *Buildings are set back from side boundaries to provide:* *(a) separation between buildings in a way that complements the character of the locality* *(b) access to natural light and ventilation for neighbours.*	*DTS/DPF 8.1* *Building walls are set back from the side boundary in accordance with the following:* *(b) On sites 800 sqm or less:* (i) *where the wall height does not exceed 3 metres measured from the lower of natural or finished ground level - at least 900 mm* (ii) *for a wall that is not south facing and the wall height exceeds 3 metres measured from the lower of natural or finished ground level - at least 900 mm from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the lower of natural or finished ground level* (iii) *for a wall that is south facing and the wall height exceeds 3 metres measured from the lower of natural or finished ground level - at least 1.9 metres from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the lower of natural or finished ground level.*
Rear Boundary Setback	
PO 9.1 *Buildings are set back from rear boundaries to provide:* *(a) separation between buildings in a way that complements the character of the locality*	*DTS/DPF 9.1* *Building walls (excluding ancillary buildings and structures) are set back from the rear boundary at least:* *(b) if the size of the site is 301 sqm or more—*

(b) access to natural light and ventilation for neighbours *(c) private open space* *(d) space for landscaping and vegetation.*	(i) *4 metres in relation to the ground floor of the building* (ii) *6 metres in relation to any second building level of the building* (iii) *6 metres plus an additional 1 metres setback added for every 1 metres height increase above a wall height of 7 metres.*

With the exception of the terraced retaining walls in the north-eastern corner, the buildings themselves will achieve side boundary setbacks of in excess of 5m. This well exceeds the minimum side setback stipulated under DTS/DPF 8.1.

In respect to rear setback, the buildings will achieve a rear setback in order of at least 5 metres. For a single storey building, this satisfies DTS/DPF 9.1, noting that the rear boundary is that of a hillside/paddock.

In achieving generous side and rear setbacks, the effect has been to minimise the level of visual impact upon the neighbouring properties, which is considered to be a positive outcome for this design.

Design

Design	
Desired Outcomes	
DO 1	*Development is:* *(a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area* *(b) durable - fit for purpose, adaptable and long lasting* *(c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors* *(d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.*
Relevant Performance Outcomes/Designated Performance Features	
All development	
External Appearance	
PO 1.5 *The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.*	*DTS/DPF 1.5* *None are applicable.*

Outdoor storage and waste management will be catered for within the "*back of house*" compound and the storage area under unit 2. Neither will be visible externally to the site, thereby meeting the objectives of Performance Outcome 1.5.

Landscaping	
PO 3.1 *Soft landscaping and tree planting is incorporated to:* *(a) minimise heat absorption and reflection* *(b) maximise shade and shelter* *(c) maximise stormwater infiltration* *(d) enhance the appearance of land and streetscapes* *(e) contribute to biodiversity.*	*DTS/DPF 3.1* *None are applicable.*
PO 3.2 *Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.*	*DTS/DPF 3.2* *None are applicable.*

A landscaping plan has been provided and is adequately detailed for this type of development. It is noted that a number of the plants, specifically the trees and vertical plantings are not native species. Whilst not fully in line with Performance Outcome 3.2, the proposed species will complement existing non-native plantings at the site. In addition, there will be no native vegetation removed to facilitate the development.

Environmental Performance	
PO 4.1 *Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.*	*DTS/DPF 4.1* *None are applicable.*
PO 4.3 *Buildings incorporate climate-responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.*	*DTS/DPF 4.3* *None are applicable.*

The proposed units will be required to meet the 6-star energy efficiency requirements of the National Construction Code. All internal activity areas and habitable rooms achieve access to natural sunlight and ventilation, pursuant to Performance Outcome 4.1. The buildings further incorporate shading devices and landscaping to minimise heat loading to the western elevation, consistent with Performance Outcome 4.3.

Character Preservation Overlay

Character Preservation District Overlay (Not in township)	
Desired Outcomes	
DO1	*Recognise, protect and enhance the special character of Character Preservation Districts.*
DO2	*The long term use of land outside of townships for primary production and associated value adding enterprises is assured and promoted.*

Relevant Performance Outcomes/Designated Performance Features	
Built Form and Character in the Rural Area	
PO 2.2 *Development contributes to and maintains the historic identity and character of townships through appropriate:* *a) form* *b) scale* *c) siting* *d) design* *e) landscaping*	*DTS/DPF 2.2* *None are applicable.*

The proposed buildings achieve a form and siting that is considered to contribute to and maintain the historic identify of Penrice/Angaston. While taller and sited within smaller sites than typically in existence within the township, the buildings are sensitively sited at the rear of the existing cottages. When having regard to the roof forms and heights relative to the streetscape, the buildings are not expected to be prominent. The buildings are also designed to a high standard, having regard to the pitched roof forms, articulation in form of verandahs and high quality materials.

Overall, it is considered that the development satisfies Performance Outcome 2.2.

Earthworks

Earthworks and Sloping Land	
PO 8.1 *Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.*	*DTS/DPF 8.1* *Development does not involve any of the following:* *(a) excavation exceeding a vertical height of 1 metre* *(b) filling exceeding a vertical height of 1 metre* *(c) a total combined excavation and filling vertical height of 2 metres or more.*
PO 8.2 *Driveways and access tracks are designed and constructed to allow safe and convenient access on sloping land (with a gradient exceeding 1 in 8).*	*DTS/DPF 8.2* *Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b):* *(a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway* *(b) are constructed with an all-weather trafficable surface.*
PO 8.4 *Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.*	*DTS/DPF 8.4* *None are applicable.*

Character Preservation District Overlay (Not in township)	
Earthworks	
PO 4.1 *Excavation and filling of land is limited to that associated with:*	*DTS/DPF 4.1* *Excavation and/or filling of land is:*

a) minimising the visual impact of buildings or structures *or* *b) construction of water storage facilities.*	*a) no greater than 1.5 metres from natural ground level* *b) only undertaken in order to reduce the visual impact of buildings or structures or to construct water storage facilities.*

As previously discussed, the site has a pronounced slope, up to 1 in 4 where the built form is proposed. The driveway and carparking areas are proposed to be cut in to ensure minimal sloped areas for parking and manoeuvrability and this has resulted in a maximum slope of 8.6% or 1 in 11.5. These areas are to be finished with exposed aggregate concrete. The proposed driveway, manoeuvring and parking areas are in accordance with the requirements of Performance Outcome 8.2.

There is a significant amount of cut and fill involved with the proposed development. As previously detailed, there will be a maximum cut of approximately 2.8 metres and maximum fill of approximately 1.25 metres, resulting in a combined cut and fill to a maximum of approximately 4 metres.

While on strict view against the numbers, the proposal is not in accordance with Performance Outcome 4.1, the earthworks will enable the buildings to be benched into the rising hill-face and ultimately will not be in view at completion, due to the sensitive location in which the development is proposed. The outcome is that the visual impact of the buildings is minimised, pursuant to Performance Outcome 4.1.

Overlooking

Overlooking / Visual Privacy (in buildings 3 storeys or less)	
PO 10.1 *Development mitigates direct overlooking from upper-level windows to habitable rooms and private open spaces of adjoining residential uses.*	*DTS/DPF 10.1* *Upper-level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following:* *(a) are permanently obscured to a height of 1.5 metres above finished floor level and are fixed or not capable of being opened more than 200 mm* *(b) have sill heights greater than or equal to 1.5 metres above finished floor level* *(c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500 mm from the window surface and sited adjacent to any part of the window less than 1.5 metres above the finished floor level.*
PO 10.2 *Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.*	*DTS/DPF 10.2* *One of the following is satisfied:* *(a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15 metres wide in all places faced by the balcony or terrace* *(b) or* *(b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25%*

	transparency/openings fixed to a minimum height of: (i) *1. 5 metres above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land (c) or* (ii) *1.7 metres above finished floor level in all other cases*

The design has considered privacy impact externally to the neighbouring properties (58 and 52 Penrice Road) as well as between the existing and proposed units and between the new units themselves.

In respect to external privacy impact, the applicant has advised:

- The neighbour at 58 Penrice Road sits higher than or equal to the new development, however, its position on the site is similar in front setback to the existing buildings at 54/56 Penrice Road. The neighbouring site is well vegetated and there will be a solid 1.8 metre fence installed on the boundary along the northern edge of the site to provide visual privacy.
- The neighbour at 52 Penrice Road sits lower than the new development. Again, its position on the site is similar in front setback to the existing buildings at 54/56 Penrice Road. The neighbouring site is vegetated and there will be a solid 1.8 metre fence installed on the boundary along the southern edge of the site to provide visual privacy.

It is considered that the proposed development maintains adequate privacy for the neighbouring residential properties, consistent with Performance Outcomes 10.1 and 10.2.

Privacy for tourist accommodation is not considered to be assessed in the same way as privacy for residences, however, given the expectation for occupant privacy, has been considered.

Privacy between the two units is assured by way of a dividing screen and arbour roofs that ensure there are no unreasonable privacy impacts between the units. In respect to the front units, a combination of screens and landscaping, together with the difference in level will diminish the effect of overlooking.

Effluent Disposal

On-site Waste Treatment Systems	
PO 6.1 *Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.*	*DTS/DPF 6.1* *Effluent disposal drainage areas do not:* *(a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space* *(b) use an area also used as a driveway* *(c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport,*

	Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.

The site has access to the SA Water sewer system for effluent management such that on-site wastewater disposal is not required. It is considered that Performance Outcome 6.1 will be met.

Native Vegetation

Native Vegetation Overlay	
Desired Outcomes	
DO 1.	*Areas of native vegetation are protected, retained and restored in order to sustain biodiversity, threatened species and vegetation communities, fauna habitat, ecosystem services, carbon storage and amenity values.*
Relevant Performance Outcomes/Designated Performance Features	
Environmental Protection	
PO 1.1 *Development avoids, or where it cannot be practically avoided, minimises the clearance of native vegetation taking into account the siting of buildings, access points, bushfire protection measures and building maintenance.*	*DTS/DPF 1.1* *An application is accompanied by:* *(a) a declaration stating that the proposal will not, or would not, involve clearance of native vegetation under the Native Vegetation Act 1991, including any clearance that may occur:* *i. in connection with a relevant access point and / or driveway* *ii. within 10 metres of a building (other than a residential building or tourist accommodation)* *iii. within 20 metres of a dwelling or addition to an existing dwelling for fire prevention and control* *iv. within 50 metres of residential or tourist accommodation in connection with a requirement under a relevant overlay to establish an asset protection zone in a bushfire prone area* *or* *(b) a report prepared in accordance with Regulation 18(2)(a) of the Native Vegetation Regulations 2017 that establishes that the clearance is categorised as 'Level 1 clearance'.*
PO 1.4 *Development restores and enhances biodiversity and habitat values through revegetation using locally indigenous plant species.*	*DTS/DPF 1.4* *None are applicable.*

The applicant has signed the native vegetation declaration that there will be no native vegetation removed as part of the development. As previously discussed, a landscaping plan has been provided detailing new plantings that include native grasses and a combination of exotic and native small to medium plants. It is noted

that the plant schedule is "indicative only" and a final landscape planting list is requested as a Reserved Matter.

Bushfire Hazard

Hazards (Bushfire – Urban Interface) Overlay	
Desired Outcomes	
DO 1	*Urban neighbourhoods that adjoin areas of General, Medium and High Bushfire Risk:* *(a) allow access through to bushfire risk areas* *(b) are designed to protect life and property from the threat of bushfire and the dangers posed by ember attack* *(c) facilitate evacuation to areas safe from bushfire danger.*

The site has direct access to Penrice Road, thereby allowing for safe and efficient evacuation in the event of bushfire danger, consistent with Desired Outcome 1.

Flood Hazard and Stormwater Management

Hazards (Flooding – Evidence Required) Overlay	
Desired Outcomes	
DO 1.	*Development adopts a precautionary approach to mitigate potential impacts on people, property, infrastructure and the environment from potential flood risk through the appropriate siting and design of development.*
Relevant Performance Outcomes/Designated Performance Features	
Flood Resilience	
PO 1.1 *Development is sited, designed and constructed to minimise the risk of entry of potential floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.*	*DTS/DPF 1.1* *Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished floor level at least 300 mm above:* *(a) the highest point of top of kerb of the primary street* *or* *(b) the highest point of natural ground level at the primary street boundary where there is no kerb*

One of the representors has provided evidence of overland stormwater flows entering the land through the site. The applicant has submitted a revised civil and stormwater management plan to assist with alleviating the water ingress issues. One of the changes adopted through the redesign is inclusion of a swale to capture overland flow entering the site from uphill and channelling this water out to Penrice Road.

Council's Engineering Services Department advise they are in principle comfortable with the intended approach to divert the water but further design detail is necessary in order to give support to this final plan. As such, a Reserved Matter is recommended that the outstanding design detail be incorporated within a final plan for approval before Development Approval is granted.

The buildings themselves achieve a finished floor level of at least 300 mm above the highest point of the top of kerb, such that Performance Outcome 1.1 is considered to be met.

Water Sensitive Design	
PO 5.1 *Development is sited and designed to maintain natural hydrological systems without negatively impacting:* *(a) the quantity and quality of surface water and groundwater* *(b) the depth and directional flow of surface water and groundwater* *(c) the quality and function of natural springs.*	*DTS/DPF 5.1* *None are applicable.*

In addition, the applicant proposes retention tanks and an extensive stormwater management system to manage any rainfall within the site. Controlled release of stormwater to the kerb is proposed in accordance with Council's maximum outflow to the street stormwater system.

Prescribed Water Resources Area & Water Protection Area Overlays

Prescribed Water Resources Area Overlay	
Desired Outcomes	
DO1	*Sustainable water use in prescribed water resources areas maintains the health and natural flow paths of surface water, watercourses and wells.*
Relevant Performance Outcomes/Designated Performance Features	
Water Catchment	
PO 1.1 *All development, but in particular development involving any of the following:* *a) horticulture* *b) activities requiring irrigation* *c) aquaculture* *d) industry* *e) intensive animal husbandry* *f) commercial forestry* *has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed water resource areas.*	*DTS/DPF 1.1* *Development satisfies either of the following:* *a) the applicant has a current water licence in which sufficient spare capacity exists to accommodate the water needs of the proposed use* *or* *b) the proposal does not involve the taking of water for which a licence would be required under the Landscape South Australia Act 2019.*
Prescribed Water Resources Area Overlay	
Desired Outcomes	
DO 1	*Safeguard South Australia's public water supplies and ecologically significant areas by protecting regionally and locally significant surface and underground water resources in Water Protection Areas from pollution. This includes considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change.*
Relevant Performance Outcomes/Designated Performance Features	
Land Use	
PO 1.1 *Development with potential to expose the water supply role of the Water Protection*	*DTS/DPF 1.1* *Development does not involve any one or combination of the following:*

Area to significant adverse water quality risk is avoided to maintain the long term function of the Water Protection Area.	*(a) fuel depot* *(b) intensive animal husbandry* *(c) special industry* *(d) stock slaughter works* *(e) timber preservation works.*
Waste Water	
PO 5.1 *Wastewater-generating development utilises existing communal wastewater management infrastructure to avoid on-site disposal.*	*DTS/DPF 5.1* *Development (including land division) that generates wastewater is connected to sewerage or community wastewater management systems with sufficient hydraulic capacity to accept the inflow.*
PO 5.2 *Development that generates wastewater which cannot be disposed of via sewerage or community wastewater management systems, is designed and of a scale that will enable on-site wastewater treatment and disposal in accordance with relevant health and environmental requirements.*	*DTS/DPF 5.2* *On-site wastewater treatment systems comply with:* *(a) the 'On-site Wastewater Systems Code' or* *(b) AS/NZS 1547: On-site domestic wastewater management and the South Australian amendments to AS/NSZ 1547 as outlined in section 9.2 of the 'On-site Wastewater Systems Code'.*

The proposed use of the site is not one that is likely to result in ground water or run-off contamination. The site is connected to the SA Water reticulated water network for water use and SA Water sewer for effluent management. The requirements of the above mentioned DPF have been met, such that the above relevant Performance Outcomes are satisfied.

<u>Access</u>

Transport, Access and Parking	
Vehicle Access	
PO 3.1 *Safe and convenient access minimises impact or interruption on the operation of public roads.*	*DTS/DPF 3.1* *The access is:* *(a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or* *(b) not located within 6m of an intersection of two or more roads or a pedestrian activated crossing.*

Combined shared access is proposed to be preserved to Penrice Road. The driveway achieves a width of 5.5 metres, thereby enabling simultaneous two way movements. The shared driveway provides capacity to enable forward entry and exit for vehicles using all designated/proposed car parking spaces.

As noted earlier, exposed aggregate paving is proposed to provide a high quality finish surface to the driveway and amendments have been made to the proposal plans in order to increase landscaping along both sides of the driveway to soften the visual effect of the paving.

Performance Outcome 3.1 is considered to be met.

Car Parking

Transport, Access and Parking	
Desired Outcomes	
DO 1	*A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.*
Relevant Performance Outcomes/Designated Performance Features	
Vehicle Parking Rates	
PO 5.1 *Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:* *(a) availability of on-street car parking* *(b) shared use of other parking areas* *(c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared* *(d) the adaptive reuse of a State or Local Heritage Place.*	*DTS/DPF 5.1* *Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:* *(a) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area* *(b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply* *(c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.*
Table 1 - General Off-Street Car Parking Requirements	*Tourist accommodation other than a caravan and tourist park –* *One car parking space per accommodation unit/guest room.*

Tourist accommodation is required to be served by one car parking space per accommodation unit/guest room. As mentioned earlier, the site is served by two uncovered spaces within the front yard of the existing units and a further four car parking spaces are proposed at the rear to serve the two rear units. Based on provision of four accommodation units, the proposal would require four car parking spaces, whereas the proposal provides for six car parking spaces.

Council's Engineering Services Department have reviewed the arrangements of access, manoeuvring and the car parking dimensions and advised the design complies with Australian Standard 2890.

Given all of the above, Performance Outcome 5.1 is considered to be met.

Site Contamination

General Development Policies	
Site Contamination	
Desired Outcomes	
DO 1	*Ensure land is suitable for the proposed use in circumstances where it is, or may have been, subject to site contamination.*

Relevant Performance Outcomes/Designated Performance Features	
PO 1.1 *Ensure land is suitable for use when land use changes to a more sensitive use.*	*DTS/DPF 1.1* *Development satisfies (a), (b), (c) or (d):* *(a) does not involve a change in the use of land*

The site does not propose a more sensitive use, such that Performance Outcome 1.1 is met or otherwise is not applicable.

Clearance from Overhead Powerlines

General Development Policies	
Clearance from Overhead Powerlines	
Desired Outcomes	
DO 1	*Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.*
Relevant Performance Outcomes/Designated Performance Features	
PO 1.1 *Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.*	*DTS/DPF 1.1* *One of the following is satisfied:* *(a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996.* *(b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.*

The applicant has signed the powerline clearance declaration in accordance with DTS/DPF 1.1, such that Performance Outcome 1.1 is met.

CONCLUSION

The proposal comprises the "*Demolition of two freestanding carports and retaining walls, construction of two x tourist accommodation buildings in association with two x existing tourist accommodation units and associated retaining walls, carparking and landscaping*".

The application was subject to 'Performance Assessment' and public notification. The application was notified in accordance with Section 107 of the *Planning, Development and Infrastructure Act 2016* with two representations received.

This report has provided a detailed assessment of the proposal against the relevant provisions of the Planning and Design Code.

The land use is considered to be acceptable as the proposal constitutes an extension to an existing tourist accommodation use within the Neighbourhood Zone.

The primary assessment issues relate to density (when compared to what is anticipated for group dwellings), the building height and cut and fill. Whilst some aspects of the proposal exceed the stated DPF numerical standards, the effect of the

departures is such that the effects of density, height and cut and fill will not be readily visible externally to the site and the visual impact will not be sufficiently detracting on the landscape and related character of the area.

At the same time, the proposal has employed a high quality design, achieving articulated buildings with pitched roof elements, verandahs, stepping in the buildings, and use of robust materials such as stone together with a functional layout. The overall result is considered to be a positive development outcome that can contribute to the overall supply of high quality tourist accommodation in the Barossa.

Assessment has identified that the proposed development is reasonably consistent with the other relevant provisions of the Planning and Design Code, such that Planning Consent is warranted, subject to recommended Reserved Matter and Conditions of Consent.

RECOMMENDATION 1

Not Seriously at Variance
The Barossa Assessment Panel, having considered the application, resolves that the development proposal has sufficient merit, and is not seriously at variance with the Planning and Design Code.

RECOMMENDATION 2

Character Preservation
Pursuant to Section 6(2) of the Character Preservation (Barossa Valley) Act 2012, the Barossa Assessment Panel has had regard to the objects of that Act and, in determining this application, has resolved that there are no significant impacts on the character values of the district.

RECOMMENDATION 3

Granting of Planning Consent
The Barossa Assessment Panel, having considered the application for consent to carry out development of land and pursuant to the provisions of the *Planning, Development and Infrastructure Act 2016* resolves to GRANT Planning Consent for Application No. 23028764 by JBG Architects to undertake the demolition of two freestanding carports and retaining walls; construction of two x tourist accommodation buildings and associated retaining walls, carparking and landscaping at 54 and 56 Penrice Road, Angaston(CT 5161/186 and CT 5161/185) subject to the following reserved matter, conditions and advisory notes:

Reserved Matters
Pursuant to Section 102(3) of the *Planning, Development and Infrastructure Act 2016,* the Relevant Authority reserves its decision in relation to the following matters to the satisfaction of the Assessment Manager:

(1) Evidence that SA Water consents to connection of the buildings to the Angaston sewerage network.

(2) The applicant shall submit a final working Landscape Plan for approval, that includes all of the following:

a) Final location for all proposed landscaping, comprising trees, shrubs and groundcovers;
b) Final nominated species to be used, noting species shall be suited to the local conditions where possible;
c) Planting types and locations;
d) Pot sizes;
e) Irrigation and maintenance methods, including protection of plantings from vehicles and pedestrians;
f) Retention of existing vegetation as marked on the approved plans;

(3) Final civil and siteworks plan and stormwater management plan, prepared by a qualified and experienced stormwater engineer, for all civil and stormwater works, which shall include all of the following:

a) Details of control measures at the south-eastern corner of the property to ensure water collected in the swale drain can flow to the discharge point and not into the neighbouring property.
b) Provide details of control measures to ensure runoff will be contained within the swale drain (eg. Upstand/plinth and section).
c) Details of connection to the existing side entry pit are required to be provided (pipe size, inverts etc.).
d) Inlet capacity of the 450GIP to accommodate flows into the swale.
e) Include proposed swale invert levels on the plan to demonstrate suitable grading is achievable.
f) Justification of proposed swale drain size is required, including estimate of anticipated flows entering the site.
g) Sections showing proposed levels at locations noted on the plans.

Council Conditions

(1) The development shall be undertaken in accordance with the endorsed plans and documentation accompanying Application No. 23028764 except where varied by any condition(s) listed below.

- Cover Sheet, Perspective & Block Plan, JBG Architects, P6, 14.03.24
- Site Plan, JBG Architects, P6, 14.03.24
- Existing & Demolition Site Plan, JBG Architects, P5, 28.09.23
- Site Notes, JBG Architects, P3, 14.03.24
- Landscape Notes, JBG Architects, P3, 14.03.23
- Presentation Plan – South, JBG Architects, P5, 28.09.23
- Presentation Plan – 54 Penrice, JBG Architects, P1, 14.03.24
- Presentation Plan – 56 Penrice, JBG Architects, P1, 14.03.24
- Roof Plan, JBG Architects, P1, 28.09.23
- Site Elevations, JBG Architects, P6, 14.03.24
- Elevations – North & East, JBG Architects, P6, 14.03.24
- Elevations – South & West, JBG Architects, P6, 14.03.24
- Elevation Notes – JBG Architects, P5, 28.09.23
- Site Sections, JBG Architects, P5, 28.09.23
- Site Sections, JBG Architects, P5, 28.09.23
- Perspectives Exterior, JBG Architects, P5, 28.09.23
- Request for Information Response, JBG Architects, 09.11.23
- Request for Information Response, JBG Architects, 22.12.23
- Cut & Fill 3D, JBG Architects, 2313-SK01-231222
- Stormwater Detention Calculations, Triaxial, 18.03.24, Rev B, 1-5

- Civil Plan, Triaxial, Dwg No. C2.00, Issue C, 18.03.24

(2) Prior to commencement of use, the buildings authorised herein shall be connected and remain connected to the Angaston sewer system.

(3) The external building materials of all approved buildings shall:

a) Be of new non-reflective materials; and
b) Be in accordance with the approved plans; and
c) Be maintained in good condition at all times.

(4) All external lighting shall be in accordance with AS 4282:2019 '*Outdoor Lighting Obtrusive Effects*' so as to prevent any adverse effect on adjoining sensitive receivers.

(5) The refuse bins shall be stored within the designated refuse storage area as marked within the approved plans. The refuse storage area shall be suitably screened and maintained in good condition at all times.

(6) All stormwater management from the site shall be in accordance with the final Civil and Siteworks Plan and Stormwater Management Plan, authorised pursuant to the Reserved Matter.

(7) Stormwater disposal systems shall be fully installed at the completion of the construction of the buildings and adequate measures shall be deployed during construction to ensure the temporary disposal of surface or roof water does not affect neighbouring properties to the satisfaction of Council.

(8) All landscaping shown on the landscaping plan, authorised pursuant to the Reserved Matter, shall be established in accordance with the landscaping plan, prior to commencement of use and shall be maintained and nurtured at all times thereafter, with any diseased or dying plants replaced in a timely manner.

(9) Except where otherwise shown on the Approved Plans, the driveway access and car parking shall be constructed with sealed pavement in surface as shown on the approved plans and shall comply with the requirements of AS 2890.1 Parking Facilities – Part 1: Off-street car parking. The driveway access and car parking shall be constructed prior to commencement of use and shall be maintained in good condition at all times thereafter.

(10) The open sides of the structures authorised herein shall not be enclosed on any side with any solid material, roller door, or the like without the prior approval of the Relevant Authority.

Advisory Notes

(1) No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.

(2) This consent or approval will lapse at the expiration of two years from its operative date, subject to the below or subject to an extension having been granted by the relevant authority.

(3) Where an approved development has been substantially commenced within two years from the operative date of approval. the approval will then lapse three years from the operative date of the approval (unless the development has been substantially or fully completed within those three years (in which case the approval will not lapse).

(4) Appeal rights – General rights of review and appeal exist in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.

(5) Any variation of this approved development and/or the conditions of consent will require a separate request and approval by the relevant authority. Approval of this application does not necessarily imply that future requests for variations would be approved. Any future request will be assessed by having regard to the relevant rules and requirements in force at the time any request is lodged.

(6) Any portion of Council's infrastructure damaged as a result of work undertaken within the development site or associated with the development shall be repaired/reinstated to Council's satisfaction at the developer's expense.

(7) You are advised that construction or alteration of any footpath, kerb, gutter or crossover on Council land will require a permit, under the *Local Government Act 1999* from Council's Works and Engineering Services. It is illegal to undertake work on Council land without permission. If the existing entranceway (driveway cross-over) is to be removed it must be re-instated with kerb and gutter, including appropriate restoration of the footpath and verge, to Council's standard specification. Please contact Council's Works and Engineering Services to confirm the required standards. Driveway cross-overs which affect a pedestrian footpath should maintain the level of the footpath or be consistent with the proposed footpath levels in instances where the footpath has not been constructed. When final Development Approval is applied for this should be shown on the plans. Please note that construction is to be in accordance with the *Disability Discrimination Act* and relevant Australian Standards.

(8) The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site including during construction, do not pollute the environment in a way which causes or may cause environmental harm.

(9) Construction shall not take place on any Sunday or Public Holiday or after 7.00 pm or before 7.00 am on any other day, and all practicable steps must be taken during construction to minimise the impact of noise emissions on neighbouring properties.

(10) The applicant is advised that this consent does not permit anyone to clear, remove limbs or trim native vegetation. Any proposal to clear, remove limbs, or trim native vegetation will require approval or confirmation of exemption from the Native Vegetation Council. An interactive guide is available to help owners and others determine the requirements that apply under the *Native Vegetation Act 1991*, https://www.environment.sa.gov.au/topics/nativevegetation/interactive-guide . Any specific queries regarding the clearance, removal, or trimming of native vegetation should be directed to the South Australian Native Vegetation Council. The applicant is advised that any proposal to clear, remove limbs or trim native vegetation should be undertaken after first notifying the Native Vegetation Council of intended works.

(11) Any noise generating activity undertaken at the site must be undertaken in accordance with the provisions of the Environment Protection (Commercial and Industrial Noise) Policy 2023, and such that any resulting noise is not considered a nuisance, to the satisfaction of Council, including any existing infrastructure.

(12) The adjoining owner(s) should be advised of any proposed work on a boundary and issues such as access to perform work, removal of fences, finished levels and retaining walls should be resolved before building work commences. This approval does not create an automatic right to access neighbouring land.

(13) Excavations on or near a boundary may require the giving of notification to the neighbour(s) pursuant to Section 139 of the *Planning, Development and Infrastructure Act 2016.*

(14) The applicant is advised that any retaining works exceeding greater than one vertical metre constitutes 'development' and requires development approval in its own right.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES

Attachment 1 Application and Associated Documentation ⇩
Attachment 2 Representations Received ⇩
Attachment 3 Applicants Response to Representations ⇩

Development Locations

Location 1

Location reference
56 PENRICE RD ANGASTON SA 5353

Title Ref
CT 5161/186

Plan Parcel
F105519 AL5

Additional Location Information

Council
THE BAROSSA COUNCIL

Location 2

Location reference
54 PENRICE RD ANGASTON SA 5353

Title Ref
CT 5161/185

Plan Parcel
F105518 AL4

Additional Location Information

Council
THE BAROSSA COUNCIL

Zone Overlays

Zones
- Neighbourhood

Sub-zones
(None)

Overlays
- Prescribed Water Resources Area
- Water Protection Area
- Character Preservation District
- Hazards (Bushfire - Urban Interface)
- Hazards (Flooding - Evidence Required)
- Native Vegetation

Variations
- Minimum Frontage (Minimum frontage for a detached dwelling is 15m; semi-detached dwelling is 12m; row dwelling is 10m; group dwelling is 25m; residential flat building is 25m)
- Minimum Site Area (Minimum site area for a detached dwelling is 500 sqm; semi-detached dwelling is 400 sqm; row dwelling is 350 sqm; group dwelling is 400 sqm; residential flat building is 400 sqm)
- Maximum Building Height (Levels) (Maximum building height is 1 level)

Application Contacts

Applicant(s)

Stakeholder info
Mr Hugh Adare
38 MURRAY STREET
TANUNDA
SA
5352
Tel. 0885631155
hugha@jbgarchitects.com

Stakeholder info
Mr Barry Bradbrook
38 MURRAY STREET
TANUNDA
SA
5352
barryb@jbgarchitects.com

Contact

Stakeholder info
Mr Hugh Adare
38 MURRAY STREET
TANUNDA
SA
5352
Tel. 0885631155
hugha@jbgarchitects.com

Invoice Contact

Stakeholder info
Plush Group
[redacted]

Invoice sector type

Land owners

Stakeholder info
Plush Group
[redacted]

Nature Of Development

Nature of development
New Tourist Accommodation

Development Details

Current Use

Tourist Accommodation

Proposed Use
Tourist Accommodation

Development Cost
$850,000.00

Proposed Development Details
New Tourist Accommodation

Element Details

You have selected the following elements

Dwelling alteration or addition - $20,000.00

Demolition - $5,000.00

Fences and walls - $125,000.00

Tourist accommodation - $700,000.00

Alteration or addition

Please clarify the details of the alteration or addition:
New tourist accommodation + associated site works.
Alterations to existing tourist accommodation - minor works.

Demolition

Is the demolition for the whole of a building?
No

Septic/Sewer information submitted by applicant

Does this development require a septic system, i.e. septic tank and/or waste water disposal area?
No

Certificate of Title information submitted by applicant

Does the Certificate of Title (CT) have one or more constraints registered over the property?
No

Consent Details

Consent list:
- Planning Consent
- Building Consent

Have any of the required consents for this development already been granted using a different system?
No

Planning Consent

Apply Now?
Yes

Who should assess your planning consent?

Assessment panel/Assessment manager at The Barossa Council

If public notification is required for your planning consent, who would you like to erect the public notification sign on the land?
Relevant Authority

Building Consent

Do you wish to have your building consent assessed in multiple stages?
No

Apply Now?
No

Consent Order

Recommended order of consent assessments
1. Planning Consent

Do you have a pre-lodgement agreement?
No

Declarations

Electricity Declaration

In accordance with the requirements under Clause 6(1) of Schedule 8 of the Planning, Development and Infrastructure (General) Regulations 2017, the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996.

Native Vegetation Declaration

The proposed development will not or would not, involve the clearance of Native Vegetation under the Native Vegetation Act 1991, including any clearance that may occur in connection with a relevant access point and/or driveway, and/or within 10m of a building (other than a residential building or tourist accommodation), and/or within 20m of a dwelling or addition to an existing dwelling for fire prevention and control, and/or within 50m of residential or tourist accommodation in connection with a requirement under a relevant overlay to establish an asset protection zone in a bushfire prone area.

Submission Declaration

All documents attached to this application have been uploaded with the permission of the relevant rights holders. It has been acknowledged that copies of this application and supporting documentation may be provided to interested persons in accordance with the Act and Regulations.

Documents

Document	Document Type	Date Created
Register_Search_Plus_CT_5161_185_9.pdf	Certificate of Title	28 Sep 2023 12:51 PM
Register_Search_Plus_CT_5161_186_9.pdf	Certificate of Title	28 Sep 2023 12:51 PM
2313- COUNTRY PLEASURES B&B- 230928- PA.pdf	Floor Plans	28 Sep 2023 12:51 PM
PDR- 2313- COUNTRY PLEASURES B&B- 230928.pd f	Other Documents	28 Sep 2023 12:51 PM

Application Created User and Date/Time

Created User
hugh.adare

Created Date/Time
28 Sep 2023 12:51 PM

LAND SERVICES SA

Product	Register Search Plus (CT 5161/185)
Date/Time	12/07/2023 11:41AM
Customer Reference	2313
Order ID	20230712003472

REAL PROPERTY ACT, 1886
South Australia

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.

REGISTRAR - GENERAL SOUTH AUSTRALIA

Certificate of Title - Volume 5161 Folio 185

Parent Title(s) CT 2244/46

Creating Dealing(s) CONVERTED TITLE

Title Issued 16/12/1993 **Edition** 9 **Edition Issued** 31/08/2022

Estate Type

FEE SIMPLE

Registered Proprietor

COUNTRY PLEASURES PTY. LTD. (ACN: 660 419 287)
OF 54 PENRICE ROAD ANGASTON SA 5353

Description of Land

ALLOTMENT 4 FILED PLAN 105518
IN THE AREA NAMED ANGASTON
HUNDRED OF MOOROOROO

Easements

NIL

Schedule of Dealings

NIL

Notations

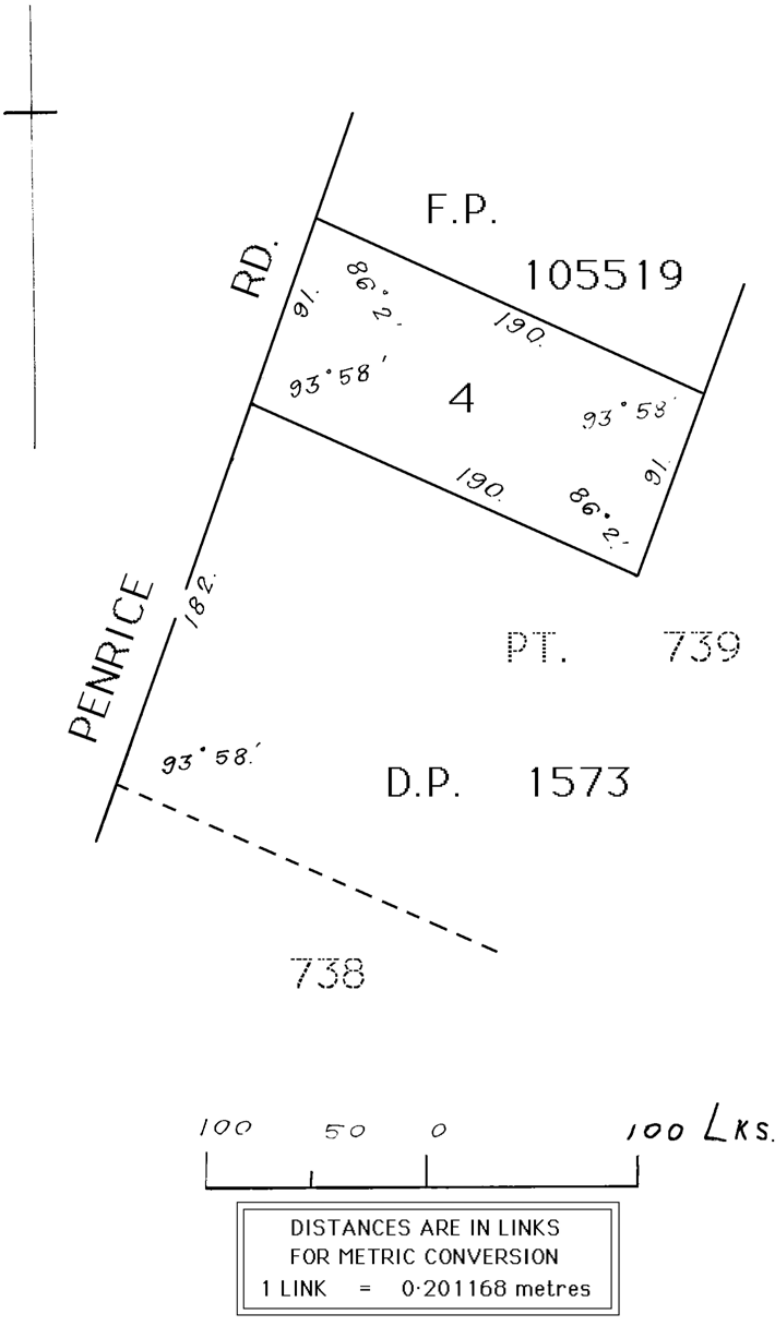
Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

Copyright: www.landservices.com.au/copyright | Privacy: www.landservices.com.au/privacy | Terms of Use: www.landservices.com.au/sailis-terms-of-use

Product	Register Search Plus (CT 5161/185)
Date/Time	12/07/2023 11:41AM
Customer Reference	2313
Order ID	20230712003472

This plan is scanned from Certificate of Title 2244/46

LAST PLAN REF:D.P. 1573



DISTANCES ARE IN LINKS
FOR METRIC CONVERSION
1 LINK = 0·201168 metres

Note: Subject to all lawfully existing plans of division

Copyright: www.landservices.com.au/copyright | Privacy: www.landservices.com.au/privacy | Terms of Use: www.landservices.com.au/sailis-terms-of-use

LAND SERVICES SA

Product	Register Search Plus (CT 5161/186)
Date/Time	12/07/2023 11:43AM
Customer Reference	2313
Order ID	20230712003523

REAL PROPERTY ACT, 1886
South Australia

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.

REGISTRAR - GENERAL SOUTH AUSTRALIA

Certificate of Title - Volume 5161 Folio 186

Parent Title(s) CT 2301/84

Creating Dealing(s) CONVERTED TITLE

Title Issued 16/12/1993 **Edition** 9 **Edition Issued** 31/08/2022

Estate Type

FEE SIMPLE

Registered Proprietor

COUNTRY PLEASURES PTY. LTD. (ACN: 660 419 287)
OF 54 PENRICE ROAD ANGASTON SA 5353

Description of Land

ALLOTMENT 5 FILED PLAN 105519
IN THE AREA NAMED ANGASTON
HUNDRED OF MOOROOROO

Easements

NIL

Schedule of Dealings

NIL

Notations

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

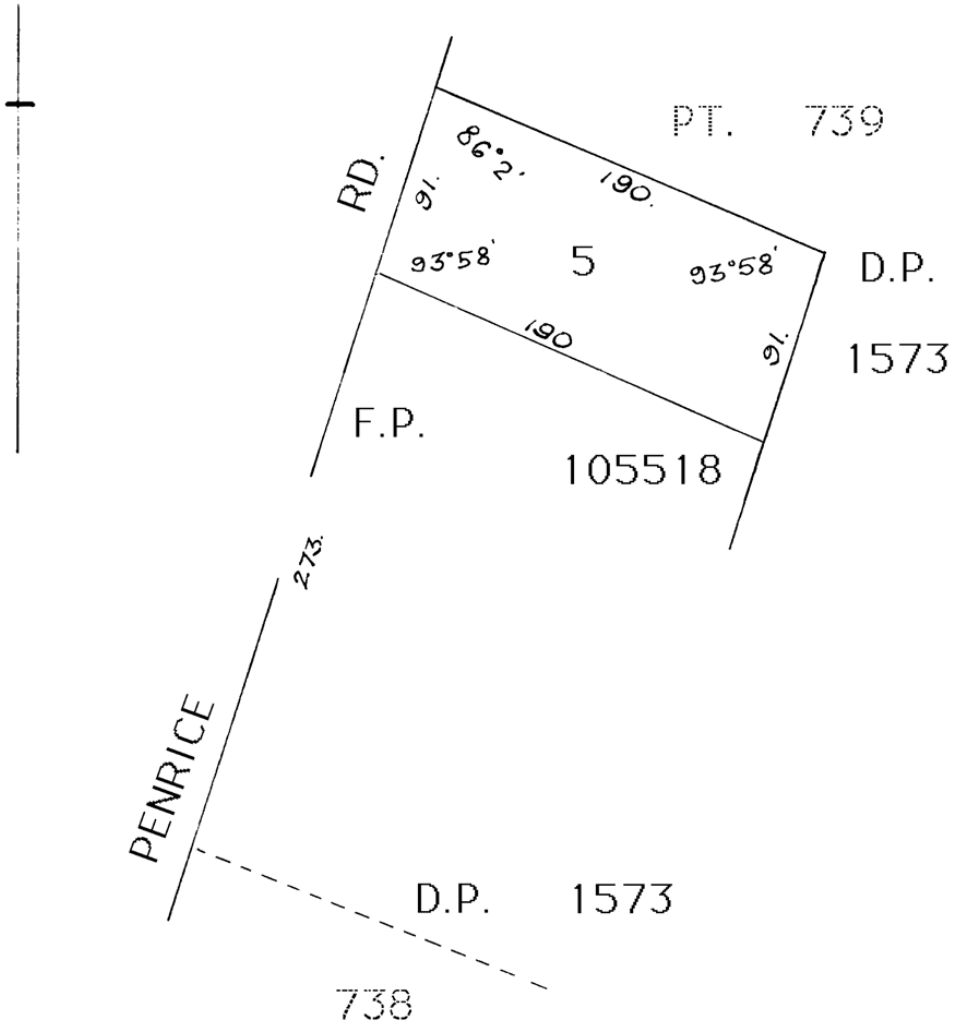
Copyright: www.landservices.com.au/copyright | Privacy: www.landservices.com.au/privacy | Terms of Use: www.landservices.com.au/sailis-terms-of-use

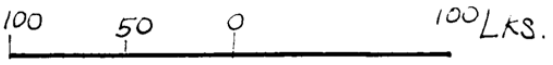
LAND SERVICES SA

Product	Register Search Plus (CT 5161/186)
Date/Time	12/07/2023 11:43AM
Customer Reference	2313
Order ID	20230712003523

This plan is scanned from Certificate of Title 2301/84

LAST PLAN REF:D.P.1573





DISTANCES ARE IN LINKS
FOR METRIC CONVERSION
1 LINK = 0·201168 metres

Note: Subject to all lawfully existing plans of division

Copyright: www.landservices.com.au/copyright | Privacy: www.landservices.com.au/privacy | Terms of Use: www.landservices.com.au/sailis-terms-of-use

14/03/2024 1:06:19 PM \\SERVER\Projects\JBG.2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt

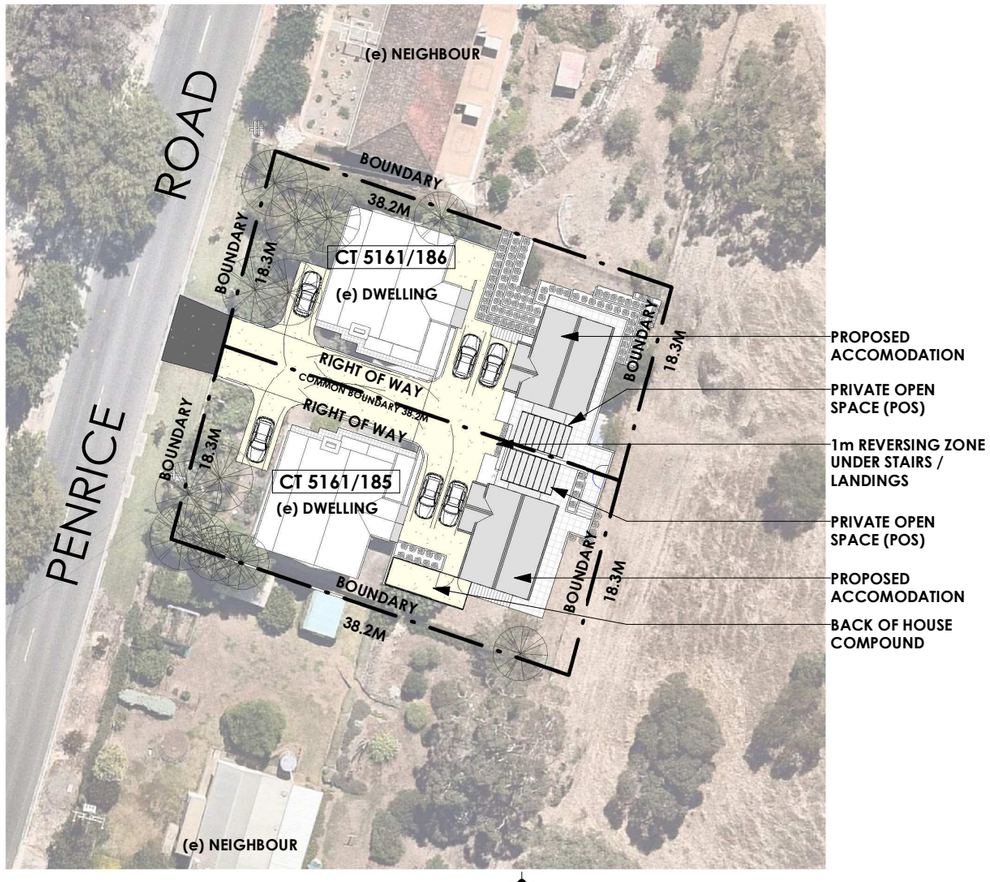
COUNTRY PLEASURES B&B ALT's & ADD's

TOURIST ACCOMMODATION

DWG No.	DWG CONTENT
A000	COVERSHEET, PERSPECTIVE + BLOCK PLAN
A002	SITE PLAN
A003	EXISTING & DEMOLITION SITE PLAN
A004	SITE NOTES
A005	LANDSCAPE
A006	LANDSCAPE NOTES
A101	PRESENTATION PLAN - NORTH
A102	PRESENTATION PLAN - SOUTH
A106	PRESENETATION PLAN - 54 PENRICE
A107	PRESENETATION PLAN - 56 PENRICE
A141	ROOF PLAN
A200	SITE ELEVATIONS
A211	ELEVATIONS - NORTH & SOUTH
A212	ELEVATIONS - NORTH & EAST
A213	ELEVATIONS - SOUTH & WEST
A214	ELEVATION NOTES
A301	SITE SECTIONS
A302	SITE SECTIONS
A901	PERSPECTIVES EXTERIOR



ENTRY PERSPECTIVE



1 BLOCK PLAN
A211 1 : 500

0 5m 10m 15m 20m 25m
1:500 @ A3

NOT FOR CONSTRUCTION

NOTES
This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING
DIAL BEFORE YOU DIG www.1100.com.au Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work

ABN 31 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	CLIENT REVIEW	BB	AP	29.06.23
P2	PRELIMINARY	BB	TX	06.07.23
P3	CLIENT REVIEW	BB	AP	11.07.23
P4	CLIENT SIGN OFF	BB	AP	31.07.23
P5	PLANNING APPLICATION	HA	BC	28.09.23
P6	RESPONSE TO COUNCIL REVIEW	BB	BC	14.03.24

Architects
J B G ARCHITECTS PTY LTD
residential · commercial · winery · planning · architecture · interiors · landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jbgarchitects.com

Client
PLUSH GROUP

Project Address
56 PENRICE ROAD
ANGASTON SA 5353
CT 5161/185 + CT 5161/186

Project Name
COUNTRY PLEASURES B&B

Drawing Title
COVERSHEET, PERSPECTIVE + BLOCK PLAN

Project Number
2313

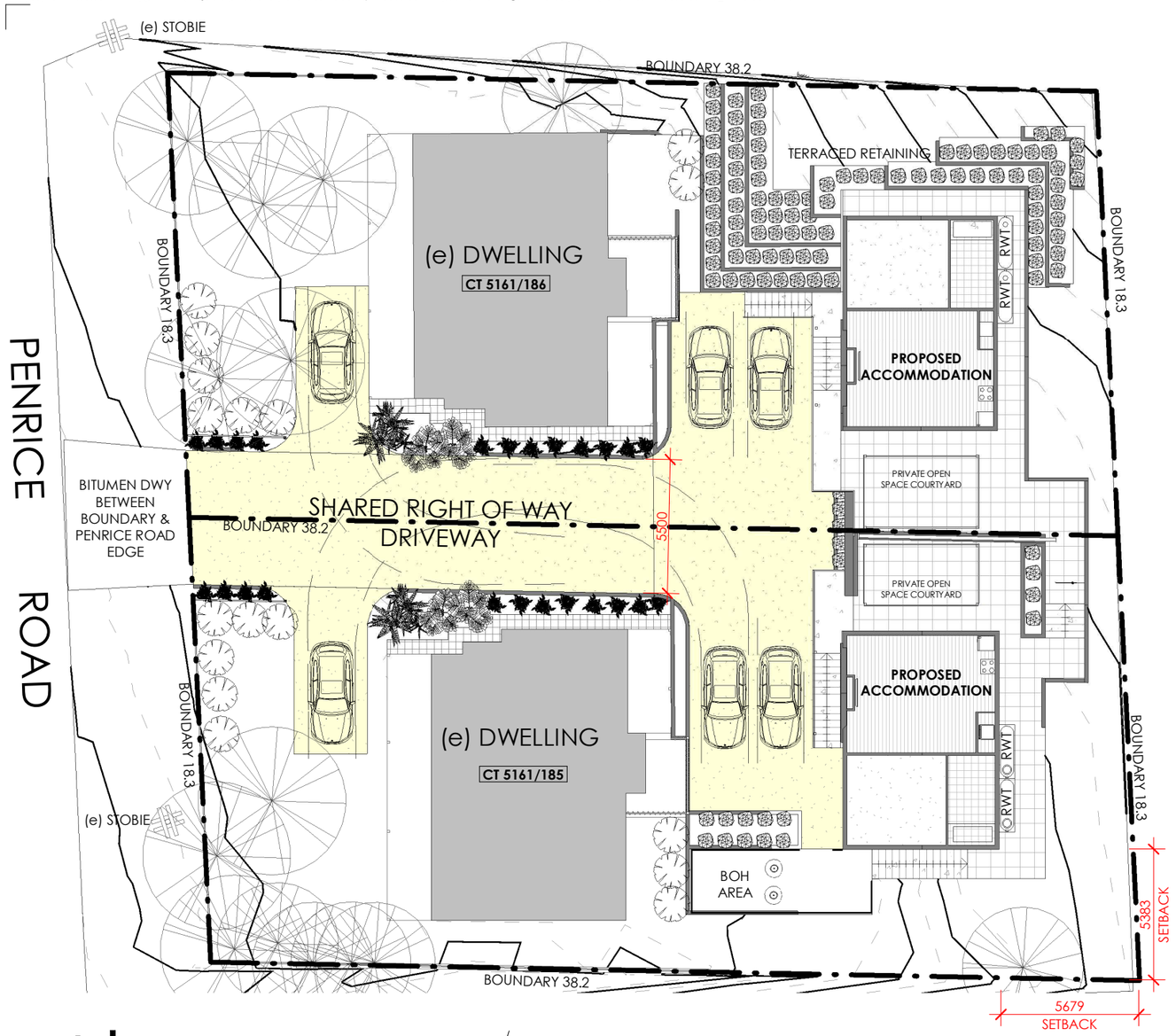
Drawing No. A000
Issue P6

Approved by JG
Drawn by EM

© copyright JBG Architects Pty. Ltd. All rights reserved

Attachment 1

14/03/2024 1:06:30 PM \\SERVER\Projects\JBG.2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt



1 SITE PLAN
A211 1 : 200

0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A3

SITE AREA COVERAGE - CT 5161/186		m²
SITE	698.18	
(e) BUILDING TO REMAIN	132.0	
(e) BUILDING TO BE DEMOLISHED	31.9	
ADDITION- ENCLOSED	58.5	
ADDITION- UNENCLOSED	162.9	
TOTAL ROOFED AREA (INC EAVES)	203.3	
% OF SITE COVERAGE (FROM ROOFED AREA)	29%	
TOTAL NEW BUILDING WORK AREA	**221.4**	**m²**

SITE AREA COVERAGE- CT 5161/185		m²
SITE	698.18	
(e) BUILDING TO REMAIN	132.0	
(e) BUILDING TO BE DEMOLISHED	19.3	
ADDITION- ENCLOSED	91.3	
ADDITION- UNENCLOSED	106.0	
TOTAL ROOFED AREA (INC EAVES)	203.3	
% OF SITE COVERAGE (FROM ROOFED AREA)	29%	
TOTAL NEW BUILDING WORK AREA	**197.3**	**m²**

NOTES
This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING
DIAL BEFORE YOU DIG www.1100.com.au Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work

ABN 31 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	CLIENT REVIEW	BB	AP	29.06.23
P2	PRELIMINARY	BB	TX	06.07.23
P3	CLIENT REVIEW	BB	AP	11.07.23
P4	CLIENT SIGN OFF	BB	AP	31.07.23
P5	PLANNING APPLICATION	HA	BC	28.09.23
P6	RESPONSE TO COUNCIL REVIEW	BB	BC	14.03.24

Architects
J B G ARCHITECTS PTY LTD
residential · commercial · winery · planning · architecture · interiors · landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jbgarchitects.com

Client
PLUSH GROUP

Project Address
56 PENRICE ROAD
ANGASTON SA 5353
CT 5161/185 + CT 5161/186

Project Name
COUNTRY PLEASURES B&B

Drawing Title
SITE PLAN

Project Number
2313

Drawing No. A002
Issue P6

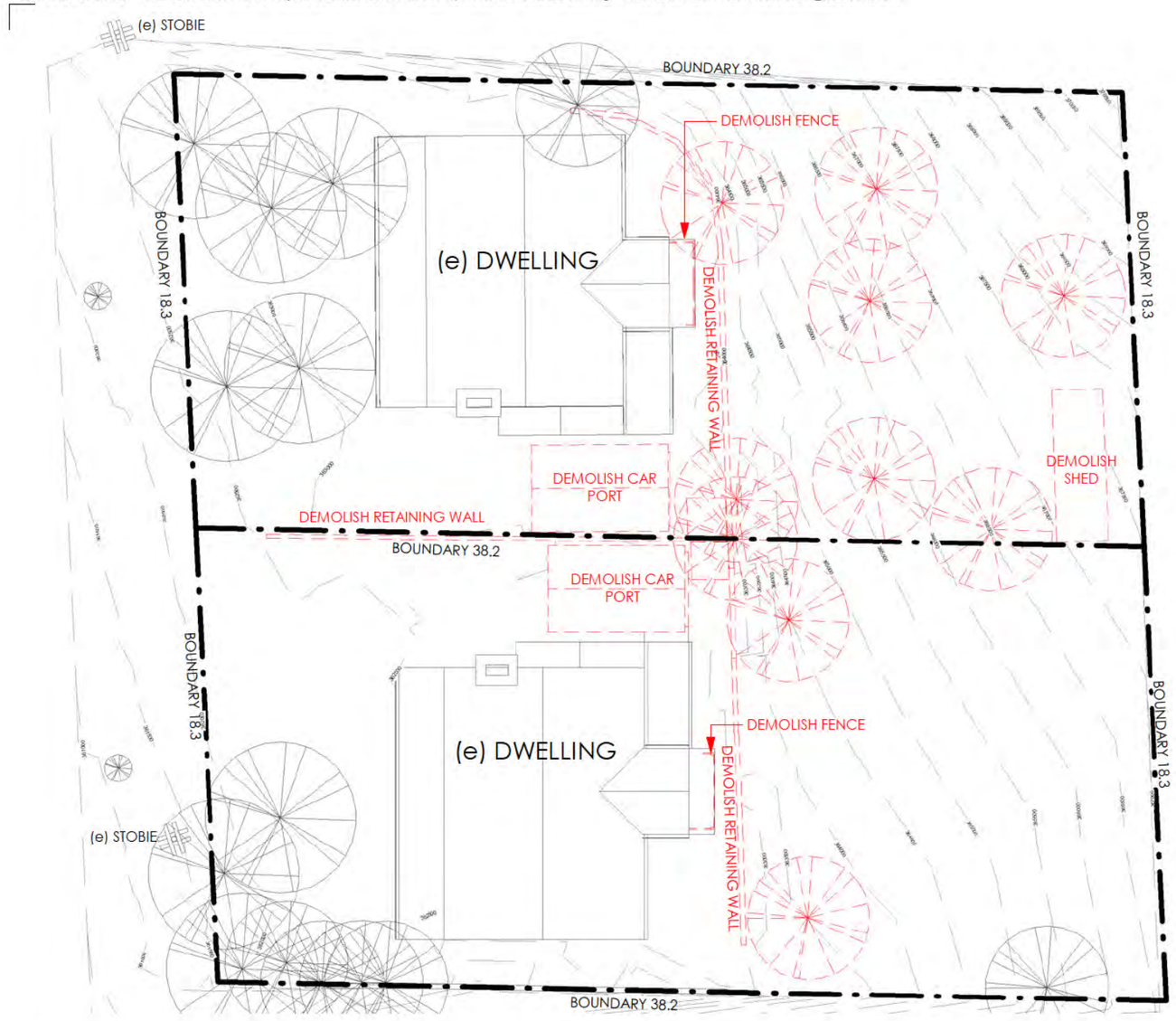
Approved by JG
Drawn by EM

NOT FOR CONSTRUCTION

© copyright JBG Architects Pty. Ltd. All rights reserved

Attachment 1

28/09/2023 9:14:59 AM \\SERVER\Shared Folders\Projects\JBG.2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt



1 EXISTING & DEMOLITION SITE PLAN

A212 1 : 200

0 2.0m 4.0m 6.0m 8.0m 10.0m

1:200 @ A3

DEMOLITION LEGEND

EXISTING WALL TO REMAIN

EXISTING WALL OR OTHER TO BE DEMOLISHED / REMOVED.

DEMOLITION NOTES:

- GENERALLY MAKE GOOD SURFACES TO REMAIN FOLLOWING DEMOLITION.
- PROTECT ALL SERVICES, PIPING, DUCTING ETC TO BE RETAINED + MAKE GOOD TO ANY DAMAGE.
- GENERALLY DE-COMMISSION REDUNDANT SERVICES + REMOVE IF EXPOSED TO VIEW.
- THE BUILDER IS TO INSPECT EXISTING BUILDINGS BEING ALTERED FOR ANY PRESENCE OF ASBESTOS. REMOVAL OF ASBESTOS BY A LICENCE CONTRACTOR + CURRENT ASBESTOS REGULATIONS
- BUILDER / CONTRACTOR TO ENSURE DEMOLITION AND MEANS OF ENSURING SAFETY AND AVOIDING DAMAGE TO NEIGHBOURING PROPERTY DURING DEMOLITION IN ACCORDANCE WITH THE PROVISIONS OF AS.2601 'THE DEMOLITION OF STRUCTURES'

NOTE : ALL STRUCTURAL DEMOLITION TO BE CARRIED OUT IN CONSULTATION WITH STRUCTURAL ENGINEER.

NOT FOR CONSTRUCTION

NOTES
This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.
WARNING
Dial Before You Dig 1100 Service
Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work.
ABN 21 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued for	By	To	Date
P1	CLIENT REVIEW	BB	AP	29.06.23
P2	PRELIMINARY	BB	TX	06.07.23
P3	CLIENT REVIEW	BB	AP	11.07.23
P4	CLIENT SIGN OFF	BB	AP	31.07.23
P5	PLANNING APPLICATION	HA	BC	28.09.23

Architects
J B G ARCHITECTS PTY LTD
residential - commercial - winery - planning - architecture - interiors - landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jbgarchitects.com

Client
PLUSH GROUP

Project Address
56 PENRICE ROAD
ANGASTON SA 5353
CT 5161/185 + CT 5161/186

Project Name
COUNTRY PLEASURES B&B

Project Number
2313

Drawing Title
EXISTING & DEMOLITION SITE PLAN

Drawing No. A003
Issue P5

Approved by JG
Drawn by BB

© copyright JBG Architects Pty. Ltd. all rights reserved

14/03/2024 1:06:33 PM \\SERVER\Projects\JBG.2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt

SITE NOTES

SITE SETOUT + BOUNDARY IDENTIFICATION:
SET-OFF DIMENSIONS SHALL BE FROM THE ALLOTMENT BOUNDARIES AND NOT NECESSARILY THE FENCE LINES. BOUNDARY + EASEMENT LINES ARE TO BE IDENTIFIED BY THE BUILDER ONSITE PRIOR TO CONSTRUCTION.

SITE WORKS NOTES:
THERE ARE NO SIGNIFICANT TREES, SHRUBS OR EXISTING STRUCTURES (OTHER THAN THOSE INDICATED) ON THIS OR ADJOINING SITES OR PUBLIC PLACES THAT WILL AFFECT OR BE AFFECTED BY THE PROPOSED BUILDING WORKS.

GENERAL LANDSCAPING:
PROVIDE PERIMETER PROTECTION AROUND BUILDING TO AN APPROVED METHOD AS SCHEDULED IN THE ENGINEERS FOOTING CONSTRUCTION REPORT. (TYPICALLY 1000MM WIDE PERIMETER PAVING TO ENGINEERS DETAILS)

SITE SERVICES:
ELECTRICAL SUPPLY: (e) POWER CABLE SUPPLY TO REMAIN

WATER SUPPLY: (e) WATER METER + PIPE SUPPLY TO REMAIN

WASTEWATER DISPOSAL: CONNECT NEW WASTEWATER DRAINS TO (e) WASTEWATER DISPOSAL SYSTEM

GAS SUPPLY: PROVIDE ONSITE LPG BOTTLE GAS SUPPLY
- DO NOT LOCATE GAS BOTTLES OR SUPPLY WITHIN 2000 OF ELECTRICAL OR AIR CONDITIONING UNITS

TELECOMMUNICATION/DATA SUPPLY: (e) CABLE SUPPLY TO REMAIN

THE FINAL LOCATION OF NEW SERVICES/ CABLES / DRAINS/ TANKS IS TO BE CONFIRMED BETWEEN THE CLIENT AND BUILDER PRIOR TO INSTALLATION.
EXISTING SERVICES INDICATED ON THE DRAWINGS MAY HAVE BEEN LOCATED BY A FIELD SURVEY, OTHER SERVICES MAY EXIST THAT WERE NOT VISIBLE AT SURFACE LEVELS AT THE TIME OF SURVEY, AS SUCH PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON THE SITE RELEVANT AUTHORITIES SHOULD BE CONTACTED REGARDING UNDERGROUND SERVICES.

STORMWATER MANAGEMENT:
TO BE DIRECTED AWAY FROM BUILDING BY FALLS IN PAVING AND SURROUNDING GARDEN LEVELS.

THE METHOD OF STORMWATER DISPOSAL MUST NOT RESULT IN THE ENTRY OF WATER INTO ANY BUILDING OR ON TO THE LAND OF ANY ADJOINING CLIENT.

ROOF WATER COLLECTION:
ROOF WATER FROM A MINIMUM OF 70M2 OF THE ROOF CATCHMENT AREA OF THE BUILDING TO BE DIRECTED TO A RAINWATER TANK (MIN 4000 LITRE CAPACITY) VIA 100MMDIAM PVC STORMWATER PIPES. OVERFLOW TO BE DIRECTED MINIMUM 10M AWAY FROM TANK TOWARDS NEARBY GARDEN AREAS. INLET + OVERFLOW OF RAINWATER TANK(S) TO BE FITTED WITH MOSQUITO PROOF, NON-DEGRADABLE SCREENS. RAINWATER TO BE PLUMBED TO THE FOLLOWING FIXTURES:(WHERE APPLICABLE) WC, WATER HEATER, ALL LAUNDRY COLD WATER OUTLETS.

RAIN WATER TANKS:
TO LOCATIONS AS SCHEDULED ON SITE PLAN: 4000L , COLOUR TO MATCH ADJACENT WALL COLOUR

EXTERNAL LIGHTS:
EXTERNAL LIGHTING IS TO BE ORIENTATED IN A DOWNWARDS DIRECTION TO MINIMIZE LIGHT SPILL ON TO NEIGHBOURING SITES

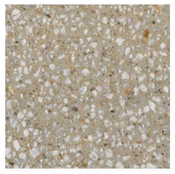
TERMITE TREATMENT:
PROVIDE 'TERMI-MESH' STAINLESS STEEL MESH OR 'HOMEGUARD' BIFLEX BARRIER SYSTEM, TO PERIMETER OF NEW BUILDING SLABS/ STRIP FOOTINGS+ UNDER TIMBER FRAMED ELEMENTS+ BRICK PIERS + TO ALL SLAB PENETRATIONS. THE SLAB TO ACT AS PHYSICAL BARRIER TO REMAINDER OF BUILDING.

PROVIDE CHEMICAL SOIL BARRIER BY 'BIFENTHRIN' OR 'TERMICURE' INSECTICIDE SPRAY TO PERIMETER OF FOOTING + UNDER DECK AREAS.

BUILDER + CLIENT ARE TO ENSURE A PERIODIC VISUAL INSPECTION FOR TERMITES BY MAINTAINING A MINIMUM 75MM FOOTING EDGE EXPOSURE + 25MM CLEARANCE TO ALL OBJECTS ADJACENT SLAB EDGE (UNLESS OTHERWISE SPECIFIED BY LEVELS).
ALL TERMITE SYSTEMS TO BE INSTALLED BY ACCREDITED CONTRACTOR.
TERMITE SYSTEMS + FITTED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATION AND AS.3660.1.

GENERAL NOTE:
THIS PLAN MAY HAVE BEEN PREPARED FROM A COMBINATION OF FIELD SURVEY AND EXISTING RECORDS FOR THE PURPOSE OF SHOWING EXISTING SITE CONDITIONS AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.

DRAWINGS SHOULD BE READ IN CONJUNCTION WITH LATEST COPIES OF THE 'CERTIFICATES OF TITLE' FOR ANY ADDITIONAL ENCUMBRANCES OR EASEMENTS LOCATED ON THE PROPERTY.



DRIVEWAY:

TYPE:	EXPOSED AGGREGATE
NAME:	IMAGECRETE EXPOSED
SUPPLIER:	HANSON
FINISH/COLOUR:	BAROSSA
DIMENSIONS:	25MPa
COMMENTS:	COMPLY WITH AS1379

NOT FOR CONSTRUCTION

NOTES
This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.
WARNING
DIAL BEFORE YOU DIG www.1100.com.au Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work
ABN 31 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	CLIENT SIGN OFF	BB	AP	31.07.23
P2	PLANNING APPLICATION	HA	BC	28.09.23
P3	RESPONSE TO COUNCIL REVIEW	BB	BC	14.03.24

Architects
J B G ARCHITECTS PTY LTD
residential · commercial · winery · planning · architecture · interiors · landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jbgarchitects.com

Client
PLUSH GROUP

Project Name
COUNTRY PLEASURES B&B

Project Number
2313

Project Address
56 PENRICE ROAD
ANGASTON SA 5353
CT 5161/185 + CT 5161/186

Drawing Title
SITE NOTES

Drawing No. A004
Issue P3

Approved by JG
Drawn by HA

© copyright JBG Architects Pty. Ltd. All rights reserved

Attachment 1

14/03/2024 1:06:37 PM \\SERVER\Projects\JBG.2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt



LANDSCAPE LEGEND

PL.01
LOW-MEDIUM SHRUBS & GROUNDCOVERS

PL.02
SPRAY-ON NATIVE GRASSES

PL.03
'COTTAGE' GARDEN

TR.01
TREES

SCALED PLANTING
VERTICAL/SCALED PLANTINGS

1 LANDSCAPE PLAN

A211 1 : 200

0 2.0m 4.0m 6.0m 8.0m 10.0m

1:200 @ A3

NOT FOR CONSTRUCTION

NOTES

This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING

DIAL BEFORE YOU DIG www.1100.com.au

Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work

ABN 31 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	CLIENT REVIEW	BB	AP	11.07.23
P2	CLIENT SIGN OFF	BB	AP	31.07.23
P3	PLANNING APPLICATION	HA	BC	28.09.23
P4	RESPONSE TO COUNCIL REVIEW	BB	BC	14.03.24

Architects
J B G ARCHITECTS PTY LTD
residential · commercial · winery · planning · architecture · interiors · landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jbgarchitects.com

Client
PLUSH GROUP

Project Address
56 PENRICE ROAD
ANGASTON SA 5353
CT 5161/185 + CT 5161/186

Project Name
COUNTRY PLEASURES B&B

Drawing Title
LANDSCAPE

Project Number
2313

Drawing No. A005

Issue P4

Approved by BB

Drawn by HA

© copyright JBG Architects Pty. Ltd. All rights reserved

LANDSCAPING & SCHEDULE OF PLANTS

LANDSCAPE ZONE

MADE UP OF A COMBINATION OF TREES, SHRUBS & GRASSES AND LISTED IN THE SCHEDULE OF TREES & SHRUBS.

LANDSCAPING NOTES:
THE BAROSSA COUNCIL DEVELOPMENT GUIDELINES: LANDSCAPING SHOULD ENHANCE DEVELOPMENT WITH APPROPRIATE PLANTING AND OTHER LANDSCAPING WORKS.

LANDSCAPING SHOULD ENCLOSE OR SCREEN RURAL BUILDINGS WHILE HAVING REGARD TO FIRE SAFETY, TO ACHIEVE:
- PROTECTION FROM PREVAILING WINDS AND SUMMER SUN;
- MINIMAL VISUAL IMPACT ON OPEN RURAL AREAS;
- MINIMAL EROSION IN OPEN RURAL AREAS; AND
- INCREASED PRIVACY FOR RESIDENTS.
- RESULT IN THE CLEARANCE FROM POWERLINES AND OTHER INFRASTRUCTURE BEING MAINTAINED

THE VERGES OF NEW ROADS AND TRACKS SHOULD BE LANDSCAPED TO MINIMIZE:
- THEIR VISUAL IMPACT ON LANDSCAPE CHARACTER; AND
- EROSION CAUSED BY RUN-OFF.

PLANT SCHEDULE
THIS LIST IS INDICATIVE ONLY. **FINAL SELECTION TO BE MADE BY CLIENT.**

PL.01
- MYOPORUM PARVIFOLIUM - GROUNDCOVER
- CONVOLVULUS CNEORUM - GROUNDCOVER
- CARPOBROTUS ROSSII - GROUNDCOVER
- LOMANDRA LONGIFOLIA - GRASS
- POA POIFORMIS - GRASS
- AUSTRODANTHONIA CAESPITOSA - GRASS
- FICINIA NODOSA - GRASS
- AUSTROSTIPA STIPOIDES - GRASS
- ANIGOZANTHOS 'BIG RED' - GRASS/STRAPPED
- DIANELLA REVOLUTA - GRASS/STRAPPED
- CORREA PULCHELLA - LOW SHRUB
- CORREA ALBA - LOW SHRUB
- WESTRINGIA FRUTICOSA - LOW SHRUB
- EREMOPHILA GLABRA - MEDIUM SHRUB

PL.02
ASSORTED NATIVE GRASS MIX - SPRAY ON FOR SOIL STABILISATION. EXACT MIX OF SEEDS TO BE CONFIRMED BY THE CLIENT.

PL.03
ASSORTED COTTAGE GARDEN PLANTING THAT COULD INCLUDE ROSEMARY, LAVENDER, SALVIAS, GAURAS, SAGE, GERANIUMS AND AGAPANTHUS.

TR.01
- PYRUS (ASSORTED) - LARGE TREE
- LAGERSTROEMIA INDICA (ASSORTED)- LARGE TREE

THE LANDSCAPING PLAN IS INDICATIVE ONLY. PLANT QUANTITIES, POT SIZES AND IRRIGATION DESIGN DO NOT FORM PART OF THIS PLAN.

LANDSCAPING PLANT PALETTE

GRASSES


POA POIFORMIS


AUSTRODANTHONIA CAESPITOSA


FICINIA NODOSA


AUSTROSTIPA STIPOIDES


LOMANDRA LONGIFOLIA

GROUNDCOVERS


CARPOBROTUS ROSSII


CONVOLVULUS CNEORUM


MYOPORUM PARVIFOLIUM

LOW - MEDIUM SHRUBS


CORREA ALBA


CORREA PULCHELLA


DIANELLA REVOLUTA


EREMOPHILA GLABRA


WESTRINGIA FRUTICOSA

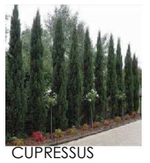

ANIGOZANTHOS 'BIG RED'

TREES


LAGERSTROEMIA INDICA


PYRUS CALLERYANA

SCALED/VERTICAL PLANTINGS


CUPRESSUS SEMPERVIRENS


CUPRESSUS SEMPERVIRENS GLAUCA

NOT FOR CONSTRUCTION

NOTES
This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING
DIAL BEFORE YOU DIG www.1100.com.au Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work

ABN 31 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	CLIENT SIGN OFF	BB	AP	31.07.23
P2	PLANNING APPLICATION	HA	BC	28.09.23
P3	RESPONSE TO COUNCIL REVIEW	BB	BC	14.03.24

Architects
J B G ARCHITECTS PTY LTD
residential · commercial · winery · planning · architecture · interiors · landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jbgarchitects.com

Client
PLUSH GROUP

Project Address
56 PENRICE ROAD
ANGASTON SA 5353
CT 5161/185 + CT 5161/186

Project Name
COUNTRY PLEASURES B&B

Drawing Title
LANDSCAPE NOTES

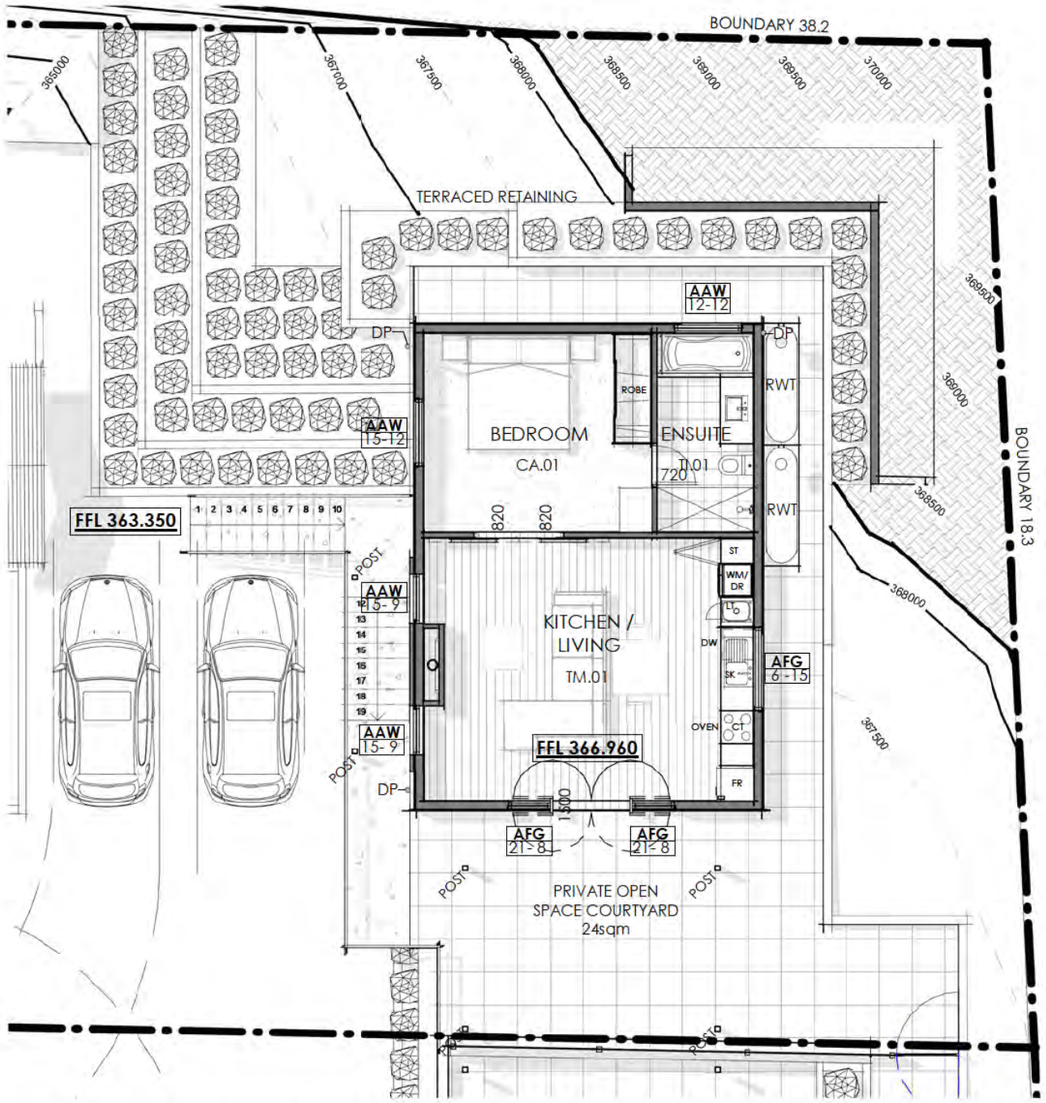
Project Number
2313

Drawing No. A006
Issue P3
Approved by BB
Drawn by HA

© copyright JBG Architects Pty. Ltd. All rights reserved

Attachment 1

28/09/2023 9:15:38 AM \\SERVER\Shared Folders\Projects\JBG 2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt



1 | PRESENTATION FLOOR PLAN - NORTH

A212 | 1 : 100 | 0 1.0m 2.0m 3.0m 4.0m 5.0m | 1:100 @ A3

NOT FOR CONSTRUCTION

NOTES

This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING

Dial Before You Dig www.1100.com.au

Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work.

ABN 31 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	CLIENT REVIEW	BB	AP	29.06.23
P2	PRELIMINARY	BB	TX	06.07.23
P3	CLIENT REVIEW	BB	AP	11.07.23
P4	CLIENT SIGN OFF	BB	AP	31.07.23
P5	PLANNING APPLICATION	HA	BC	28.09.23

Architects
J B G ARCHITECTS PTY LTD
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jbgarchitects.com

Client: PLUSH GROUP

Project Name: COUNTRY PLEASURES B&B

Project Number: 2313

Project Address: 56 PENRICE ROAD ANGASTON SA 5353 CT 5161/185 + CT 5161/186

Drawing Title: PRESENTATION PLAN - NORTH

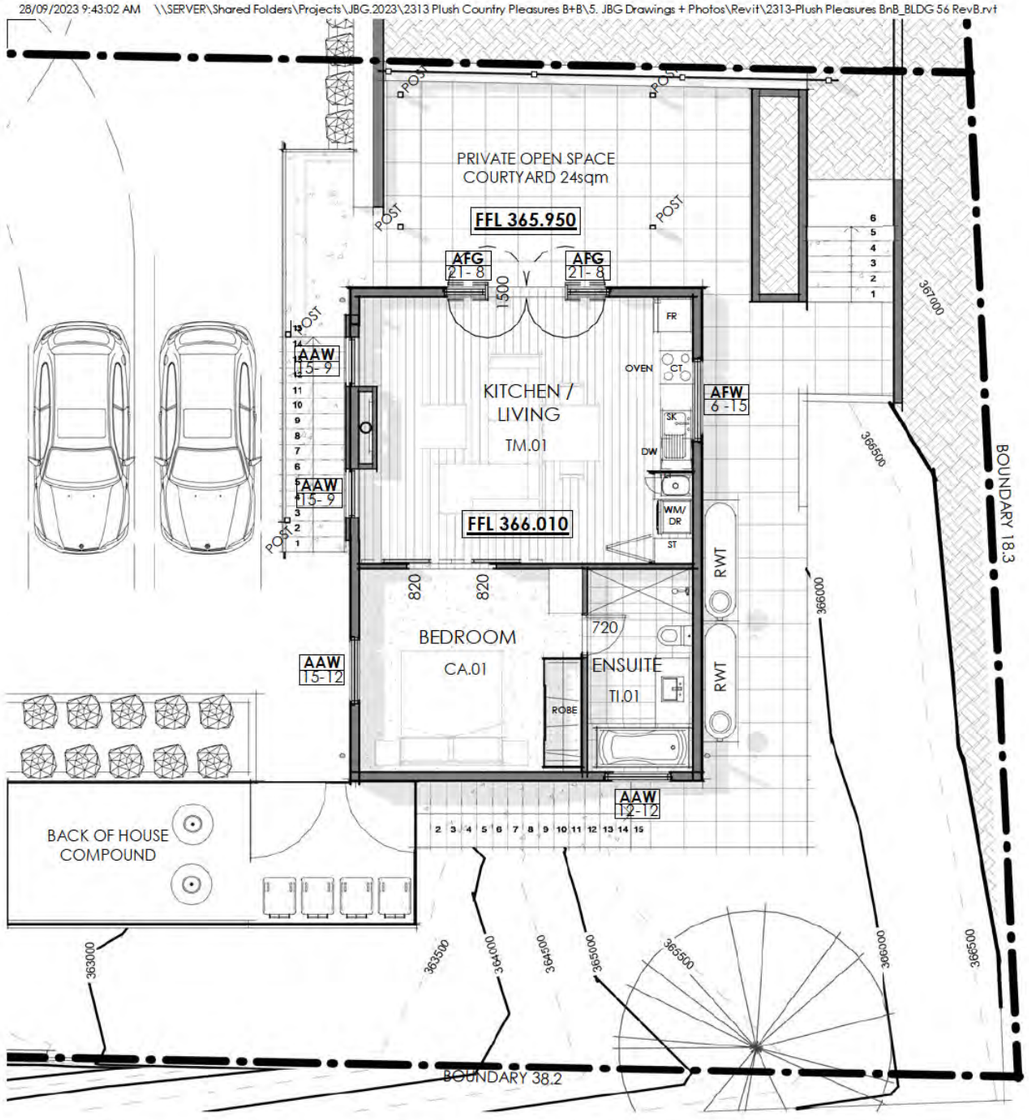
Drawing No.: A101 Issue: P5

Approved by: JG Drawn by: EM

© copyright JBG Architects Pty. Ltd. All rights reserved

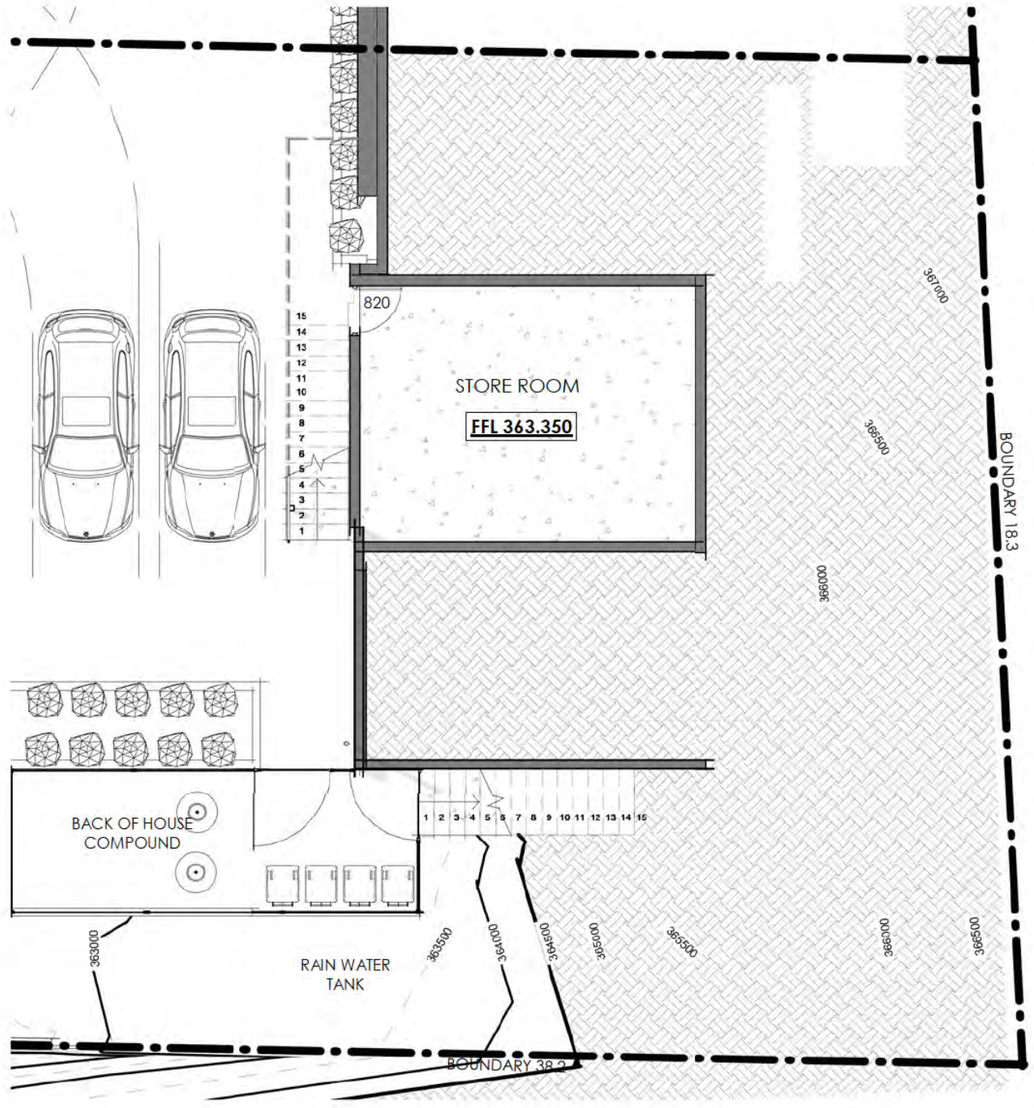
Attachment 1

28/09/2023 9:43:02 AM \\SERVER\Shared Folders\Projects\JBG.2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt



1 PRESENTATION FLOOR PLAN - SOUTH

A212 1 : 100 0 1.0m 2.0m 3.0m 4.0m 5.0m 1:100 @ A3



2 PRESENTATION FLOOR PLAN - SOUTH STORE

A212 1 : 100 0 1.0m 2.0m 3.0m 4.0m 5.0m 1:100 @ A3

NOT FOR CONSTRUCTION

NOTES
This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimeters unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING
DIAL BEFORE YOU DIG www.1100.com.au
Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work.

ABN 21 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	CLIENT REVIEW	BB	AP	29.06.23
P2	PRELIMINARY	BB	TX	06.07.23
P3	CLIENT REVIEW	BB	AP	11.07.23
P4	CLIENT SIGN OFF	BB	AP	31.07.23
P5	PLANNING APPLICATION	HA	BC	28.09.23

Architects
J B G ARCHITECTS PTY LTD
residential + commercial + winery + planning + architecture + interiors + landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jgarchitects.com

Client: PLUSH GROUP

Project Address: 56 PENRICE ROAD, ANGASTON SA 5353, CT 5161/185 + CT 5161/186

Project Name: COUNTRY PLEASURES B&B

Drawing Title: PRESENTATION PLAN - SOUTH

Project Number: 2313

Drawing No.: A102

Issue: P5

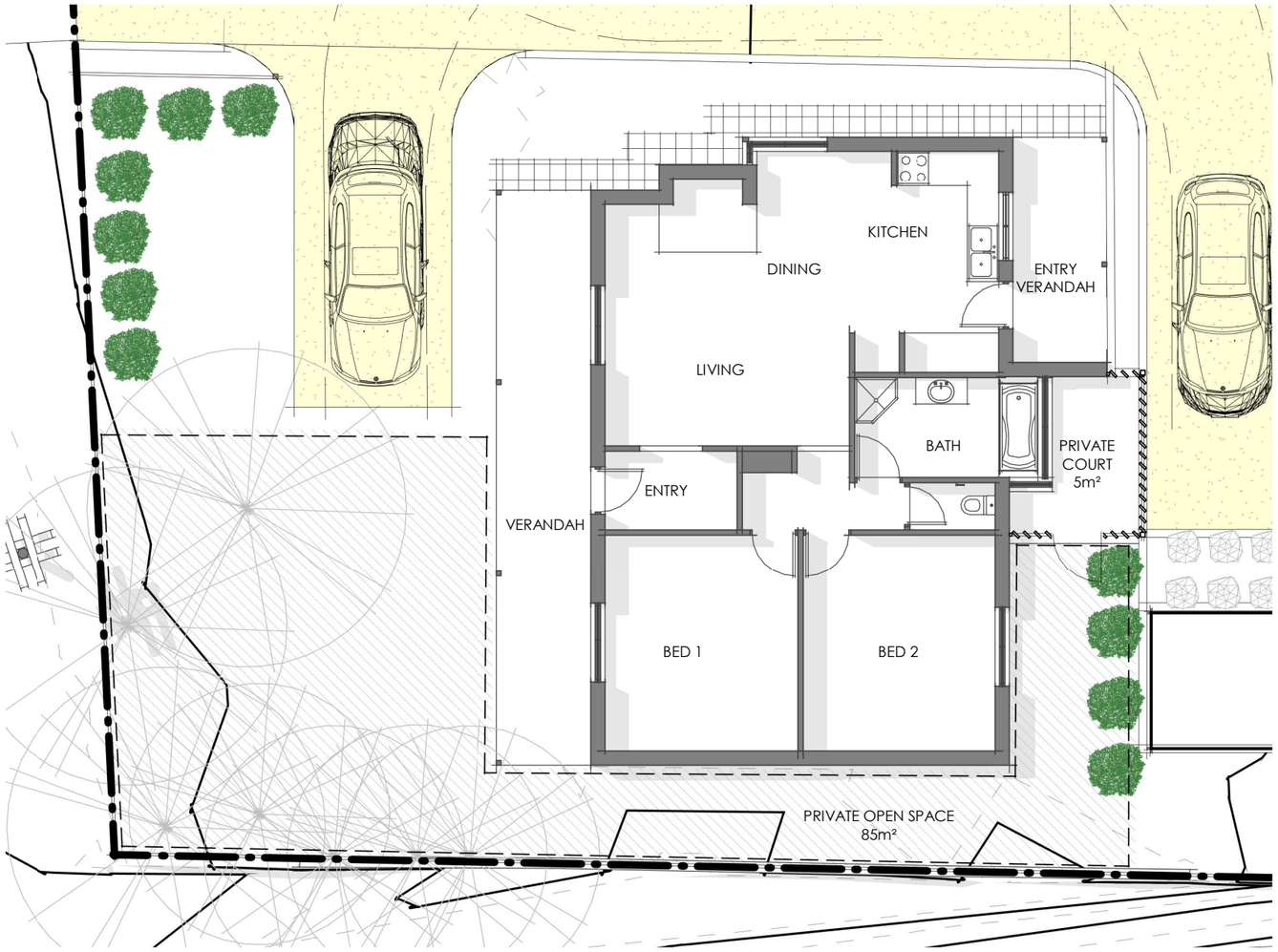
Approved by: JG

Drawn by: EM

© copyright JBG Architects Pty. Ltd. All rights reserved

Attachment 1

14/03/2024 1:06:47 PM \\SERVER\Projects\JBG.2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt



1 PRESENTATION PLAN - 54 PENRICE (EXISTING)

A211 1 : 100

0 1.0m 2.0m 3.0m 4.0m 5.0m

1:100 @ A3

NOT FOR CONSTRUCTION

NOTES

This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING

DIAL BEFORE YOU DIG www.1100.com.au Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work

ABN 31 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	RESPONSE TO COUNCIL REVIEW	BB	BC	14.03.24

Architects
J B G ARCHITECTS PTY LTD
residential · commercial · winery · planning · architecture · interiors · landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jbgarchitects.com

Client: PLUSH GROUP

Project Address: 56 PENRICE ROAD, ANGASTON SA 5353, CT 5161/185 + CT 5161/186

Project Name: COUNTRY PLEASURES B&B

Drawing Title: PRESENETATION PLAN - 54 PENRICE

Project Number: 2313

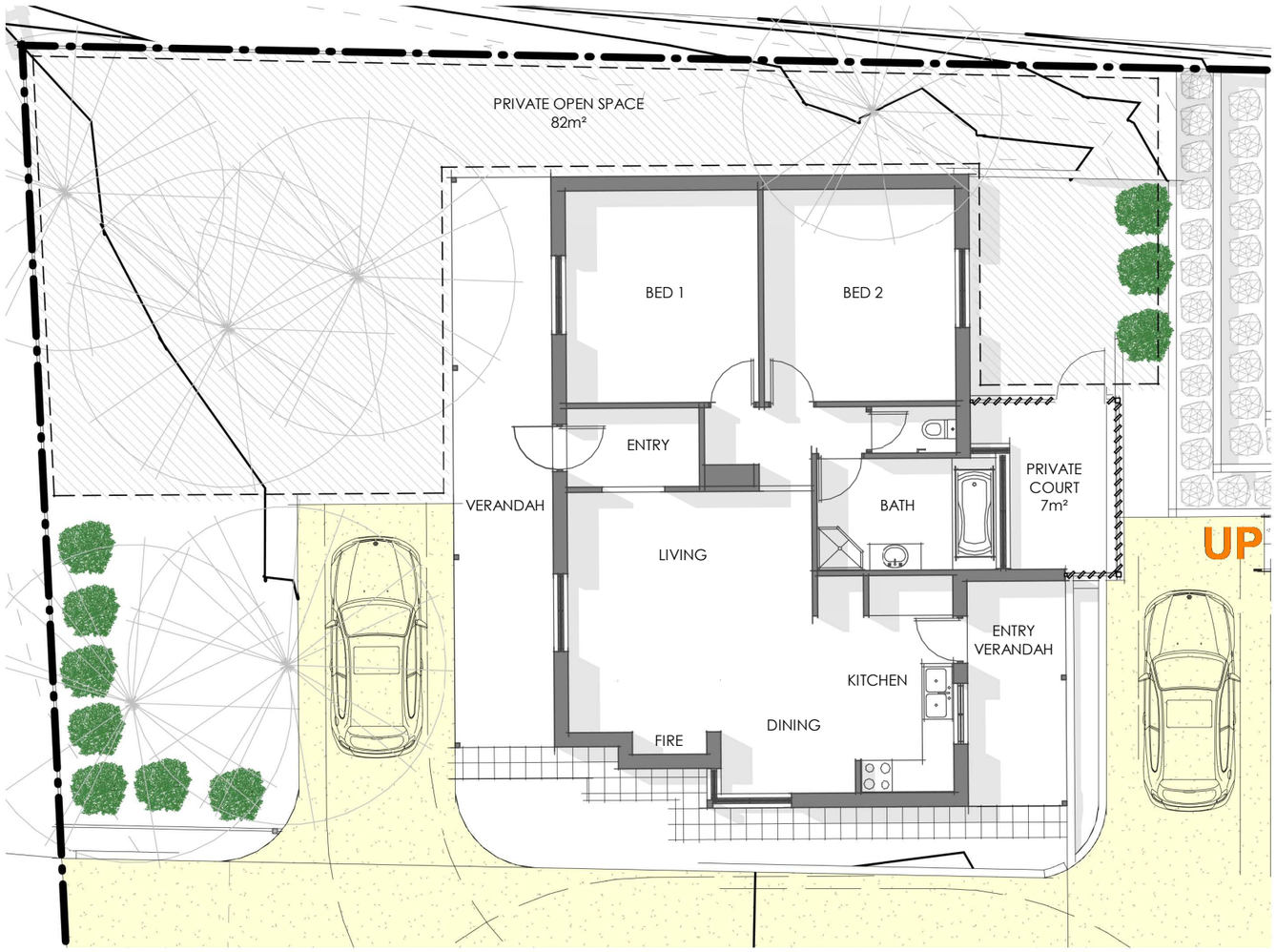
Drawing No.: A106 Issue: P1

Approved by: JG Drawn by: BB

© copyright JBG Architects Pty. Ltd. All rights reserved

Attachment 1

14/03/2024 1:11:05 PM \\SERVER\Projects\JBG.2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt



1 PRESENTATION PLAN - 56 PENRICE (EXISTING)

A211 1 : 100

0 1.0m 2.0m 3.0m 4.0m 5.0m

1:100 @ A3

NOT FOR CONSTRUCTION

NOTES

This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING

DIAL BEFORE YOU DIG www.1100.com.au Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work

ABN 31 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	RESPONSE TO COUNCIL REVIEW	BB	BC	14.03.24

Architects
J B G ARCHITECTS PTY LTD
residential · commercial · winery · planning · architecture · interiors · landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jbgarchitects.com

Client
PLUSH GROUP

Project Address
56 PENRICE ROAD
ANGASTON SA 5353
CT 5161/185 + CT 5161/186

Project Name
COUNTRY PLEASURES B&B

Drawing Title
PRESENETATION PLAN - 56 PENRICE

Project Number 2313

Drawing No. A107 Issue P1

Approved by JG Drawn by BB

© copyright JBG Architects Pty. Ltd. All rights reserved

28/09/2023 9:16:06 AM \\SERVER\Shared Folders\Projects\JBG.2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt



1 ROOF PLAN
A212 1 : 200
0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A3

ROOF PLAN NOTES

GUTTERS:
- COLOURS/FINISHES AS SCHEDULED ON ELEVATIONS DRAWING A.214.
- GUTTERS TO ACHIEVE A MINIMUM 1:200 FALL
- ALL NEW GUTTERS TO CONTAIN A BASIC LEAF GUARD MESH

DOWNPIPES + RAINHEADS:
- REFER TO FLOOR PLAN/ELEVATION DRAWINGS FOR LOCATIONS.
- DOWNPIPE SIZE + FINISH AS SCHEDULED ON ELEVATION DRAWINGS A.214

HEAD VENTS:
- CONFIRM LOCATION OF SANITARY PLUMBING HEAT VENTS THROUGH ROOF WITH CLIENT PRIOR TO INSTALLATION.
- VENTS TO TERMINATE AT MINIMUM RECOMMENDED HEIGHT

ROOF PLAN LEGEND

BF	COLORBOND BARGE FLASHING
DP	90mm PVC DOWNPIPE INSIDE 100mm GALVANISED PIPE.
EG	EAVE GUTTER - COLORBOND FINISH
RC	RIDGE CAPPING SCRIBED TO ROOF SHEET PROFILE - COLORBOND FINISH
VG	VALLEY GUTTER ON GUTTER BOARD - COLORBOND FINISH
DA	DANPALON PANELLING
FL	FLUE

NOTE:
- PROVIDE A PVC SEALED SYSTEM FROM EAVE GUTTERS TO RAINWATER TANKS.
- BURY STORMWATER BELOW GROUND. PROVIDE A PIPE FLUSH SYSTEM TO PIPE BEFORE RISING TO TANK INLET (IE A SCREW TOP SEWER IP OR SIMILAR)
- PROVIDE A BALANCING PIPE & ISOLATING VALVE BETWEEN EACH RAINWATER TANK

NOT FOR CONSTRUCTION

NOTES
This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING
DIAL BEFORE YOU DIG www.1100.com.au
Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work.

ABN 21 882 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	PLANNING APPLICATION	HA	BC	28.09.23

Architects
J B G ARCHITECTS PTY LTD
residential · commercial · winery · planning · architecture · interiors · landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jgarchitects.com

Client: PLUSH GROUP

Project Address: 56 PENRICE ROAD, ANGASTON SA 5353, CT 5161/185 + CT 5161/186

Project Name: COUNTRY PLEASURES B&B

Project Number: 2313

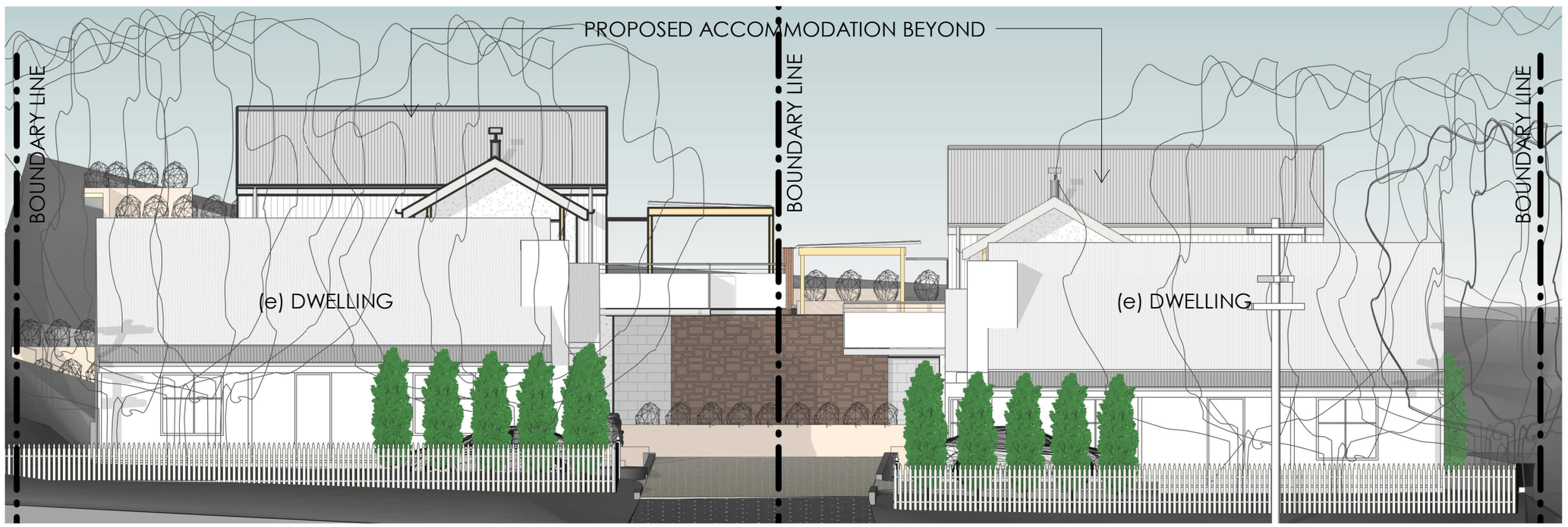
Drawing Title: ROOF PLAN

Drawing No.: A141 Issue: P1

Approved by: JG Drawn by: HA

© copyright JBG Architects Pty. Ltd. All rights reserved

14/03/2024 1:12:00 PM \\SERVER\Projects\JBG.2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt



1 PENRICE STREET ELEVATION

1 : 100

0 1.0m 2.0m 3.0m 4.0m 5.0m

1:100 @ A3



2 STREET PERSPECTIVE 01



3 STREET PERSPECTIVE 02

NOT FOR CONSTRUCTION

NOTES

This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING

Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work

ABN 31 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	CLIENT REVIEW	BB	AP	29.06.23
P2	PRELIMINARY	BB	TX	06.07.23
P3	CLIENT REVIEW	BB	AP	11.07.23
P4	CLIENT SIGN OFF	BB	AP	31.07.23
P5	PLANNING APPLICATION	HA	BC	28.09.23
P6	RESPONSE TO COUNCIL REVIEW	BB	BC	14.03.24

Architects
J B G ARCHITECTS PTY LTD
residential · commercial · winery · planning · architecture · interiors · landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jbgarchitects.com

Client
PLUSH GROUP

Project Address
56 PENRICE ROAD
ANGASTON SA 5353
CT 5161/185 + CT 5161/186

Project Name
COUNTRY PLEASURES B&B

Drawing Title
SITE ELEVATIONS

Project Number 2313

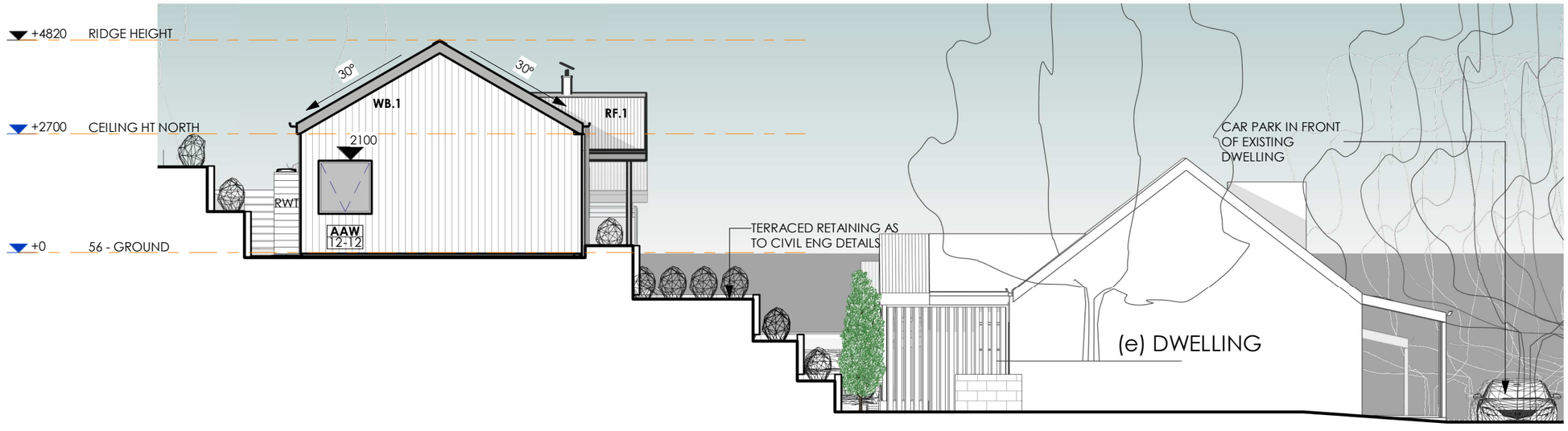
Drawing No. A200 Issue P6

Approved by JG Drawn by EM

© copyright JBG Architects Pty. Ltd. All rights reserved

Attachment 1

14/03/2024 1:06:54 PM \\SERVER\Projects\JBG.2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt

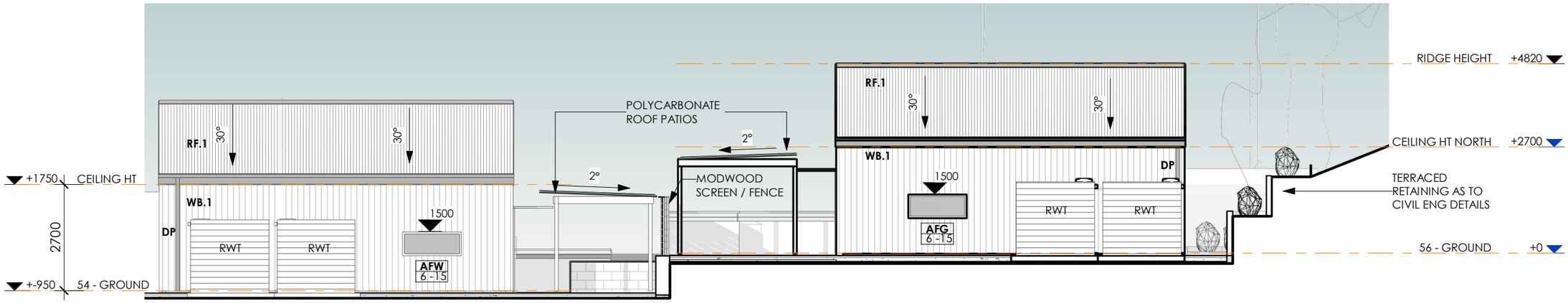


1 ELEVATION NORTH

1 : 100

0 1.0m 2.0m 3.0m 4.0m 5.0m

1:100 @ A3



2 ELEVATION EAST

1 : 100

0 1.0m 2.0m 3.0m 4.0m 5.0m

1:100 @ A3

NOT FOR CONSTRUCTION

NOTES

This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING

Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work

ABN 31 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	CLIENT REVIEW	BB	AP	29.06.23
P2	PRELIMINARY	BB	TX	06.07.23
P3	CLIENT REVIEW	BB	AP	11.07.23
P4	CLIENT SIGN OFF	BB	AP	31.07.23
P5	PLANNING APPLICATION	HA	BC	28.09.23
P6	RESPONSE TO COUNCIL REVIEW	BB	BC	14.03.24

Architects
J B G ARCHITECTS PTY LTD
residential · commercial · winery · planning · architecture · interiors · landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jbgarchitects.com

Client
PLUSH GROUP

Project Address
56 PENRICE ROAD
ANGASTON SA 5353
CT 5161/185 + CT 5161/186

Project Name
COUNTRY PLEASURES B&B

Drawing Title
ELEVATIONS - NORTH & EAST

Project Number
2313

Drawing No.
A212

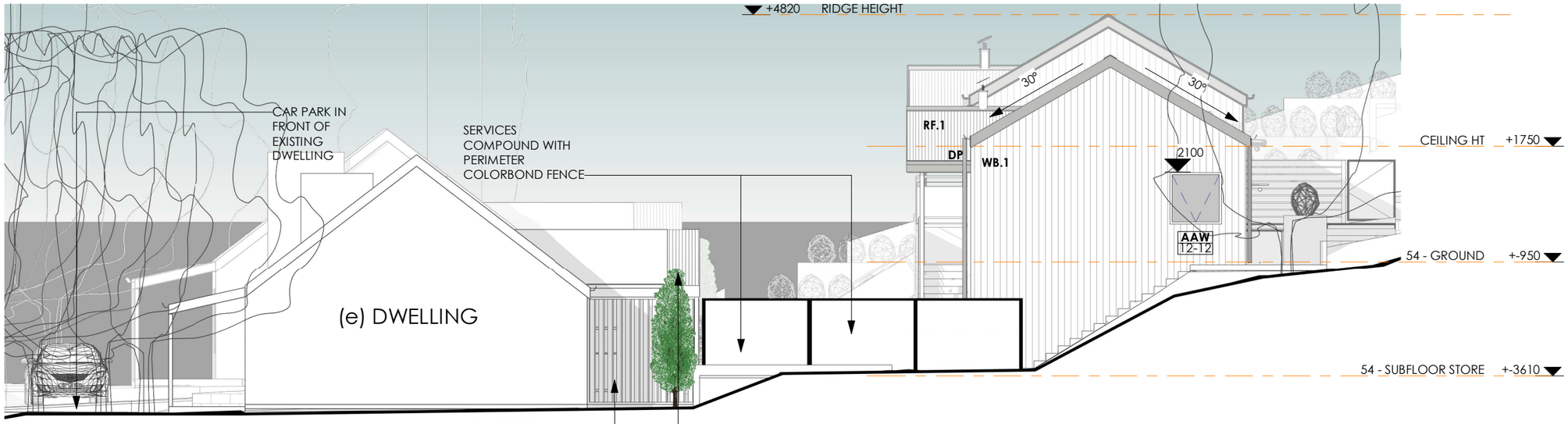
Issue
P6

Approved by
JG

Drawn by
EM

© copyright JBG Architects Pty. Ltd. All rights reserved

14/03/2024 1:07:02 PM \\SERVER\Projects\JBG.2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt

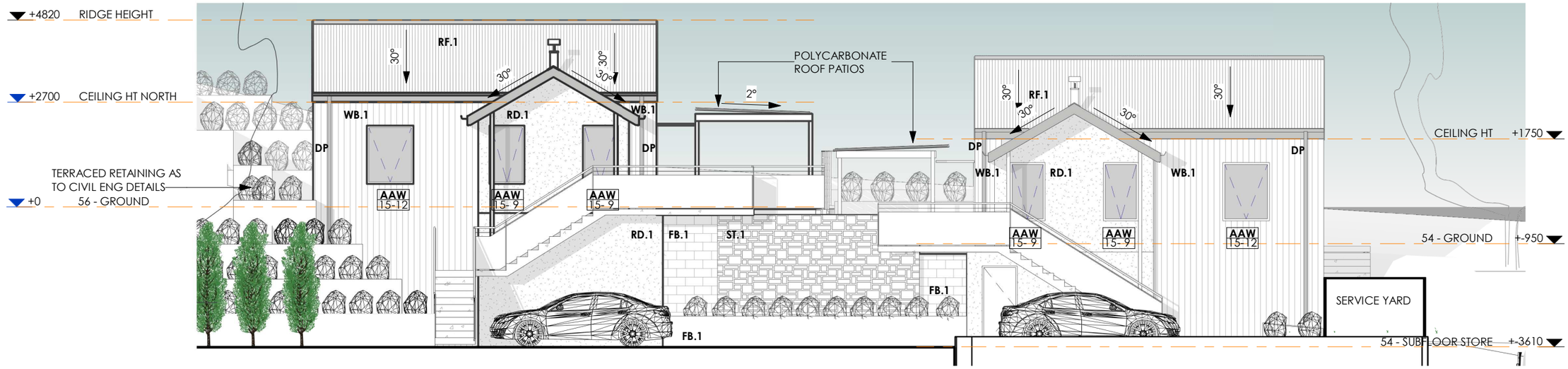


1 ELEVATION SOUTH

1 : 100

0 1.0m 2.0m 3.0m 4.0m 5.0m

1:100 @ A3



2 ELEVATION WEST

1 : 100

0 1.0m 2.0m 3.0m 4.0m 5.0m

1:100 @ A3

NOT FOR CONSTRUCTION

NOTES

This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING

DIAL BEFORE YOU DIG www.1100.com.au Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work

ABN 31 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	CLIENT REVIEW	BB	AP	29.06.23
P2	PRELIMINARY	BB	TX	06.07.23
P3	CLIENT REVIEW	BB	AP	11.07.23
P4	CLIENT SIGN OFF	BB	AP	31.07.23
P5	PLANNING APPLICATION	HA	BC	28.09.23
P6	RESPONSE TO COUNCIL REVIEW	BB	BC	14.03.24

Architects
J B G ARCHITECTS PTY LTD
residential · commercial · winery · planning · architecture · interiors · landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jbgarchitects.com

Client
PLUSH GROUP

Project Address
56 PENRICE ROAD
ANGASTON SA 5353
CT 5161/185 + CT 5161/186

Project Name
COUNTRY PLEASURES B&B

Drawing Title
ELEVATIONS - SOUTH & WEST

Project Number
2313

Drawing No.
A213

Issue
P6

Approved by
JG

Drawn by
EM

© copyright JBG Architects Pty. Ltd. All rights reserved

Attachment 1

28/09/2023 9:17:54 AM \\SERVER\Shared Folders\Projects\JBG 2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt

EXTERNAL FINISHES SCHEDULE

ROOF + TRIMS:
SHEET CLADDING:
RF.1: ROOF CLADDING
- **CUSTOM ORB** WITH MATCHING FLASHINGS.
- FINISH: **COLORBOND 'SHALE GREY'**
- SELECT APPROPRIATE ROOF SHEET PROFILE TO SUIT ROOF PITCH

RF.2: ROOF CLADDING
- **PTY. 'DANPALON - SOLARSPACE ROOF' SYSTEM**
- FINISH: **'ICE'**

FASCIAS + BARGE BOARDS:
- FASCIA FINISH; **COLORBOND 'SHALE GREY'**

GUTTERS:
RG: ROOF GUTTER
- **125 'OG' GUTTERS**
- GUTTER FINISH; **COLORBOND 'SHALE GREY'**
- GUTTERS TO ACHIEVE A MINIMUM 1:200 FALL/ BOX GUTTERS TO ACHIEVE A MINIMUM 1:100 FALL TOWARDS DOWNPIPES.
- ALL NEW GUTTERS TO CONTAIN A BASIC LEAF GUARD MESH.

DOWNPIPES/RAINHEAD:
DP: DOWNPIPE
- 90dia DOWNPIPES WITH WALL BRACKETS AT 2000 C/C MAX.
- DOWNPIPE LOCATIONS AS INDICATED ON DRAWING- TO BE SPACED MAXIMUM 12M APART + EACH DP TO SERVICE NOT MORE THAN 70M2 OF ROOF AREA.
- DOWNPIPE LOCATIONS ARE DETERMINED BASED ON VISUAL APPEARANCE AND TO FACILITATE ROOF DRAINAGE- IF FURTHER DOWNPIPES ARE REQUIRED CONSULT CLIENT OR DESIGNER FOR PRIOR APPROVAL.
- DOWNPIPE FINISH; **SHALE GREY**

RENDER FINISH:
RD.1: RENDER FINISH
- RENDER/ TEXTURE COAT FINISH TO WALLS. FINISH; **'ACRATEX COVENTRY COURSE RENDER - 'SURFMIST'**

WEATHER BOARD:
WB.1: FC SHEET
- JAMES HARDIE 'AXON 133mm SMOOTH' SHEETS WITH FLUSHED JOINTS ; FINISH; **COLORBOND 'SURFMIST'**
- ORIENTATION AS SHOWN ON ELEVATIONS

STONE WALLS:
ST.1: STONE WALLS
- NATURAL STONE (STONE/ BLOCK OR VENEER AS SCHEDULED ON FLOORPLANS) IN FINISH; **TBC**
- CONFIRM STONE PATTERN + MORTAR COLOUR WITH CLIENT PRIOR TO INSTALLATION

FACE BRICK
FB.1: FACE BLOCK
- MASONRY BLOCK WALL
- FLUSH MORTAR JOINTS
-

EXPOSED TIMBER / HARDWOOD:
- EXPOSED HARDWOOD SPECIES TO BE SEASONED: '**KAPUR**'-F 17 GRADE
- PROVIDE CLEAR NATURAL OIL TO EXPOSED HARDWOODS

EXPOSED STEELWORK:
- STEELWORK IN PAINTED FINISH: **COLOUR TBC**

WINDOWS + DOORS:
ALUMINIUM FRAMES:
- ALUMINIUM FRAME IN POWDERCOAT FINISH; **'MONUMENT'**

BALCONIES/BALUSTRADES:
BL.1 BALUSTRADE TYPE 1
- BALUSTRADE EXTENT AND CONSTRUCTION AS SCHEDULED ON FLOORPLAN DRAWINGS

FENCES + SCREENS:
FEN.1 FENCE
- FINISH; **COLORBOND 'WOODLAND GREY'**

GENERAL NOTES:
SELECT APPROPRIATE MATERIALS IN CONJUNCTION WITH THE REQUIREMENTS FOR APPLICABLE BUSHFIRE RISK AREAS + FIRE RESISTANCE NEAR BOUNDARIES, AND CORROSION RESISTANCE NEAR COASTAL AREAS.

THE BUILDER IS TO PROVIDE A SAMPLE OF EXTERNAL MATERIAL COLOURS + FINISHES TO THE CLIENT PRIOR TO ORDERING.

MATERIALS



FB.1
- FACE BLOCK; FINISH IN 'LIGHT NATURAL SAND'



RD.1
- RENDER FINISH ON FC SHEET: FINISH IN COLORBOND 'DUNE'

WB.1
- WEATHERBOARD, PAINT FINISH; COLORBOND SURFMIST
- INSTALL AS PER MANUFACTURERS SPECIFICATIONS



RF.1

CORRUGATED IRON FINISH; COLORBOND SHALE GREY

COLORBOND 'SURFMIST'



COLORBOND 'DUNE'



COLORBOND 'GULLY'

NOTES
This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING
DIAL BEFORE YOU DIG www.1100.com.au Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work.

ABN 21 882 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	CLIENT REVIEW	BB	AP	29.06.23
P2	PRELIMINARY	BB	TX	06.07.23
P3	CLIENT REVIEW	BB	AP	11.07.23
P4	CLIENT SIGN OFF	BB	AP	31.07.23
P5	PLANNING APPLICATION	HA	BC	28.09.23

NOT FOR CONSTRUCTION

Architects
J B G ARCHITECTS PTY LTD
residential · commercial · winery · planning · architecture · interiors · landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jbgarchitects.com

Client: PLUSH GROUP

Project Address: 56 PENRICE ROAD, ANGASTON SA 5353, CT 5161/185 + CT 5161/186

Project Name: COUNTRY PLEASURES B&B

Drawing Title: ELEVATION NOTES

Project Number: 2313

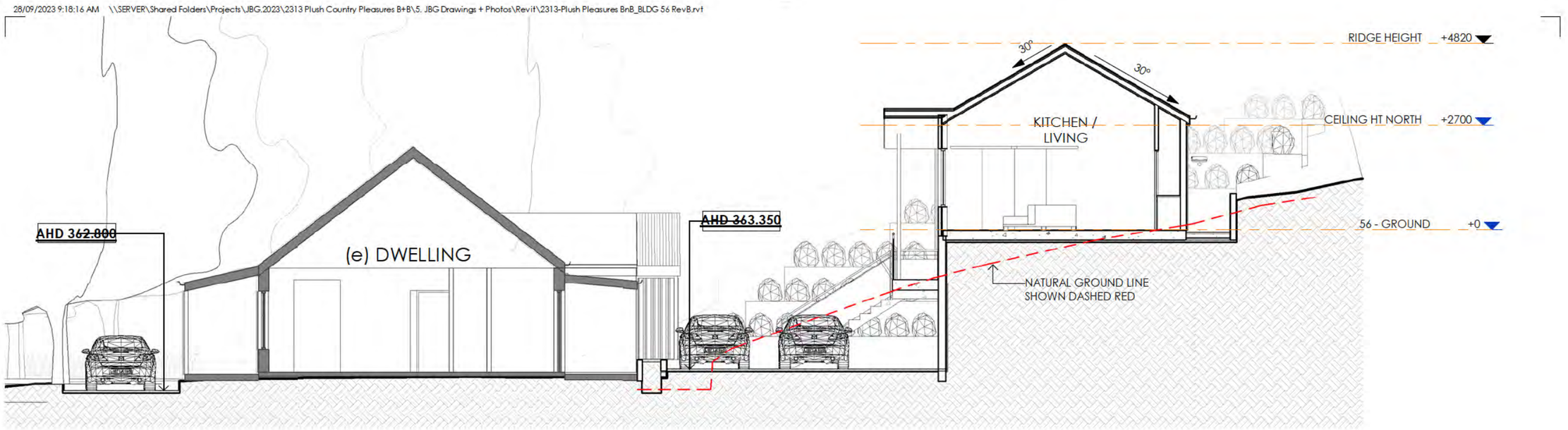
Drawing No.: A214 Issue: P5

Approved by: JG Drawn by: EM

© copyright JBG Architects Pty. Ltd. All rights reserved

Attachment 1

28/09/2023 9:18:16 AM \\SERVER\Shared Folders\Projects\JBG 2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt

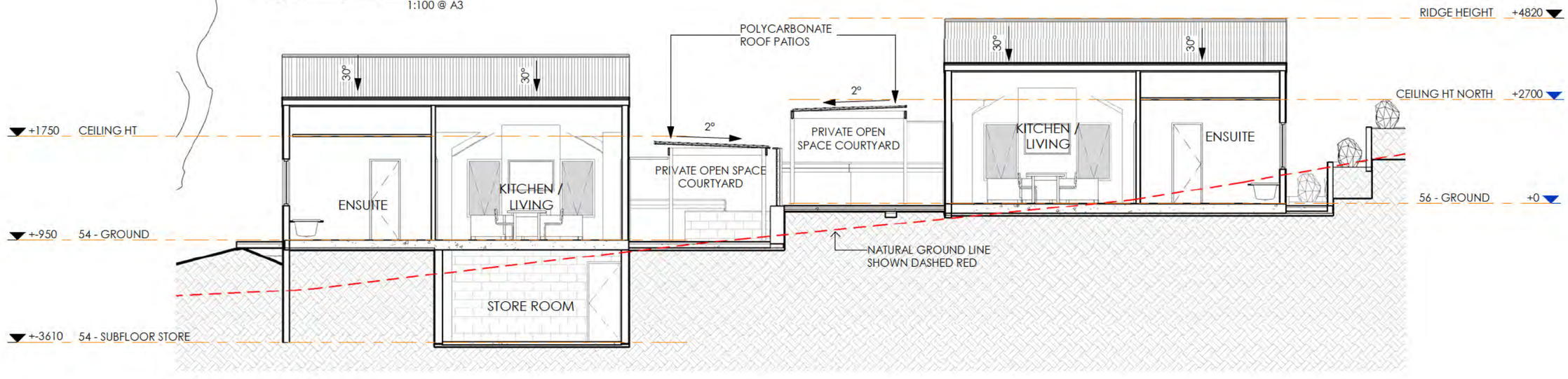


1 SECTION A-A

1 : 100

0 1.0m 2.0m 3.0m 4.0m 5.0m

1:100 @ A3



2 SECTION B-B

1 : 100

0 1.0m 2.0m 3.0m 4.0m 5.0m

1:100 @ A3

NOT FOR CONSTRUCTION

NOTES

This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING

DIAL BEFORE YOU DIG www.1100.com.au

Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work.

ABN 31 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	CLIENT REVIEW	BB	AP	29.06.23
P2	PRELIMINARY	BB	TX	06.07.23
P3	CLIENT REVIEW	BB	AP	11.07.23
P4	CLIENT SIGN OFF	BB	AP	31.07.23
P5	PLANNING APPLICATION	HA	BC	28.09.23

Architects
J B G ARCHITECTS PTY LTD
residential · commercial · winery · planning · architecture · interiors · landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jbgarchitects.com

Client
PLUSH GROUP

Project Address
56 PENRICE ROAD
ANGASTON SA 5353
CT 5161/185 + CT 5161/186

Project Name
COUNTRY PLEASURES B&B

Drawing Title
SITE SECTIONS

Project Number 2313

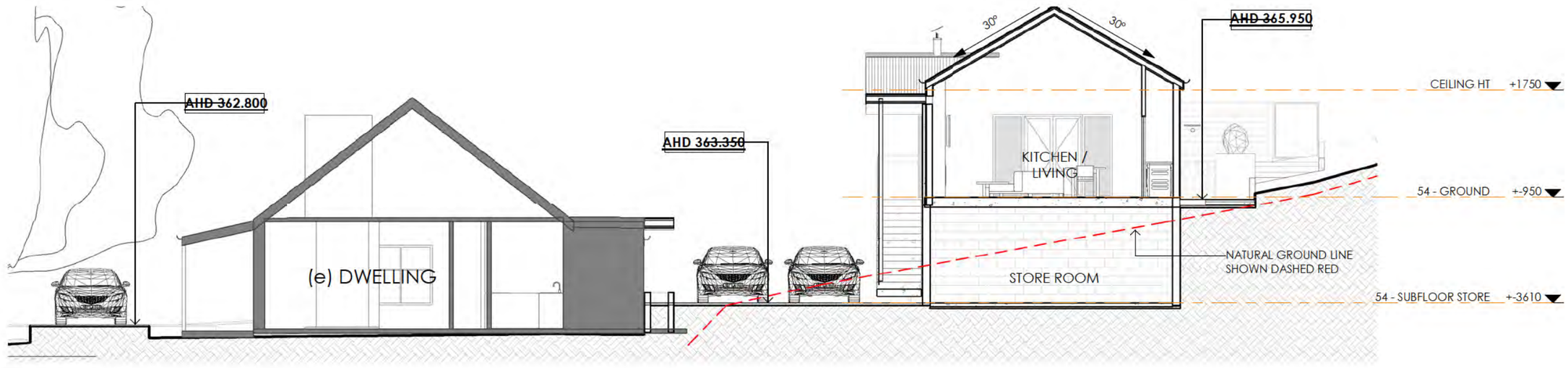
Drawing No. A301 Issue P5

Approved by JG Drawn by EM

© copyright JBG Architects Pty. Ltd. All rights reserved

Attachment 1

28/09/2023 9:18:36 AM \\SERVER\Shared Folders\Projects\JBG.2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt



1 SECTION C-C

1 : 100

0 1.0m 2.0m 3.0m 4.0m 5.0m

1:100 @ A3

NOT FOR CONSTRUCTION

NOTES

This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building work. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING

Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work.

ABN 31 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	CLIENT REVIEW	BB	AP	29.06.23
P2	PRELIMINARY	BB	TX	06.07.23
P3	CLIENT REVIEW	BB	AP	11.07.23
P4	CLIENT SIGN OFF	BB	AP	31.07.23
P5	PLANNING APPLICATION	HA	BC	28.09.23

Architects
J B G ARCHITECTS PTY LTD
residential - commercial - winery - planning - architecture - interiors - landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jbgarchitects.com

Client
PLUSH GROUP

Project Name
COUNTRY PLEASURES B&B

Project Number
2313

Project Address
56 PENRICE ROAD
ANGASTON SA 5353
CT 5161/185 + CT 5161/186

Drawing Title
SITE SECTIONS

Drawing No. A302

Issue P5

Approved by JG

Drawn by EM

© copyright JBG Architects Pty. Ltd. All rights reserved

Attachment 1

28/09/2023 9:18:55 AM \\SERVER\Shared Folders\Projects\JBG.2023\2313 Plush Country Pleasures B+B\5. JBG Drawings + Photos\Revit\2313-Plush Pleasures BnB_BLDG 56 RevB.rvt



PERSPECTIVE FROM LOT 54 PARKING

NOT FOR CONSTRUCTION

NOTES
This drawing is copyright and the property of JBG Architects Pty. Ltd. and must not be used without written authorisation. Do not scale this drawing. All dimensions shown on drawings are in millimetres unless otherwise noted and should be verified on site before commencing building works. Any discrepancies are to be referred to the project architect for clarification prior to work commencing.

WARNING
DIAL BEFORE YOU DIG www.1100.com.au
Services shown on this drawing are approximate only. The exact locations to be confirmed on site the contractor prior to the commencement of work.

ABN 31 852 116 195

THIS IS TO BE PRINTED IN COLOUR

Issue	Issued For	By	To	Date
P1	CLIENT REVIEW	BB	AP	29.06.23
P2	PRELIMINARY	BB	TX	06.07.23
P3	CLIENT REVIEW	BB	AP	11.07.23
P4	CLIENT SIGN OFF	BB	AP	31.07.23
P5	PLANNING APPLICATION	HA	BC	28.09.23

Architects
J B G ARCHITECTS PTY LTD
residential · commercial · winery · planning · architecture · interiors · landscape
38 MURRAY STREET
TANUNDA 5352
P. 08 8563 1155
E. admin@jgarchitects.com

Client
PLUSH GROUP

Project Address
56 PENRICE ROAD
ANGASTON SA 5353
CT 5161/185 + CT 5161/186

Project Name
COUNTRY PLEASURES B&B

Drawing Title
PERSPECTIVES EXTERIOR

Project Number 2313
Drawing No. A901
Issue P5
Approved by JG
Drawn by EM

© copyright JBG Architects Pty. Ltd. All rights reserved

project document register

project: COUNTRY PLEASURES B&B
Job no: 2313
date prepared: 31/07/2023

Issued To

Barossa Regional Cou			1		1							
Energyworx				1								
Plush Group	1											
Triaxial		1										
Triaxial					1							

Method
C - Courier **P** - Pick up
E - Email **M** - Mail
H - Hand **CD**- Disc

E	E	E	E	E							

Reason For Issue
P - Preliminary
A - Issued For Approval
I - Information
C - Issued For Construction
T - Issued For Tender
AB - As Built

SO	I	A	I	A							

Issued Date

31	21	28	20	14							
7	8	9	11	3							
23	23	23	23	24							

Drawing No.	Document Title	Current Rev										
A000	COVERSHEET, PERSPECTIVE + BLOCK PLAN	P4	P4	P5		P6						
A002	SITE PLAN	P4	P4	P5		P6						
A003	EXISTING & DEMOLITION SITE PLAN	P4	P4	P5								
A004	SITE NOTES	P1	P1	P2		P3						
A005	LANDSCAPE	P2	P2	P3		P4						
A006	LANDSCAPE NOTES	P1	P1	P2		P3						
A101	PRESENTATION PLAN - NORTH	P4	P4	P5								
A102	PRESENTATION PLAN - SOUTH	P4	P4	P5								
A106	PRESENETATION PLAN - 54 PENRICE					P1						
A107	PRESENETATION PLAN - 56 PENRICE					P1						
A141	ROOF PLAN			P1								
A200	SITE ELEVATIONS	P4	P4	P5		P6						
A211	ELEVATIONS - NORTH & SOUTH				P1							
A212	ELEVATIONS - NORTH & EAST	P4	P4	P5		P6						
A213	ELEVATIONS - SOUTH & WEST	P4	P4	P5		P6						
A214	ELEVATION NOTES	P4	P4	P5								
A301	SITE SECTIONS	P4	P4	P5								
A302	SITE SECTIONS	P4	P4	P5								

Authorised by
This procedure is integral to our Quality Assurance system for this project

1/2

Drawing No.	Document Title	Current Rev											
A901	PERSPECTIVES EXTERIOR	P4	P4	P5									

Received
16 November 2023

■ request for information response

project: COUNTRY PLEASURES
job no: 2313
date issued: 09.11.23

residential commercial winery planning architectural interior landscape

DEVELOPMENT APPLICATION: 23028764
YOUR REF:

To Janine,

Thankyou for your queries dated 11.10.23 requesting additional information for the above-mentioned project. We can submit the following response to support your assessment:

a) a site plan, drawn to scale, including appropriate bar and ratio scales, showing—
(x) the amount and location of private open space that will exist on the site after completion of the development, for the existing dwellings; and

The new dwellings on the site will be tourist accommodation to match the existing dwellings (tourist accommodation) on site. We have confirmed with the owner that the max occupation of both existing tourist accommodations is 4 people, which will negate the requirement for private open space to meet the 60m² requirement.

Min private open space to (e) tourist accommodation (left) is 40m²
Min private open space to (e) tourist accommodation (right) is 35m²

(xi) stormwater management plan; and

Stormwater management plan to be provided once finalised – this is currently being undertaken by the civil engineer.

(ix) details of soft landscaping and the percentage of the site that is pervious to water.

Current site area (for both allotments) is 1396m² with building work (new and existing) + any considered hardscape accounting for 900m² - remainder of site will be used for soft landscaping (496m²).

This equates to 35% of the overall site being utilised for soft landscaping.

Please refer to A005 Landscape Plan for our landscape proposal.

1. Site lines and overlooking mitigation with regard to exiting dwellings on site and adjoining dwellings.

As all the dwellings on the site (new and existing) are tourist accommodation the issue of overlooking is not a concern.

Left neighbour.
The neighbour on the left, located at 58 Penrice Rd Angaston, sits higher than or equal to the new development, however its position on the block is similar to the existing buildings at 54/56 Penrice Rd Angaston. The neighbouring site is well vegetated and there will be a solid 1.8m fence installed on the boundary along the northern edge of the site which will provide appropriate visual privacy.

The image below shows the current relationship.

38 Murray St Tanunda SA
www.jbgarchitects.com
ABN 31 852 116 195

Received
16 November 2023



Right neighbour.
The neighbour on the right, located at 52 Penrice Rd Angaston, sits lower than the new development, however its position on the block is similar to the existing buildings at 54/56 Penrice Rd Angaston. The neighbouring site is vegetated and there will be a solid 1.8m fence installed on the boundary along the northern edge of the site which will provide appropriate visual privacy.

The image below shows the current relationship.



jbgarchitects.com
quality assurance system

We trust that the above response now satisfies your queries towards this project.

Please contact the undersigned should you require any further clarification or information.

Regards,



Received
16 November 2023

Barry Bradbrook
JBG Architects Pty Ltd

■ request for information response

project: COUNTRY PLEASURES
job no: 2313
date issued: 22.12.23

residential commercial winery planning architectural interior landscape

DEVELOPMENT APPLICATION: 23028764

Dear Nicole,

Thankyou for your email/letter dated 13.12.23 requesting additional information for the above-mentioned project. We can submit the following response to support your assessment:

1. Computations for the stormwater design is required to determine the nature of the system satisfies minimum requirements.

   Triaxial to provide feedback/response.

2. In terms of finished levels, show grades of driveway approaches & transitions around bends (Horizontal & Vertical direction required.)

   Triaxial to provide feedback/response.

3. Demonstrate driveway compliance with AS2890.1 Parking facilities – Part 1: Off-street car parking

   Triaxial to provide feedback/response.

4. Planning & Design Code seeks excavation and/or fill not exceeding 1.5m from natural ground level

   Please refer to attached drawing highlighting the extent of cut and fill on the site.

   The building location/position is responsive to the natural ground plane and for the majority of the new building works the cut and fill is within the specified 1.5m. It is acknowledged that there are instances where this cannot be me due to design parameters.

We trust that the above response now satisfies your queries towards this project.

Please contact the undersigned should you require any further clarification or information.

Regards,

Barry Bradbrook
JBG Architects Pty Ltd

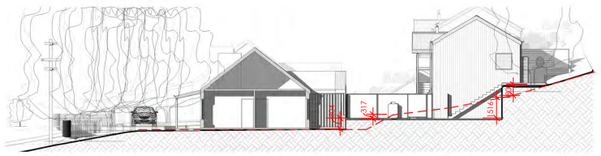
38 Murray St Tanunda SA
www.jbgarchitects.com
ABN 31 852 116 195

Attachment 1



1 | SITE SECTION 1
SK01 | 1 : 200
0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A3

- RED DASHED LINE DENOTES INDICATIVE (e) GROUND LEVEL
- NOMINAL CUT AND FILL.
- MASSAGE OF (e) SITE CONDITIONS DUE TO NEW BUILDING WORK



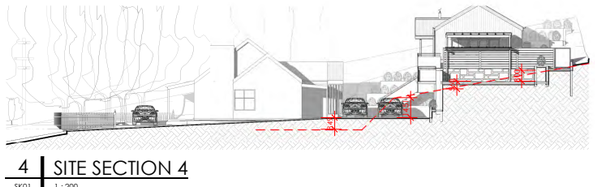
2 | SITE SECTION 2
SK01 | 1 : 200
0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A3

- RED DASHED LINE DENOTES INDICATIVE (e) GROUND LEVEL
- MAX CUT OF 1.5m AND MAX FILL of 0.8m.



3 | SITE SECTION 3
SK01 | 1 : 200
0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A3

- RED DASHED LINE DENOTES INDICATIVE (e) GROUND LEVEL
- MAX CUT OF 2.7m AND MAX FILL of 0.71m.
- GREATER CUT DUE TO STORE ROOM CONSTRUCTION



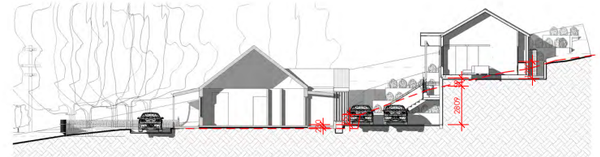
4 | SITE SECTION 4
SK01 | 1 : 200
0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A3

- RED DASHED LINE DENOTES INDICATIVE (e) GROUND LEVEL
- MAX CUT OF 1.45m AND MAX FILL of 0.85m.



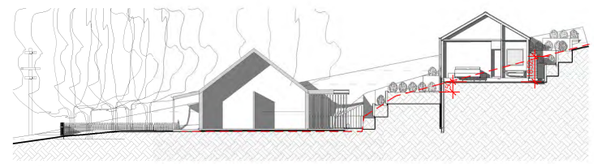
5 | SITE SECTION 5
SK01 | 1 : 200
0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A3

- RED DASHED LINE DENOTES INDICATIVE (e) GROUND LEVEL
- MAX CUT OF 1.76m AND MAX FILL of 0.97m.
- GREATER CUT DUE TO ACCOMMODATE CAR PARKING + PEDESTRIANS



6 | SITE SECTION 6
SK01 | 1 : 200
0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A3

- RED DASHED LINE DENOTES INDICATIVE (e) GROUND LEVEL
- MAX CUT OF 2.81m AND MAX FILL of 1.25m.
- GREATER CUT DUE TO ACCOMMODATE CAR PARKING + PEDESTRIANS



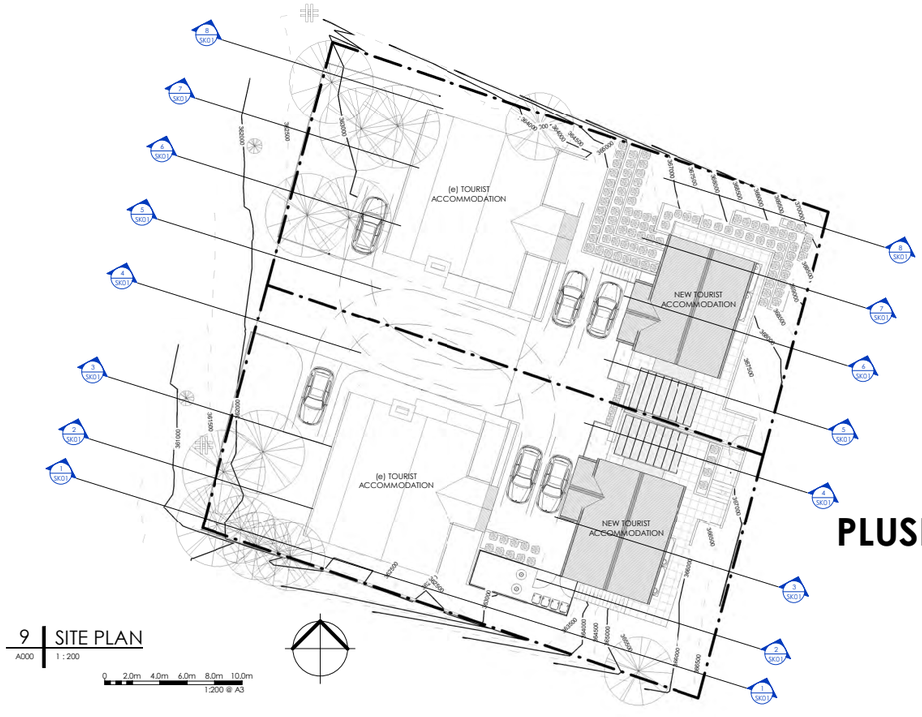
7 | SITE SECTION 7
SK01 | 1 : 200
0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A3

- RED DASHED LINE DENOTES INDICATIVE (e) GROUND LEVEL
- MAX CUT OF 1.85m.
- RETAINING WALL GARDEN BED FOLLOWS NATURAL GROUND PLANE

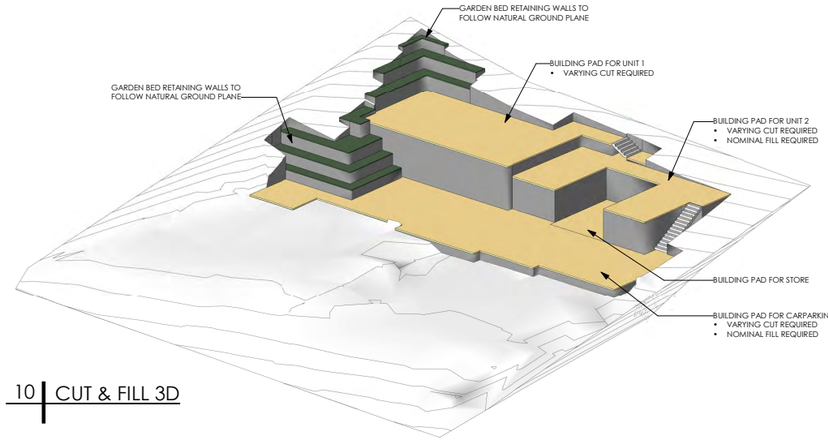


8 | SITE SECTION 8
SK01 | 1 : 200
0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A3

- RED DASHED LINE DENOTES INDICATIVE (e) GROUND LEVEL
- NO CUT
- RETAINING WALL GARDEN BED FOLLOWS NATURAL GROUND PLANE



9 | SITE PLAN
A000 | 1 : 200
0 2.0m 4.0m 6.0m 8.0m 10.0m
1:200 @ A3



10 | CUT & FILL 3D

PLUSH GROUP - COUNTRY PLEASURES B+B ALTERATIONS + ADDITIONS

54/56 PENRICE ROAD, ANGASTON, SA, 5353

2313 -SK01- 231222

PLUSH GROUP

© copyright JBG Architects Pty. Ltd. All rights reserved

ABN. 24156426274

Adelaide Office
71 Glen Osmond Rd, Eastwood SA 5063
PO Box 474, Tanunda SA 5352

e. admin@triaxialconsulting.com.au
www.triaxialconsulting.com.au

STORMWATER CALCULATION PACKAGE

Project: Country Pleasures B&B
Address: 56 Penrice Road Angaston, SA
Job No: TX17608.00

CONTENTS PAGES

Section I Stormwater Detention Calculations 1 to 5

NOTES

These calculations are to be read in conjunction with the relevant associated Civil Drawings, Construction Report and / or details.

All work to comply with relevant SAA Standards

AS/NZS 3500 - Plumbing and Drainage
Australian Rainfall and Runoff
Australian Runoff Quality
Storm Drainage Design in small urban catchments: A handbook for A
Water Sensitive Urban Design (WSUD) Engineering Procedure: Stormw

Revision	By	Date
A	NA.E	18/1/2024
B	NA.E	18/3/2024

TRIAXIAL CONSULTING
COMPLEX PROBLEMS RESOLVED SIMPLY

71 Glen Osomnd Road, Eastwood SA 5063

STORMWATER DETENTION CALCULATIONS

TX17608.00 N.E

SITE LOCATION: SITE LOCATION

	AVERAGE RETURN INTERVAL (YEARS)							
	1	1.44	4.48	5	10	20	50	100
	Annual Exceedance Probability (AEP)							
Duration	63%	50%#	20%*	18.13%	10%	5%	2%	1%
1	77.5	87.8	123	126	150	179	220	255
2	69.1	78.1	108	110	131	155	190	219
3	61.2	69.2	96.4	98	117	138	170	196
4	55	62.3	87	88.8	106	125	154	178
5	50.2	56.8	79.6	81.2	96.8	115	142	164
10	36	40.9	57.5	58.7	70.1	83.5	103	120
15	29	32.9	46.2	47.2	56.3	67.1	82.9	96.1
20	24.6	27.9	39.2	40.0	47.7	56.9	70.2	81.4
25	21.6	24.4	34.3	35.0	41.8	49.8	61.4	71.1
30	19.3	21.9	30.7	31.3	37.4	44.5	54.8	63.5
45	15.1	17	23.8	24.3	29	34.5	42.4	49.1
60	12.5	14.2	19.8	20.2	24.1	28.6	35.2	40.7
90	9.62	10.9	15.2	15.5	18.4	21.9	26.9	31.2
120	7.94	8.98	12.5	12.8	15.2	18.1	22.2	25.8
180	6.03	6.82	9.52	9.7	11.6	13.7	16.9	19.6
270	4.54	5.14	7.18	7.33	8.73	10.4	12.8	14.9
360	3.7	4.19	5.85	5.97	7.12	8.49	10.5	12.2
540	2.76	3.12	4.35	4.44	5.31	6.34	7.82	9.09
720	2.23	2.52	3.51	3.58	4.28	5.12	6.31	7.33
1080	1.65	1.85	2.57	2.62	3.13	3.74	4.6	5.33
1440	1.33	1.48	2.05	2.09	2.49	2.97	3.64	4.2
1800	1.12	1.25	1.71	1.74	2.07	2.47	3.02	3.47
2160	0.971	1.08	1.47	1.50	1.78	2.12	2.58	2.95
2880	0.778	0.862	1.16	1.18	1.4	1.66	1.99	2.27
4320	0.569	0.627	0.83	0.845	0.988	1.16	1.37	1.55
5760	0.457	0.502	0.656	0.667	0.772	0.897	1.05	1.17
7200	0.387	0.424	0.548	0.557	0.64	0.737	0.856	0.947
8640	0.338	0.37	0.476	0.483	0.552	0.629	0.725	0.798
10080	0.303	0.332	0.424	0.430	0.489	0.553	0.633	0.693

Note:
The 50% AEP IFD **does not** correspond to the 2 year Average Recurrence Interval (ARI) IFD. Rather it corresponds to the 1.44 ARI.
* The 20% AEP IFD **does not** correspond to the 5 year Average Recurrence Interval (ARI) IFD. Rather it corresponds to the 4.48 ARI.

TRIAXIAL CONSULTING
COMPLEX PROBLEMS RESOLVED SIMPLY

71 Glen Osomnd Road, Eastwood SA 5063

STORMWATER DETENTION CALCULATIONS

TX17608.00 N.E

COEFFICIENT OF RUNOFF

Using AR&R 1987

$$C_{10} = 0.9 \times f + C_{10}^{1} \times (1 - f) \quad (14.11)$$

$$C_{10}^{1} = 0.1 + (0.7 - 0.1) \times ({}^{10}I_1 - 25)/70 - 25)$$

$$C_{10}^{1} = 0.1 + 0.0133 \times ({}^{10}I_1 - 25)$$

where;
C_{10} is the 10 year ARI runoff coeficient
C^{1}_{10} is the pervious area runoff coefficient
f is the fraction impervious (0.0 to 1.0)

$^{10}I_1$	24.1	mm/hr

Catchment	f	C^{1}_{10}	C_{10}
Roof	1	0.09	0.90
Pavement / Driveways	1	0.09	0.90
Grass / Open Space	0	0.09	0.09

DETENTION TANK STORAGE

Using AR&R 1987; equation 7.43

$$Q_P = I_P[I - \frac{S_{max}}{V_I}]$$

Q_P = peak discharge of the inflow hydrograph (m^3/s)
I_P = peak discharge of the outflow hydrograph (m^3/s)
V_I = volume of the inflow flood (m^3)
S_{max} = maximum Storage (m^3)

CATCHMENT DETAILS

Pre-Development

1 in 10 ARI Storm event

	C_{10}	Fy	C	Area (m^2)	C*A
Roof	0.90	1	1.000	339.62	339.6
Pavement	0.90	1	0.900	202	181.8
Grass / Open Space	0.10	1	0.100	854.73	85.5
Other	0.40	1	0.400	0	0.0
Total				1396.35	606.9

time of concentration:	5	Mins
rainfall intensity:	96.8	mm/hr

Pre development flow: 16.3 L/s

Note: Councils Engineer advised to maintain the 10 year event with a 12L/s maximum discharge for each title

TRIAXIAL CONSULTING
COMPLEX PROBLEMS RESOLVED SIMPLY

71 Glen Osomnd Road, Eastwood SA 5063

STORMWATER DETENTION CALCULATIONS

TX17608.00 N.E

CATCHMENT DETAILS - SURFACE STORAGE

Post-Development

1 in 10 ARI Storm event

	C_{10}	Fy	C	Area (m²)	C*A
Roof	0.90	**1**	**0.900**	**203.3**	**183.0**
Pavement	0.90	**1**	**0.900**	**142.3**	**128.1**
Grass / Open Space	0.10	**1**	**0.100**	**306.48**	**30.6**
Pavers	0.75	**1**	**0.750**	**46.1**	**34.6**
Total				**698.18**	**376.3**

Surface storage outflow: **12.0 L/s**

Time of concentration (mins)	Rainfall Intensity (mm/hr)	Inflow (L/s)	Storage (L)
5	96.80	10.12	-565
10	70.10	7.33	-2804
15	56.30	5.88	-5504
20	47.70	4.99	-8417
30	37.40	3.91	-14564
60	24.10	2.52	-34132
120	15.20	1.59	-74962
180	11.60	1.21	-116506
270	8.73	0.91	-179619
360	7.12	0.74	-243126
540	5.31	0.55	-370818

Surface Storage Volume: **-565 L**

Available Storage

Pipe Storage	**0 L**
Surface Ponding	**0 L**
Total	**0 L**

Proposed Site Areas	
CT5161/186	
Site Area	698.18 m2
Total Roof	203.3 m2
Pavers	46.1 m2
Concrete	142.3 m2
Grass	306.48 m2

TRIAXIAL CONSULTING
COMPLEX PROBLEMS RESOLVED SIMPLY

71 Glen Osomnd Road, Eastwood SA 5063

STORMWATER DETENTION CALCULATIONS

TX17608.00 N.E

CATCHMENT DETAILS - SURFACE STORAGE

Post-Development

1 in 10 ARI Storm event

	C_{10}	Fy	C	Area (m²)	C*A
Roof	0.90	**1**	**0.900**	**203.3**	**183.0**
Pavement	0.90	**1**	**0.900**	**172.4**	**155.2**
Grass / Open Space	0.10	**1**	**0.100**	**268.28**	**26.8**
Pavers	0.75	**1**	**0.750**	**54.2**	**40.7**
Total				**698.18**	**405.6**

Surface storage outflow: **12.0 L/s**

Time of concentration (mins)	Rainfall Intensity (mm/hr)	Inflow (L/s)	Storage (L)
5	96.80	10.91	-328
10	70.10	7.90	-2461
15	56.30	6.34	-5091
20	47.70	5.37	-7951
30	37.40	4.21	-14015
60	24.10	2.72	-33425
120	15.20	1.71	-74070
180	11.60	1.31	-115485
270	8.73	0.98	-178466
360	7.12	0.80	-241872
540	5.31	0.60	-369416

Surface Storage Volume: **-328 L**

Available Storage

Pipe Storage **0 L**

Surface Ponding **0 L**

Proposed Site Areas	
CT 5161/185	
Site Area	698.18 m2
Total Roof	203.3 m2
Pavers	54.2 m2
Concrete	172.4 m2
Grass	268.28 m2

Attachment 1



NOTE:
1. THIS IS AN ENGINEERING SURVEY PLAN AND SHALL NOT BE TAKEN AS A CADASTRAL OR IDENTIFICATION SURVEY. BOUNDARY DATA IF SHOWN, SHOULD BE TAKEN AS A GUIDE ONLY.
2. REFER TO THE CERTIFICATE OF TITLE FOR EASEMENT DETAILS (IF ANY).
3. NO UNDERGROUND SERVICES HAVE BEEN LOCATED.
4. TBM 361.25 - MASONRY NAIL ON TOP OF KERB

LEGEND - EXISTING

SYMBOL	DESCRIPTION
x 99.99	SPOT LEVEL
	CONTOUR 0.2m

WARNING:
BEWARE OF UNDERGROUND SERVICES. THE LOCATION OF SERVICES IF SHOWN, ARE INDICATIVE ONLY AND NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES HAVE BEEN DOCUMENTED. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING SERVICES WITHIN THE WORKS AFFECTED AREAS PRIOR TO ANY ON-SITE EXCAVATION.

SERVICES NOTE:
1. EXISTING SERVICES SHOWN ARE BASED ON SURVEY DATA RECEIVED BY THIS OFFICE.
2. ALL EXISTING SERVICES ARE SHOWN DIAGRAMMATIC ONLY. ALL SERVICES ARE TO BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION.

EXISTING SITE PLAN
SCALE 1:250 AT A3

0.0 2.5 5.0 7.5 10.0 12.5 15.0 17.5 20.0 22.5 25.0m
1:125 AT A1 SHEET
0.0 2.5 5.0 7.5 10.0 12.5 15.0 17.5 20.0 22.5 25.0m
1:250 AT A3 SHEET

AMENDMENTS	DATE	ISSUE	BY
ISSUED FOR APPROVAL	28/9/23	A	NA.E

NOT FOR CONSTRUCTION

NORTH POINT U.N.O.

ARCHITECT JBG ARCHITECTS

CLIENT
PLUSH GROUP

PROJECT
PROPOSED ALTERATIONS
COUNTRY PLEASURES B&B
56 PENRICE ROAD ANGASTON

DESIGNED	DRAWN	DATE	SIZE	CAD REF
NA.E	NA.E	SEP 23	SIZE	TX17608.00 - C01

TRIAXIAL CONSULTING
COMPLEX PROBLEMS RESOLVED SIMPLY

1300 874 294 | TRIAXIAL.COM.AU
SUITE 12, LEVEL 14, 327 PITT STREET, SYDNEY NSW 2000
PO BOX A203, SYDNEY SOUTH NSW 1235

TO BE PRINTED IN COLOUR

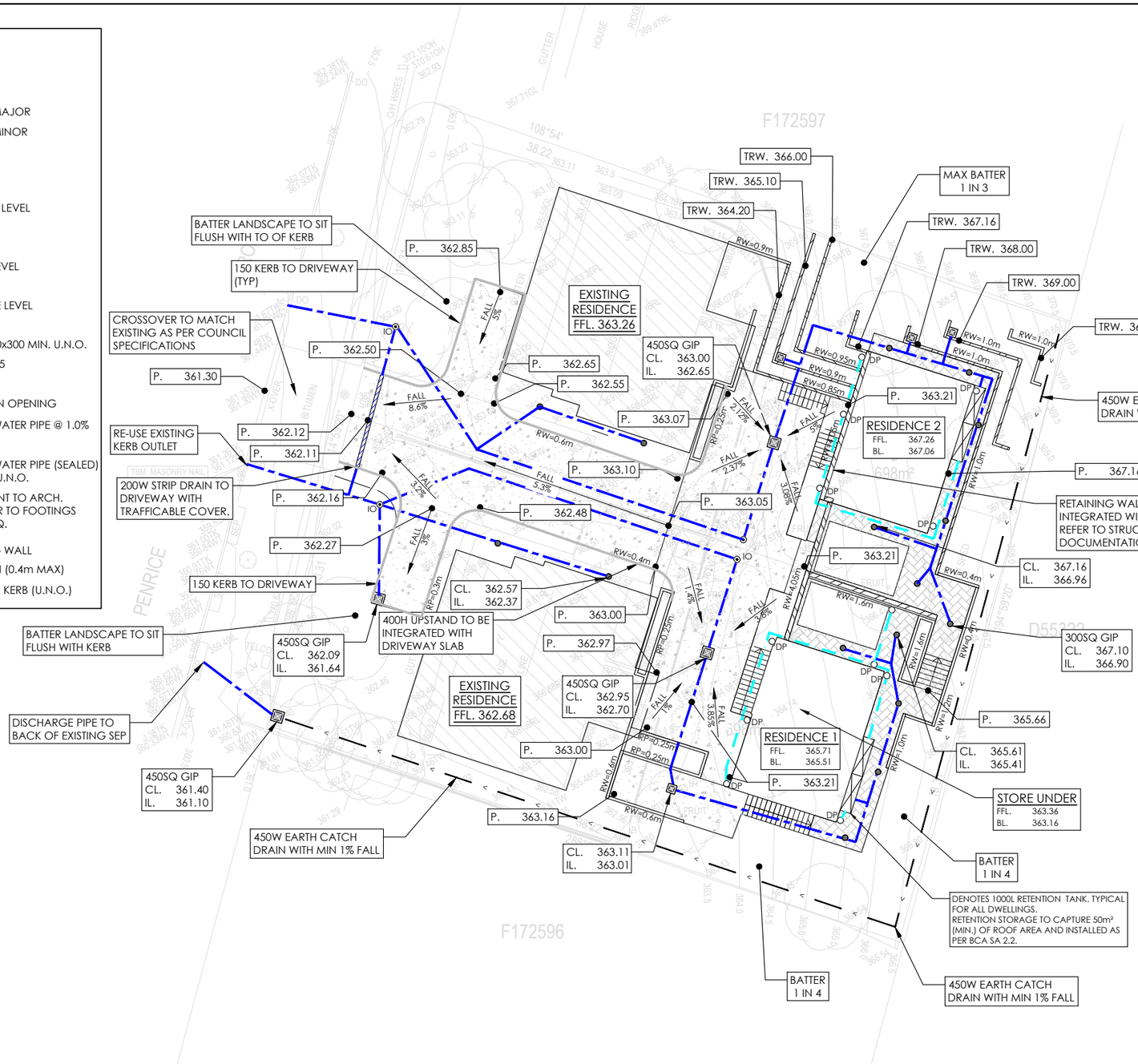
DRAWING TITLE
EXISTING SITE PLAN

PROJECT No. TX17608.00 - DRAWING No. C1.00 ISSUE A

Attachment 1

LEGEND - CIVIL

SYMBOL	DESCRIPTION
x99.99	EXISTING SPOT LEVEL
	EXISTING CONTOUR
	DESIGN CONTOUR MAJOR
	DESIGN CONTOUR MINOR
.99.99	DESIGN LEVEL
TK.	TOP OF KERB
WT.	WATER TABLE
FSL.	FINISHED SURFACE LEVEL
CL.	COVER LEVEL
IL.	INVERT LEVEL
FFL.	FINISHED FLOOR LEVEL
BL.	BENCH LEVEL
NSL.	NATURAL SURFACE LEVEL
P.	PAVEMENT
	GRATED INLET PIT 300x300 MIN. U.N.O.
	GRATED INLET PIT Ø75
DP	DOWNPIPE Ø75
IO	SURFACE INSPECTION OPENING
	Ø100 uPVC STORMWATER PIPE @ 1.0% MIN GRADE U.N.O.
	Ø100 uPVC STORMWATER PIPE (SEALED) @ 1.0% MIN GRADE U.N.O.
	CONCRETE PAVEMENT TO ARCH. REQUIREMENTS REFER TO FOOTINGS DETAILS FOR MIN REQ.
RW	SELECTED RETAINING WALL
RP	UNDER FENCE PLINTH (0.4m MAX)
	150 HIGH CONCRETE KERB (U.N.O.)



CIVIL PLAN
SCALE 1:250 AT A3

GENERAL NOTES

G1 THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL ARCHITECTURAL AND OTHER CONSULTANTS' DRAWINGS AND SPECIFICATIONS AND WITH SUCH OTHER WRITTEN INSTRUCTIONS AS MAY BE ISSUED DURING THE COURSE OF THE CONTRACT. ANY DISCREPANCY SHALL BE REFERRED TO THE ENGINEER BEFORE PROCEEDING WITH THE WORK.

G2 ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE RELEVANT AND CURRENT STANDARDS AUSTRALIA CODES AND WITH THE BY-LAWS AND ORDINANCES OF THE RELEVANT BUILDING AUTHORITIES EXCEPT WHERE VARIED BY THE PROJECT SPECIFICATION.

G3 ALL DIMENSIONS SHOWN SHALL BE VERIFIED BY THE BUILDER ON SITE.
ENGINEER'S DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS.
ENGINEER'S DRAWINGS ISSUED IN ANY ELECTRONIC FORMAT MUST NOT BE USED FOR DIMENSIONAL SETOUT.
REFER TO THE ARCHITECT'S DRAWINGS FOR ALL DIMENSIONAL SETOUT INFORMATION.

G4 UNLESS NOTED OTHERWISE ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN MILLIMETRES.

G5 ALL WORKS SHALL BE UNDERTAKEN IN ACCORDANCE WITH ACCEPTABLE SAFETY STANDARDS & APPROPRIATE SAFETY SIGNS SHALL BE INSTALLED AT ALL TIMES DURING THE PROGRESS OF THE JOB.

G6 WHERE TREES ARE REMOVED, ALL ORGANIC MATERIAL SHALL BE REMOVED AND REPLACED WITH COMPACTED FILL OF THE SAME SOIL PROPERTIES AS NATURAL GROUND. MOISTURE CONTENT OF NEW FILL TO BE NO LESS THAN EXISTING SITE SOIL.

LEVELS AND BOUNDARY NOTE:

BUILDER IS TO CHECK EXISTING SITE LEVELS AND ENSURE THERE IS ADEQUATE FALL TO STORMWATER AND SEWER PIPES PRIOR TO COMMENCING EARTHWORKS WITH PROPOSED BENCH LEVEL.

THIS IS AN ENGINEERING SURVEY AND SHALL NOT BE TAKEN AS A BOUNDARY IDENTIFICATION. THE BOUNDARY DATA SHOWN IS TO BE TAKEN AS A GUIDE ONLY. TO BE CONFIRMED BY BUILDER PRIOR TO CONSTRUCTION.

WARNING:

BEWARE OF UNDERGROUND SERVICES. THE LOCATION OF SERVICES IF SHOWN, ARE INDICATIVE ONLY AND NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES HAVE BEEN DOCUMENTED. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING SERVICES WITHIN THE WORKS AFFECTED AREAS PRIOR TO ANY ON-SITE EXCAVATION.

SERVICES NOTE:

1. EXISTING SERVICES SHOWN ARE BASED ON SURVEY DATA RECEIVED BY THIS OFFICE.
2. ALL EXISTING SERVICES ARE SHOWN DIAGRAMMATIC ONLY. ALL SERVICES ARE TO BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION.

0.0 2.5 5.0 7.5 10.0 12.5 15.0 17.5 20.0 22.5 25.0m
1:125 AT A1 SHEET
0.0 2.5 5.0 7.5 10.0 12.5 15.0 17.5 20.0 22.5 25.0m
1:250 AT A3 SHEET

AMENDMENTS	DATE	ISSUE	BY
ISSUED FOR APPROVAL	18/3/24	C	NA.E
ISSUED FOR APPROVAL	1/2/24	B	NA.E
ISSUED FOR APPROVAL	28/9/23	A	NA.E

NOT FOR CONSTRUCTION

NORTH POINT U.N.O.

ARCHITECT JBG ARCHITECTS

CLIENT
PLUSH GROUP

PROJECT
PROPOSED ALTERATIONS
COUNTRY PLEASURES B&B
56 PENRICE ROAD ANGASTON

DESIGNED	DRAWN	DATE	SIZE	CAD REF
NA.E	NA.E	JAN 24	SIZE	TX17608.00 - C01

TRIAXIAL CONSULTING
COMPLEX PROBLEMS RESOLVED SIMPLY

1300 874 294 | TRIAXIAL.COM.AU
SUITE 12, LEVEL 14, 327 PITT STREET, SYDNEY NSW 2000
PO BOX A203, SYDNEY SOUTH NSW 1235

TO BE PRINTED IN COLOUR

DRAWING TITLE
CIVIL PLAN

PROJECT No. TX17608.00 - DRAWING No. C2.00 ISSUE C

Details of Representations

Application Summary

Application ID	23028764
Proposal	Demolition of two freestanding carports and retaining walls; construction of two x tourist accommodation buildings and associated retaining walls, carparking and landscaping
Location	54 PENRICE RD ANGASTON SA 5353, 56 PENRICE RD ANGASTON SA 5353

Representations

Representor 1 - Robert Meissner

Name	Robert Meissner
Address	[redacted]
Submission Date	09/01/2024 02:59 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development with some concerns
Reasons Stormwater Control Issues, detailed in attachment	

Attached Documents

09012024142225-0001-7277121.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Development Number:	23028764
Nature of Development:	Demolition of two freestanding carports and retaining walls; construction of two x tourist accommodation buildings and associated retaining walls, carparking and landscaping
Zone/Sub-zone/Overlay:	Neighbourhood Zone
Subject Land:	54-56 PENRICE RD ANGASTON SA 5353
Contact Officer:	Janine Lennon
Phone Number:	08 8563 8444
Close Date:	23 January 2024

My name*: Robert Antony Meissner My phone number: [redacted]

My postal address*: [redacted] My email: [redacted]

* *Indicates mandatory information*

My position is:
- ☐ I support the development
- ☑ I support the development with some concerns (detail below)
- ☐ I oppose the development

The specific reasons I believe that planning consent should be granted/refused are:

Please see attached documentation

RECEIVED

- 9 JAN 2024

THE BAROSSA COUNCIL

[attach additional pages as needed]

Government of South Australia
Department for Trade and Investment

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:

I: ☑ wish to be heard in support of my submission*

☐ do not wish to be heard in support of my submission

By: ☐ appearing personally

☑ being represented by the following person: Ross Dawkins

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: 

Date: 9/1/2024

Return Address: PO Box 867, Nuriootpa SA 5355 *[relevant authority postal address]* or

Email: development@barossa.sa.gov.au *[relevant authority email address]* or

Complete online submission:
plan.sa.gov.au/have_your_say/notified_developments/current_notified_developments

As the adjoining neighbour (3) as described in the documentation of 52 Penrice Road, while I'm not opposed to development, I am objecting to the current Proposed Development on the adjoining property for the following reasons.

STORM WATER CONTROL

The current floor level of property immediately adjacent is currently approximately 1.2m above my block ground level and is retained by a retaining wall that is falling into significant disrepair. Some of this degradation of the retaining wall (see attached photos) is due to the unsatisfactory way in which storm water has not been removed from the property over the years and has caused significant rot to the wooden sleepers to the point where they have totally disintegrated.

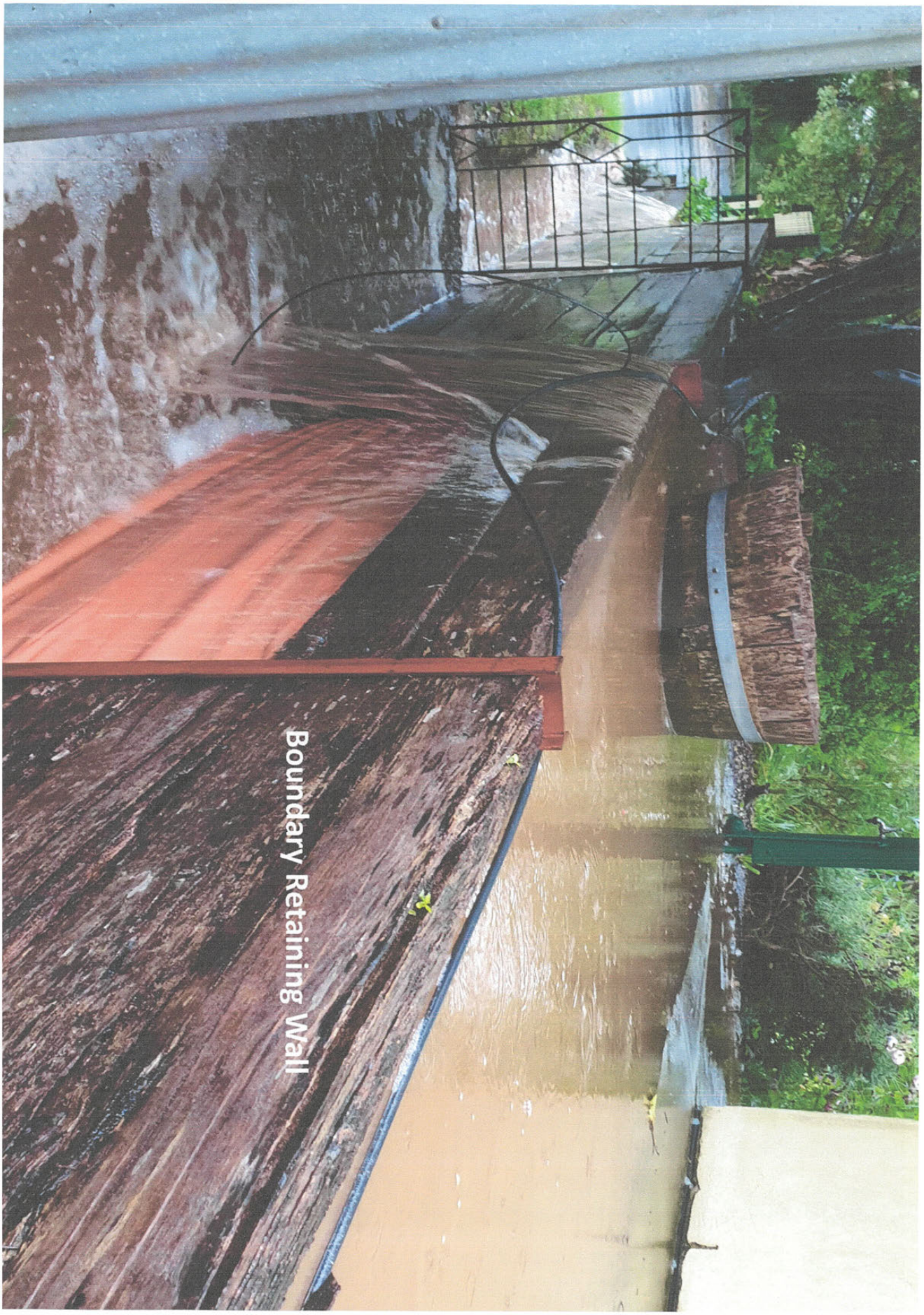
This is of significant concern as the integrity of the wall is now under threat, and therefore the integrity of the adjacent building.

In significant rain events, as was experienced in 12-13th November 2022 when 33 and 31mm of rain fell in a fairly short period of time, there was a significant amount of water that flooded my property (see attached photos) from the adjoining property.

Currently there is no real means for the removal from the adjoining property of storm water during these types of events as it overflows and flows through the boundary retaining wall and across my property.

On inspection of the current plans there is no provision within this proposed development to address this type of storm water that will flow into/onto the adjoining property at the rear of the proposed units and then onto my property.

My opposition to this proposal would be alleviated with a satisfactory storm water plan as indicated in Council's request for a **((xi) stormwater management plan)** that addresses these issues described above.


Boundary Retaining Wall


Existing retaing wall at rear (to be demolished)


Boundary Retaining Wall (2)

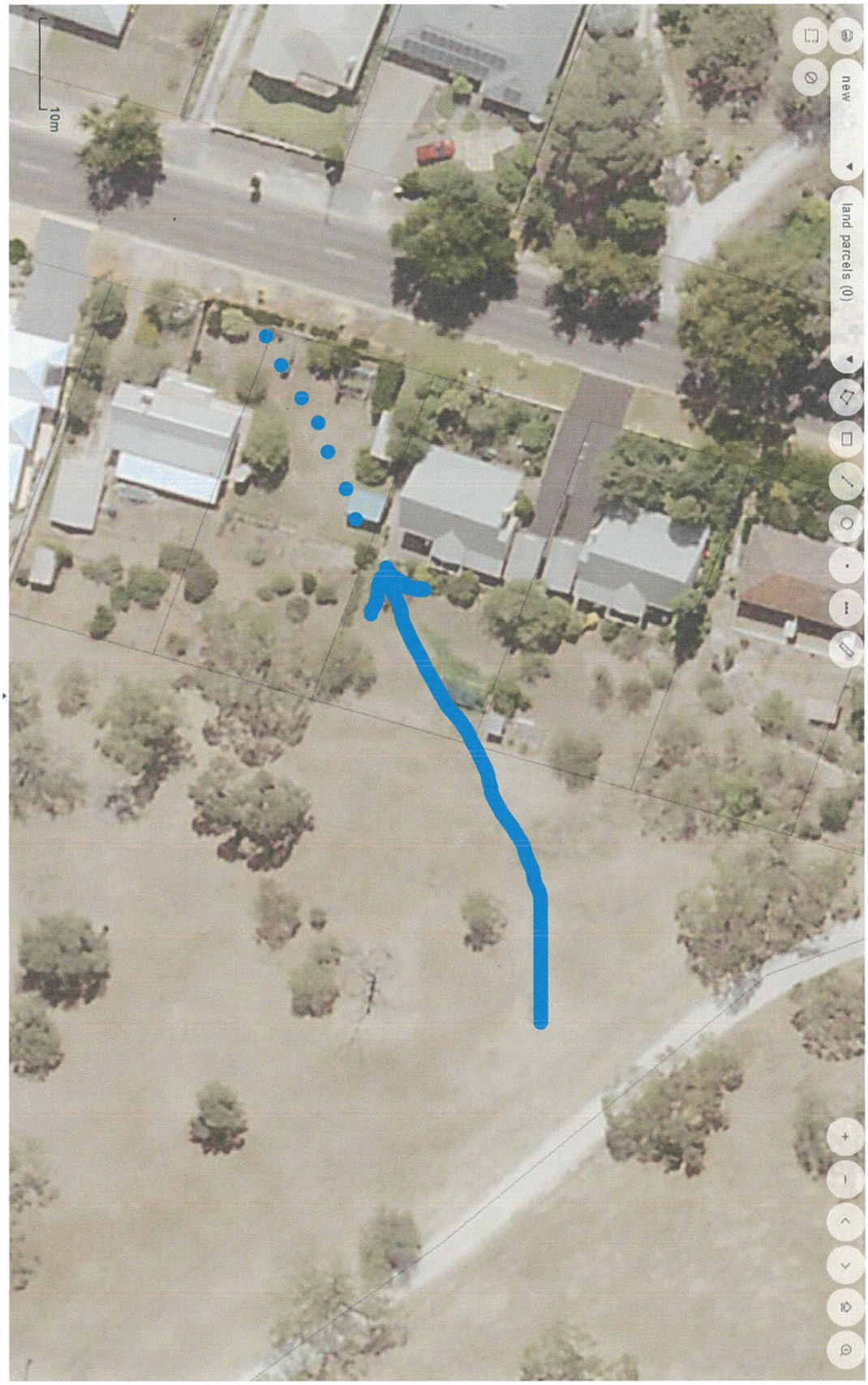


Figure 1 Floodway

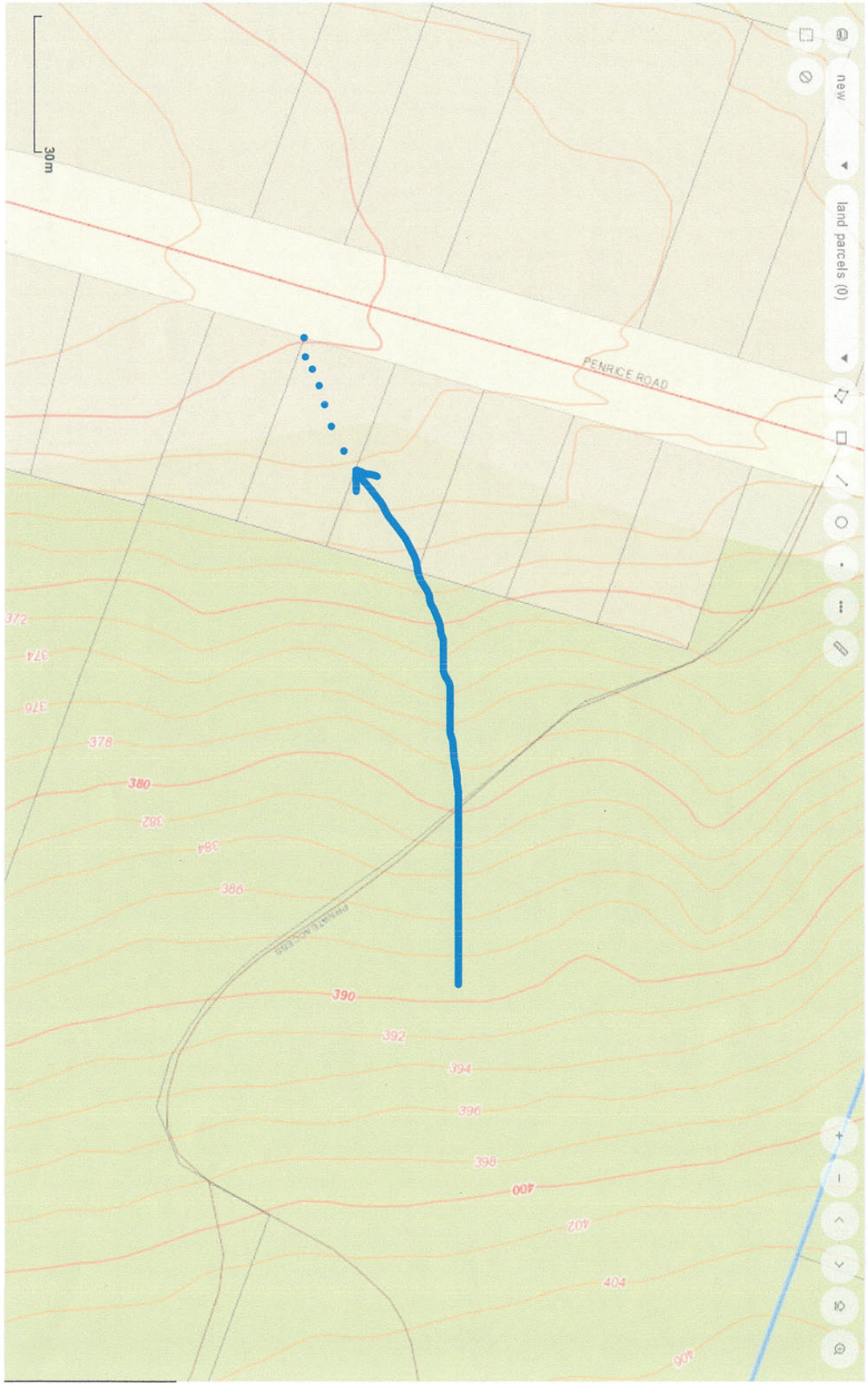


Figure 1 Water Course Catchment

Representations

Representor 2 - David Pumpa

Name	David Pumpa
Address	[redacted]
Submission Date	22/01/2024 04:51 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons Refer attached	

Attached Documents

RepresentationDavidPumpa-Da23028764-7356796.pdf

RECEIVED
22 JAN 2024
Barossa Council

South Australia

Planning, Development and Infrastructure Act 2016

Representation on Application – Performance Assessed Development

Applicant:	
Development Number:	23028764
Nature of Development:	Click here to enter text.
Zone:	
Subject Land:	
Contact Officer:	
Phone Number:	
Close Date:	

My name*: DAVID PUMBA	My phone number: [redacted]
My postal address*: [redacted]	My email: [redacted]

** Indicates mandatory information*

My position is:
- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☑ I oppose the development

The specific reasons I believe that planning consent should be ~~granted~~/refused are:

(1) FIRSTLY PENRICE Rd IS A RESIDNTIAL AREA AND BUILDING TOURIST ACCOMIDATION SHOULD BE IN TOURIST PARKS, NOT IN BETWEEN RESIDENT HOUSING.

(2) WITH THE HOUSING CRISIS TODAY I WOULD HAVE NO OJECTION IF THE TWO BB'S AND THE PROPOSED TWO WERE FOR RENTAL OR PERMANENT RESIDENTS

(3) THE APPLICANT HAS MORE LAND BEHIND HIS OWN RESIDENT AND COULD BUILD LOTS OF TOURIST ACCOMIDATION OR EVEN A MAJOR TOURIST PARK, BUT WOULD RATHER INTERFERE WITH CLOSE RESIDENT'S PRIVATE LIVES

(4) WITH THE ANGASTON HOTEL SITE, OR IS IT "CONTAINER TOWN" I BELIEVE NO MORE BUILDINGS SHOULD BE ERECTED BY THE OWNER OF THIS APPLICATION UNTIL THIS SITE IS 100% FINISHED, HOW MANY YEARS HAS THIS PROJECT BEEN IN MOTION "TOO MANY" SO I WOULD ASK THE ASSESSMENT PANEL TO VISIT THE ANGASTON HOTEL SITE, IT WOULD BE NICE TO HAVE A PRETTY TOWN AGAIN MOST RESIDENTS OF ANGASTON THAT IVE TALKED TO THINK THIS SITE IS UNACCEPTABLE

(5) ALSO THERE IS NO PARKING ON SITE, SO ALL WORKERS WILL PARK ON BOTH SIDES OF THE ROAD LEAVING IT HARD FOR ME TO PUT BINS OUT FOR COLLECTION. AND VERY DANGEROUS COMING + GOING INTO PENRICE Rd

(6) THE COUNCIL COULD DO A SURVEY INVOLVING ALL ANGASTON RESIDENTS INSTEAD OF ONLY THE NEIGHBOURS OF DEVELOPMENT NO 23028764

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

plan.sa.gov.au

Government of South Australia
Attorney-General's Department

RECEIVED
22 JAN 2024
The Barossa Council

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:

I:	☐	wish to be heard in support of my submission*
	☐	do not wish to be heard in support of my submission
By:	☐	appearing personally IVE HAD MY SAY AND JUSTICE SHOULD PREVAIL
	☐	being represented by the following person: _____

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: [signature] Date: 22/1/2024

Return Address: PO Box 867 NURIOOTPA SA 5355 *OR*

Email: development@barossa.sa.gov.au

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

■ request for information response

project: **COUNTRY PLEASURES**
job no: **2313**
date issued: **06.02.24**

residential commercial winery planning architectural interior landscape

DEVELOPMENT APPLICATION: 23028764

Dear Janine,

Thank you for providing the public notification responses for our application dated 25.01.24 for the above-mentioned project. We can submit the following response to support your assessment:

Representor 1: Supports development and desires to be heard.

1. **As the adjoining neighbour (3) as described in the documentation of 52 Penrice Road, while I'm not opposed to development, I am objecting to the current Proposed Development on the adjoining property for the following reasons.**

   STORM WATER CONTROL

   The current floor level of property immediately adjacent is currently approximately 1.2m above my block ground level and is retained by a retaining wall that is falling into significant disrepair. Some of this degradation of the retaining wall (see attached photos) is due to the unsatisfactory way in which storm water has not been removed from the property over the years and has caused significant rot to the wooden sleepers to the point where they have totally disintegrated.

   This is of significant concern as the integrity of the wall is now under threat, and therefore the integrity of the adjacent building.

   In significant rain events, as was experienced in 12-13" November 2022 when 33 and 31mm of rain fell in a fairly short period of time, there was a significant amount of water that flooded my property (see attached photos) from the adjoining property.

   Currently there is no real means for the removal from the adjoining property of storm water during these types of events as it overflows and flows through the boundary retaining wall and across my property.

   On inspection of the current plans there is no provision within this proposed development to address this type of storm water that will flow into/onto the adjoining property at the rear of the proposed units and then onto my property.

   My opposition to this proposal would be alleviated with a satisfactory storm water plan as indicated in Council's request for a ((xi) stormwater management plan) that addresses these issues described above.

   Triaxial to provide a revised civil and stormwater management plan to assist with alleviating water ingress issues where practicable.

   Whilst some of the excessive water experienced by the neighbour is as of a direct relationship with our clients property, the neighbouring land behind both properties is owned and controlled by other parties and our client cannot be held accountable nor responsible for controlling water movement due to the current terrain.

   The combination of newly built works and revised civil design/stormwater management plan should help to minimise potential future impact.

   Our client has noted that along with the construction of the new properties, site boundary conditions will also be improved.

38 Murray St Tanunda SA
www.jbgarchitects.com
ABN 31 852 116 195

Representor 2: Opposes development and does not want to be heard.

1. **Firstly, Penrice Rd is a residential area and building tourist accommodation should be in tourist parks, not in between resident housing.**

   The current bed and breakfast has been operating for almost 20years and the proposed new works are an extension to the existing accommodation offering.

   The siting of the new accommodation offerings is such that they are obscured by the existing accommodation with the existing main street frontage to retain its existing condition as much as possible.

2. **With the housing crisis today, I would have no objection if the two BB's and the proposed two were for rental or permanent residents.**

   Whilst the housing crisis is a concern both regionally and nationally, it should not impact on the assessment panels decision regarding this application, nor is it the responsibility of our client to address this.

3. **The application has more land behind his own resident and could build lots of tourist accommodation or even a major tourist park, but would rather interfere with close resident's private lives**

   No response provided – not applicable to the development.

4. **With the Angaston Hotel site, or is it "container town". I believe no more buildings should be erected by the owner of this application until this site is 100% finished. How many years has this project been in motion, "too many", so I would ask the assessment panel to visit the Angaston Hotel site. It would be nice to have a pretty town again, most residents of Angaston that ive talked to think this site is unacceptable**

   No response provided – not applicable to the development.

5. **Also there is no parking on site, so all workers will park on both sides of the road leaving it hard for me to put bins out for collection and very dangerous coming + going into Penrice Rd.**

   Construction of the two new developments is of a residential nature/scale and would not require excessive tradesman on site at any one time.

   Where larger machinery is required (primarily during site excavation works), traffic movements will be monitored whilst informing close neighbours of this will help to mitigate any potential disruptions.

   Impact to neighbours will be considered and they will be kept informed appropriately throughout the build where practicable.

6. **The council could do a survey involving all Angaston residents instead of only the neighbours of development No 23028764.**

   It is our understanding that public notifications were extended to the appropriate residents.

   Anybody using Penrice Rd had the ability to review the proposal and provide feedback with the installation of the notice of development located at the front of the site during the public notification period.

   The proposal was also listed on the Plan SA Portal during the public notification period.

jbgarchitects.com
quality assurance system

We trust that the above response now satisfies your queries towards this project.

Please contact the undersigned should you require any further clarification or information.

Regards,



Barry Bradbrook
JBG Architects Pty Ltd

7. REPORTS – REVIEW OF ASSESSMENT MANAGER DECISIONS (PLANNING, DEVELOPMENT AND INFRASTRUCTURE ACT 2016)

Nil.

8. REPORTS – PANEL UPDATES

Nil.

9. REPORTS – OTHER BUSINESS

Nil.

10. REPORTS – CONFIDENTIAL

Nil.

11. NEXT MEETING

Tuesday 7 May 2024 commencing at 5.00 pm

12. CLOSURE OF MEETING

The Presiding Member will declare the meeting closed.