

DEVELOPMENT NO.:	22017841
APPLICANT:	Gavin Tonkin
ADDRESS:	47 OAKLANDS RD SOMERTON PARK SA 5044
NATURE OF DEVELOPMENT:	Warehouse and associated offices two storeys high with walls located on the western, southern and eastern side boundaries
ZONING INFORMATION:	<b>Zones:</b> <ul style="list-style-type: none"> <li>• Employment</li> </ul> <b>Overlays:</b> <ul style="list-style-type: none"> <li>• Airport Building Heights (Regulated)</li> <li>• Building Near Airfields</li> <li>• Hazards (Flooding - General)</li> <li>• Prescribed Wells Area</li> <li>• Regulated and Significant Tree</li> <li>• Traffic Generating Development</li> <li>• Urban Transport Routes</li> </ul>
LODGEMENT DATE:	26 May 2022
RELEVANT AUTHORITY:	Assessment panel at City of Holdfast Bay
PLANNING & DESIGN CODE VERSION:	2022.9
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
RECOMMENDING OFFICER:	Alexander Stamatopoulos Development Planner
REFERRALS STATUTORY:	Commissioner of Highways
REFERRALS NON-STATUTORY:	Technical Services – Stormwater Council Arborist

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APPENDIX 1:	Relevant P&D Code Policies
ATTACHMENT 1:	Application Documents
ATTACHMENT 2:	DIT Referral Response

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### **DETAILED DESCRIPTION OF PROPOSAL:**

The application seeks the construction of a two storey warehouse building with associated offices and walls located on the eastern, western and southern side boundary. The building will be constructed of concrete tilt up panels painted in different colours. A large roller door is located on the northern façade of the building which will allow access into the warehouse component. The east facing façade where the training room is located contains a large vertical windows. Landscaping is associated with the scheme with beds located along the eastern and northern boundaries. A total of 11 parking spaces are located in the front parking area.

The business operations that will occur from the site are shown below:

- The establishment of a simulated Ageing and Disability Care environment so that students undertaking a Certificate III in Individual Support and Certificate IV in Disability can complete their practicums in order to have qualifications conferred. The theory for these “skills in demand” are delivered and developed at the companies head office at Hindmarsh. Students will be transported to 47 Oaklands Road Somerton Park via a bus to undertake specific units of practice and assessment.
- As a receiving, sorting and distribution centre for donated apparel in support of international charity Dress for Success Adelaide. Goods will be received, sorted and stored at this location for later distribution to boutiques located at Hindmarsh and Noarlunga.
- Garaging the community services bus, used in the transport of participants enrolled in employment and training programs, including the transition to work youth program based at Noarlunga.
- General office furniture and file storage.

The maximum number of persons on site is as follows:

- 12 x students
- 1 x trainer
- 2 x persons receiving, sorting and dispatch
- 1 x bus driver
- 1 x office manager or receptionist

### **SUBJECT LAND & LOCALITY:**

#### **Site Description:**

**Location reference:** 47 OAKLANDS RD SOMERTON PARK SA 5044

**Title ref.:** CT 5825/473 **Plan Parcel:** F9177 AL84 **Council:** CITY OF HOLDFAST BAY

The site is located on the southern side of Oaklands Road. It contains a width of 18.28m and a depth of 44.75m resulting in a total site area of 858sqm. Currently, the site is not occupied however was previously used a residential dwelling. The amenity of the locality is considered to be low as the site is adjacent to an arterial road with high traffic volumes and associated noise. To the west and east of the site are buildings that accommodate a variety of light industrial and commercial land uses. It is common to see buildings built to side and rear boundaries to maximise building floor areas. To the north of the site are a series of dwellings located in the General Neighbourhood Zone.

The photos below show the site both internally and externally











The aerial below highlights the locality in red. Shaded blue is the Employment Zone and shaded beige is the General Neighbourhood Zone.



#### CONSENT TYPE REQUIRED:

Planning Consent

#### CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**  
Office: Code Assessed - Performance Assessed  
Warehouse: Code Assessed - Performance Assessed  
Office
- **OVERALL APPLICATION CATEGORY:**  
Code Assessed - Performance Assessed
- **REASON**  
P&D Code

## PUBLIC NOTIFICATION

- **REASON**  
The site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.
- **LIST OF REPRESENTATIONS**

Nil

## AGENCY REFERRALS

- Commissioner of Highways

No objection subject to conditions.

## INTERNAL REFERRALS

- Technical Services – Stormwater

Stormwater amendments were recommended to the applicant by Council staff. The applicant provided an amended civil plan showing the changes requested.

- Council Arborist

Council's arborist had no objection to the crossovers and their relation to the street tree.

## PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained in Appendix One.

	Proposed	DPF Requirement	Achieved
<b>Building Height</b>	8.5m	9m	Yes
<b>Front Setback</b>	10.95m	Average of adjoining buildings (8.85m)	Yes
<b>Side Setback</b>	Nil	3m to at least one side boundary	No
<b>Soft Landscaping</b>	3% of the site minimum dimension of 1.9m	10% of the site and 1.5m minimum dimension	No
<b>On-site parking</b>	11	2 spaces are provided at 0.5 spaces per 100sqm of total floor area for warehouse component  8 spaces are provided at 4 spaces per 100m2 of gross leasable floor area.  <u>Total demand 10 spaces</u>	Yes

## Land Use

The development is located on Oaklands Road of the zone where residential land uses are located on the northern side of Oaklands Road. Higher impacting development resulting in operational noise, light, dust, odour, emissions and other nuisances to residential land uses are better located towards the centre of the zone where no residential land uses are adjacent. As the zone anticipates high-impacting land uses such as motor repair stations and light industry, the warehouse land use is welcomed to the site. A warehouse and associated office is considered to be a low-impact land use and will not result in unreasonable interface issues to the residential properties on the northern side of Oaklands Road.

## Built Form

The buildings contain clearly delineated customer entry points and service entrances to ensure safety and convenience. The lower level entry points into the building are recessed in from the cantilevered upper level which provides visual interest to the building façade. The buildings are functional and industrial in form and take design cues from the character of the area.

Below are a series of photos of buildings with similar built forms to the development. These buildings are located on Oaklands Road to the west of the site.



**Above:** 27 and 27A Oaklands Road Somerton Park



**Below:** 23, 23A and 23B Oaklands Road Somerton Park



**Above:** 45 and 45a Oaklands Road Somerton Park

**Below:** 11 Oaklands Road Somerton Park



### Setbacks

The primary setback of the building satisfies the quantitative requirement of DPF 3.1 (a) therefore satisfying PO 3.1 as seen in the quantitative assessment table. A shortfall was noted with respect to the side setback anticipated by the zone.

DPF 3.4 states:

*Building walls are set back at least 3m from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available.*

The site does not contain an alternative means for access to the rear of the site, therefore DPF 3.4 is applicable. When assessing the circumstances of the land and the existing built form in the locality, the addition of a 3m side setback to one side for rear vehicular access is not a pragmatic outcome for the site. There is no fundamental reason as to why rear access should be encouraged. There is ample space for access to be established from Oaklands Road's allowing the front of the allotment to be dedicated for parking and the remainder of the space behind that dedicated to built form.

This allows construction to occur from boundary to boundary enabling the best use of the land. This type of construction has proven popular throughout the zone and has been replicated on numerous occasions. The side setback anticipated in DPF 3.4 is not imperative for access and the current arrangement is considered to be a better outcome for the site.

**Landscaping**

The quantitative landscaping shortfall was raised with the applicant when the application was initially lodged. DPF 5.2 of the zone anticipates not less than 10% of the site to be landscaped where only 3% is. To make way for more landscaping the applicant advised that two parking spaces would need to be omitted from the scheme. The development provides 11 spaces where 10 are anticipated by DPF 5.1 (a) of Traffic, Access and Parking Policies. If two spaces were omitted the total on-site spaces would be reduced to 9 spaces and would not satisfy the quantitative requirement.

However, it was the preference of the applicant to obtain as many on-site parking spaces as possible. It is well known to the operators in the locality that on-street parking is in high demand. In the event that the car park is at capacity, there is available parking along Oaklands Road. This is not ideal from a safety perspective given the high levels of traffic the road is subject to. In this instance is a better outcome for the locality that the landscaping is sacrificed for an increase to on-site parking. To compensate for the shortfall, the applicant has shown the planting of medium-sized trees in the landscaping beds.

**Access**

The application was subject to a referral to DIT. No objections were raised subject to conditions being imposed on any consent given. The easternmost crossover is 6.4m wide. Discussions were had with DIT to reduce the width of the crossover. It was the preference of DIT to have the crossover at 6.4m as the site will be frequented regularly by a 12 seat passenger vehicle that will drop students off to the site. The widened crossover will allow for greater manoeuvring room into the site from Oaklands Road increasing safety. The western 4.2m wide crossover is appropriate for vehicles to exit the site as there will be no traffic pressure in comparison to entering the site from Oaklands Road.

**CONCLUSION**

The application seeks to construct a building that is typical of the recent built form in the locality. The development is welcomed to the site which is currently hosting an unused residential dwelling. The land use is appropriate for the land and the Employment Zone is well suited to accommodate such activities. While it is noted that soft landscaping is short on the site, the additional parking spaces are welcome to the locality which has a well-known history of high demand on-street parking.

**RECOMMENDATION**

Planning consent

It is recommended that the Council Assessment Panel resolve that:

1. Pursuant to Section 107(2)(c) of the Planning, Development and Infrastructure Act 2016, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code; and



2. Development Application Number 22017841, by Gavin Tonkin is granted Planning Consent subject to the following conditions:

**CONDITIONS****Planning Consent**

1. The development granted approval shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below (if any).
2. The stormwater disposal system shall cater for a 5 year rainfall event with discharge to the street not to exceed 10 litres per second. Any excess above this flow is to be detained on site.

**Conditions imposed by Commissioner of Highways under Section 122 of the Act**

1. All access shall be gained via Oaklands Road, in accordance with TSDB Site Plan, Project Number: 0586, Drawing Number: A01-1.A, Issue: A Driveway Amendments, dated 01 July 2022, and uploaded 19 July 2022.
2. All vehicles shall enter and exit in a forward direction.
3. The largest vehicle permitted on-site shall be a Small Rigid Vehicle as defined in AS 2890.2:2002.
4. Car parking bay 6 (six) shall limited to staff parking and/or manoeuvring space only to minimise the potential for vehicular conflict adjacent to Oaklands Road.
5. Stormwater run-off shall be collected on-site and discharged without impacting Oaklands Road. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

**OFFICER MAKING RECOMMENDATION**

**Name:** Alexander Stamatopoulos

**Title:** Development Planner

**Date:** 31/08/2022