Council Assessment Panel
Agenda & Reports

16 May 2022

Our Vision

A City which values its heritage, cultural diversity, sense of place and natural environment.

A progressive City which is prosperous, sustainable and socially cohesive, with a strong community spirit.

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au

City of Norwood Payneham & St Peters

11 May 2022

To all Members of the Council Assessment Panel:

- Mr Terry Mosel (Presiding Member)
- Mr Mark Adcock
- Mr John Minney
- Ms Jenny Newman
- Mr Ross Bateup

NOTICE OF MEETING

I wish to advise that pursuant to Clause 7.4 of the Terms of Reference, the next Ordinary Meeting of the Norwood Payneham & St Peters Council Assessment Panel, will be held in the Mayor's Parlour, Norwood Town Hall, 175 The Parade, Norwood, on:

Monday 16 May 2022, commencing at 7.00pm.

Please advise Tala Aslat on 8366 4530 or email taslat@npsp.sa.gov.au if you are unable to attend this meeting or will be late.

Yours faithfully

Mark Thomson
ASSESSMENT MANAGER

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au

City of Norwood Payneham & St Peters

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VENUE Mayors Parlour, Norwood Town Hall

HOUR

PRESENT

Panel Members

Staff

APOLOGIES

ABSENT

1. CONFIRMATION OF THE MINUTES OF THE MEETING OF THE COUNCIL ASSESSMENT PANEL HELD ON 20 APRIL 2022

2. STAFF REPORTS

2.1 DEVELOPMENT APPLICATION 21042128 – DESIGN INC ADELAIDE PTY LTD - 84 PORTRUSH ROAD, 5 TARCOMA AVENUE, PAYNEHAM SOUTH

DEVELOPMENT NO.:	21042128
APPLICANT:	DESIGN INC ADELAIDE PTY LTD
ADDRESS:	84 PORTRUSH RD PAYNEHAM SOUTH SA 5070 5 TARCOMA AV PAYNEHAM SOUTH SA 5070
NATURE OF DEVELOPMENT:	Change in use of the land at 84 Portrush Road from residential to car parking in association with a school and the construction of a two-storey school building at 3-5 Tarcoma Avenue
ZONING INFORMATION:	**Zones:** • General Neighbourhood **Overlays:** • Airport Building Heights (Regulated) • Advertising Near Signalised Intersections • Affordable Housing • Hazards (Flooding - General) • Major Urban Transport Routes • Prescribed Wells Area • Regulated and Significant Tree • Stormwater Management • Traffic Generating Development • Urban Tree Canopy
LODGEMENT DATE:	3 Jan 2022
RELEVANT AUTHORITY:	Assessment panel at City of Norwood, Payneham and St. Peters
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
REFERRALS STATUTORY:	Commissioner of Highways
REFERRALS NON-STATUTORY:	Manager, Traffic & Integrated Transport

CONTENTS:

DETAILED DESCRIPTION OF PROPOSAL:

The proposed development comprises:

1. Construction of a car parking area at 84 Portrush Road for use by the adjoining school; and
2. Construction of a two-storey school building at 3-5 Tarcoma Avenue.

The application originally also proposed the construction of a storage shed at the rear of 11 Marian Road for use by the Parish and School, however this element has been removed from the application.

The proposed car parking area at 84 Portrush Road is to replace a dwelling. Development approval is not required to demolish the dwelling. The car parking area is proposed to comprise 20 car parking spaces, with landscaping of approximately 1.5 metres width along the eastern, southern and western boundaries. Vehicular access is proposed via a 6 metre wide two-way driveway commencing approximately 15 meters east of Portrush Road.

The proposed two storey building at 3-5 Tarcoma Avenue is to comprise 8 General Learning Areas (GLAs), with 4 GLAs at each floor level, as well as common learning areas, administration areas and a storage room. The Gross Leasable Floor Area (GLFA) of the building is approximately 1406m^2. It is proposed to be constructed of a combination of red brickwork, charcoal concrete blockwork and fibre-cement sheet cladding (natural grey finish with express joints). Verandahs and awnings are proposed to be PFC profile structural steel. Vertical aluminium blades are proposed to a portion of the façade. Projecting steel hoods are proposed around windows, painted black. The roof of the building is skillion in form, with a curved transition to the external wall. Roofing material is proposed to be custom orb sheeting in surfmist colour.

The new school building is intended to replace a single storey transportable building which was recently relocated to an adjacent car parking area on a temporary basis, pending construction of the new two storey building. The relocation of this transportable building was the subject of a separate development application.

SUBJECT LAND & LOCALITY:

Site Description:

Location reference: 84 PORTRUSH RD PAYNEHAM SOUTH SA 5070

Title ref.: CT 5978/304	**Plan Parcel:** D17919 AL51	**Council:** THE CITY OF NORWOOD PAYNEHAM AND ST PETERS

Location reference: 5 TARCOMA AV PAYNEHAM SOUTH SA 5070

Title ref.: CT 5172/639	**Plan Parcel:** F100609 AL1	**Council:** THE CITY OF NORWOOD PAYNEHAM AND ST PETERS

The property at 84 Portrush Road is located in the General Neighbourhood Zone and contains a single storey detached dwelling fronting Tarcoma Avenue. It is a essentially flat site. A crossover on Tarcoma Avenue provides vehicular access to the site.

The property at 5 Tarcoma Avenue is also located in the General Neighbourhood Zone. Until recently, it contained a single storey school building containing General Learning Areas and car parking adjacent Tarcoma Avenue. The building has been temporarily relocated to an adjacent car parking area on the school site, where it is intended to remain until the proposed new building is constructed; after which it will be removed entirely. The site at 5 Tarcoma is also essentially flat, with vehicular access via a crossover adjacent the eastern end of the frontage.

Locality

The property at 84 Tarcoma Avenue is bounded by the St Joseph's school site to the north and a residential property in the form of a semi-detached dwelling to the east at 1A Tarcoma Avenue. Adjacent the property

on the opposite corner of Portrush Road and Tarcoma Avenue at 88 Portrush Road is an office. A mix of residential and commercial properties is located on the western side of Portrush Road adjacent the property.

The property at 5 Tarcoma Avenue is bounded by the school site to the north and west. A series of group dwellings is located on the adjoining property to the east. Three such dwellings are located in close proximity to the property at 5 Tarcoma Avenue. Opposite the property on the southern side of Tarcoma Avenue are detached dwellings at low density.

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
  Change of use: Code Assessed - Performance Assessed
  Other - Commercial/Industrial - Alterations and additions: Code Assessed - Performance Assessed

- **OVERALL APPLICATION CATEGORY:**
  Code Assessed - Performance Assessed

- **REASON**
  P&D Code

PUBLIC NOTIFICATION

- **REASONS**

  - The proposed building is not set back at least 3m from any boundary shared with a residential land use; and
  - The height of the building exceeds 1 level

- **LIST OF REPRESENTATIONS**

GivenName	FamilyName	Address	Position	Wishes To Be Heard	Represented by
David and Lis	Brittan	10 Marian Road, Payneham SA	Opposed	No	N/A
Luke	Evans	8 Morinda Street, Ringwood VIC	Opposed	No	N/A
Ms N	Fantasia	2B Tarcoma Avenue, Payneham South	Support, with concerns	Yes	Lou Fantasia

- **SUMMARY**

  - The proposed expansion will worsen the impact of the school's activities on the neighborhood, particularly traffic and parking impacts.
  - Approving a storage shed at 11 Marian Road could result in future applications by the school to demolish the house, remove significant trees and construct more school buildings.
  - The proposed two-story building is too close to existing residential property boundaries. It visually impacts residents personal space with no provision for screening or vegetation to reduce impact.
  - Potential overshadowing from the storage shed at 11 Marian Road.
  - Potential for the storage shed at 11 Marian Road to be used for purposes other than storage, such as a workshop.
  - There is a lack of detail in relation to landscaping in the application.

- The use of St Joseph's Hectorville Primary School to model car parking impacts of the proposal is inappropriate.
- The Stantec report does not factor in a possible future 'zebra crossing' in Tarcoma Avenue.
- The plant and equipment associated with the new building will result in noise impacts to adjacent residential properties.

In response to the concerns raised in the representations, the Applicant amended the application, removing the storage shed at 11 Marian Road. In addition, a detailed landscaping plan and acoustic report was provided.

AGENCY REFERRALS

- Commissioner of Highways

The Commissioner of Highways originally responded to the referral, directing that a condition of consent be imposed requiring:
"*A final Traffic Impact Assessment and Traffic Management Plan undertaken to the satisfaction of the Department for Infrastructure and Transport that:*

- *Provides a traffic assessment with pre and post development volumes including:*
  - *Trip distribution associated with increase of 87 students and 2 staff members.*
  - *Details of existing and post development turning movements at Portrush Road/Tarcoma Avenue junction.*
- *Assess the impact of additional traffic particularly at the Portrush Road/Tarcoma Avenue junction and identifies any intervention/s required to support the development.*"

As the condition sought to defer the assessment of traffic impacts until after it had been granted planning consent, the Council's Assessment Manager determined that it was not appropriate and likely invalid. The applicant agreed that it was more appropriate to address the traffic impacts prior to granting planning consent and proceeded to prepare and submit a Traffic Impact Assessment and Traffic Management Plan, which was referred to the Commissioner for Highways for review. This occurred via a second referral of the development application.

The Commissioner of Highways responded to the second referral advising that the department supports the development and directing that a series of conditions be imposed. Of note, one of the conditions requires the access driveway to the car parking area to be flared and that the gate be left open during school hours.

INTERNAL REFERRALS

- Manager, Traffic & Integrated Transport

The Council's Manager, Traffic & Integrated Transport has reviewed the application and has advised:

"*The streets surrounding St Josephs Payneham experience significant traffic congestion during drop-off and pick times. Pick-up times are more congested than the morning because parents/carers park and wait, often parking illegally over driveways and yellow lines. The proposed off-street car park, together with the existing car park would provide sufficient parking for all staff and therefore free-up on-street parking spaces for parents/carers which is a positive outcome. The increase in students would fill those gaps, and the traffic congestion would not change overall.*

The design of the carpark and access point comply with the Standards and are satisfactory and I do not have any issues of concern with the application."

PLANNING ASSESSMENT

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

Land Use and Intensity

Performance Outcome 1.1 of the General Neighbourhood Zone seeks "*Predominantly residential development with complementary non-residential uses that support an active, convenient, and walkable neighbourhood.*" The associated Designated Performance Feature (DPF 1.1) lists *educational establishment* as one of the desired land uses.

Performance Outcome 1.2 of the General Neighbourhood Zone seek "*non-residential development 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 establishments, community centres, places of worship, pre-schools, and other health and welfare services;
c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities; and
d) open space and recreation facilities.

Educational establishments are therefore clearly an anticipated land use within the General Neighbourhood Zone. The proposed car parking area at 84 Portrush Road and the school building at 5 Tarcoma Avenue, are both appropriately considered as part of the St Josephs School, an educational establishment.

Performance Outcome 1.5 seeks to manage the impacts associated with the expansion of educational establishments, stating:
"*Expansion of existing community services such as educational establishments, community facilities and pre-schools in a manner which complements the scale of development envisaged by the desired outcome for the neighbourhood.*"

The associated Designated Performance Feature (DPF 1.5) states:
"*Alteration of or addition to existing educational establishments, community facilities or pre-schools where all the following are satisfied:*

a) set back at least 3m from any boundary shared with a residential land use;
b) building height not exceeding 1 building level;
c) the total floor area of the building not exceeding 150% of the total floor area prior to the addition/alteration;
d) off-street vehicular parking exists or will be provided in accordance with the rate(s) 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 to the nearest whole number."

It is curious that DPF 1.5 seeks to achieve complementary expansions of educational establishments by limiting the height to 1 building level, when two storey buildings of all types are otherwise appropriate in the zone (PO/DPF 4.1). Building height does not necessarily relate to intensity of use. A more useful measure of increase in intensity is part (c) of DPF 1.5. In this respect, the proposed new building equates to approximately 40% of the current total floor area of the school – substantially less than the 150% criteria.

The proposed level of intensification of the existing school is therefore considered to be consistent with PO 1.5. The specific impacts of the height, setbacks and car parking associated with the proposal are addressed under the relevant headings below.

Building Height

As outlined above, DPF 1.5 includes a height criteria of 1 building level for expansions of educational establishments; representing one way of achieving the associated performance outcome of complementing the scale of development envisaged by the desired outcome for the neighbourhood.

On the other hand, DPF 4.1 seeks building height within the zone (excluding garages, carports and outbuildings) no greater than 2 building levels and 9m.

Arguably DPF 1.5 takes precedence over DPF 4.1, as it has more direct applicability to the proposed development. However, even if that is the case, according to the rules of interpretation of the Code, DPF 1.5 is intended to represent one possible way of achieving the associated performance outcome. With that in

mind, in a zone which generally anticipates building up to two storeys and 9 metres height, it is conceivable that Performance Outcome 1.5 could be achieved with a two-storey building.

The proposed two storey building has been designed with the highest point (8.8m) furthest away from the nearest residential property. The curved roof/wall transition means that the vertical wall height adjacent the residential property to the east is approximately 4.8 metres and the height to the top of the curved section is 7.34m. This is considered to provide a suitable transition in scale down to the single storey dwellings on the adjacent property to the east.

On balance, the height of the proposed building is considered acceptable, despite the reference to 1 building level in DPF 1.5.

Setbacks, Design & Appearance

Performance Outcome 1.3 seeks "*Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.*" There is no associated designated performance feature. Further guidance on the siting of buildings is provided in the following policies.

Performance Outcome 3.1 states "*Building footprints allow sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.*" The associated designated performance feature seeks a maximum site coverage of 60%. The proposed development would result in approximately the same site coverage as currently exists, as the proposed building is to replace a smaller transportable building and the dwelling at 84 Portrush Road is to be demolished. In any event the extent of site coverage across the school property is far below the 60% site coverage criteria.

Performance Outcome 5.1 states "*Buildings are setback from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape.*" The associated designated performance feature seeks a setback which is no more than 1 metre in front of the average of the setbacks of buildings on adjoining properties. In this respect, the average setback of the buildings on adjoining properties is approximately 22 metres, resulting in a required setback of 21 metres. The proposed setback is 29.6 metres. Accordingly, both DPF 5.1 and the associated performance outcome are satisfied.

Performance Outcome 8.1 ordinarily addresses side boundary setback criteria, with the associated designated performance feature specifying a setback of 900mm plus 1/3 of the wall height above 3m. This would result in a setback requirement of approximately 1.5 metres for the proposed building, assuming the 'wall' is the vertical element (ie. up to where the curved roof begins).

However, Performance Outcome 1.5 provides a more specifically applicable side setback policy for expansions of educational establishments, with the associated designated performance feature specifying a setback of 3 metres. The proposal very nearly achieves this, with a setback of 2.9 metres.

On balance, the proposed building is considered to be sited in accordance with the above policies regarding site coverage and boundary setbacks.

No guidance on building design is provided within the General Neighbourhood Zone policies, other than PO 1.3 seeking non-residential development designed to complement the residential character and amenity of the neighbourhood. The residential character and amenity of the neighbourhood is largely defined by low density conventional housing with hipped and/or gabled roof forms. Whilst the proposed school building is larger and has a different roof form to the dwellings in the locality, it is still considered to be complementary. It is well set back from the street, uses materials found on dwellings in the locality such as red brick and corrugated colorbond roof and is well detailed with sufficient articulation and design features to create a compatible overall scale and form.

Traffic Impact, Access and Parking

Table 1 – General Off-Street Car Parking Requirements states primary schools should be provided with 1.1 car parking space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or in the public realm within 300m of the site.

There are currently 22 on-site parking spaces on the School campus and the school currently has 403 students. This is expected to increase to 490 students by 2023 (an additional 87) following completion of the proposed development. At the same time, staff numbers are expected to increase from 35 to 37 full time equivalent.

The additional 2 staff results in an increased demand for on-site parking of 2 spaces. The additional 87 students results in an additional demand for pickup/set down spaces (on or off site) of 22 spaces. Therefore, the proposal results in a total increase in parking demand of 24 car spaces.

The proposed car parking area at 84 Portrush Road has a capacity of 20 spaces and is proposed to be used exclusively for staff parking. According to advice from the school and Stantec, there are currently at least 20 staff cars parked on the road, which would instead park in the proposed car park. Therefore, the proposed car parking area would free up 20 on-street car parking spaces for student pickup/set down. This in turn leaves a remaining demand for 4 additional on-street parking spaces. Stantec have advised based on surveys that the additional on-street parking can be readily accommodated within 300m of the campus, as allowed for in the Table 1 rate.

The driveway access to the proposed new carpark is located more than 8m from the apex of intersection of Portrush Rd and Tarcoma Ave, providing for safe and convenient movement in and out of this car park.

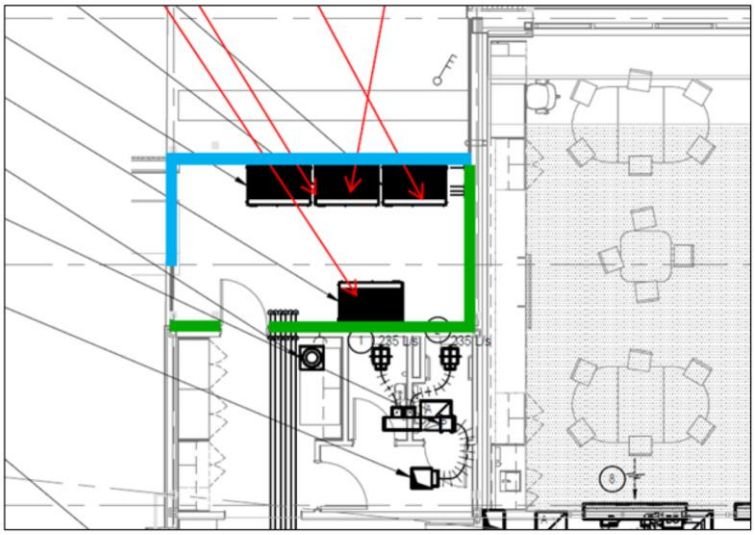
Interface Factors

Noise Emissions

Performance Outcome 4.1 states "*Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).*" The associated designated performance feature states that Noise that affects sensitive receivers should achieve the relevant Environment Protection (Noise) Policy criteria.

The application has been reviewed by Sonus acoustic engineers. Sonus have assessed the noise impacts of the mechanical plant associated with the proposed school building. Sonus have made the following recommendations to meet the goal noise levels.

- Construct a screen around the plant area, as shown in BLUE below, to a height of 2.2m. The screen should be sealed airtight at all junctions, including the ground, and may be constructed from a solid material (such as sheet steel), or acoustic louvres with acoustic performance equivalent to the Fantech SBL1 Louvres.



- Install acoustic absorption to the walls of the plant area for the extent shown in GREEN below. This should extend to the same height as the screen, being 2.2m. This absorption should be constructed as 50mm thick polyester insulation (with a minimum density of 32kg/m3) installed behind a perforated product such as timber or sheet steel in accordance with Figure 4. Alternatively, any proprietary product with an NRC of at least 0.6 may be used

If the Panel determines to grant consent to the application, it is recommended that a condition be imposed reflecting the recommendations made by Sonus.

Overlooking and Overshadowing

Designated Performance Feature 3.2 of the 'Interface Between Land Uses' section of the General Development Policies, states:
"*Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:*

a. *for ground level private open space, the smaller of the following:*
    i. *half the existing ground level open space or*
    ii. *35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m)*
b. *for ground level communal open space, at least half of the existing ground level open space."*

As the proposed school building is located to the west of the adjoining residential properties, it will cause some overshadowing in the late afternoon only. Therefore the adjoining residential properties will receive at least 2 hours of direct sunlight in accordance with DPF 3.2.

In terms of overlooking impact, the following provisions from the Design in Urban Areas section of the Code are most relevant:

Performance Outcome 10.1 states "*Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood type zones.*" The associated designated performance feature states:
"*Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone:*

a. *are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm*
b. *have sill heights greater than or equal to 1.5m above finished floor level*
c. *incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.*"

The planning report by URPS states that "*the upper-level windows of the proposed building satisfy DPF 10.1 and therefore PO 10.1 by having the majority of east-facing windows set 1.5m above finished floor level.*" However, the plans show all east facing windows having a sill height of 1.4 metres.

If the Panel determines to grant consent to the application, it is recommended that a condition be imposed, requiring all east and north facing upper level windows to be screened to a height of 1.5 metres above floor level.

Landscaping

Performance Outcome 3.1 of the Design in Urban Areas section of the General Development Policies states "*Soft landscaping and tree planting are 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.*"

The proposed landscaping plan by Clover of the car parking area is considered to provide a good level of screening around the perimeter of the car park, suitably offsetting the otherwise negative impact of a hard paved car parking area on the streetscape.

CONCLUSION

The proposed additions and alterations to the school are proposed to take place on land located in the General Neighbourhood Zone. The General Neighbourhood Zone policies anticipate the expansion of educational establishments, subject to the scale being compatible with the residential amenity of the neighbourhood.

One of the criteria designed to ensure such compatibility is a height limitation of 1 building level. The proposal does not achieve this, which is the most significant shortfall of the proposal against the Code policies. That said, two storey development is otherwise anticipated in the zone and in this context, it is not considered a serious shortfall. The scale of the expansion is well below the 150% criteria stated in the Code. Car parking provision is in accordance with the rates specified in the Code and acoustic impacts have been addressed.

On balance, the proposal is considered to sufficiently accord with the Planning & Design Code to merit consent.

RECOMMENDATION

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 21042128, by Shalini Shah on Behalf of DesignInc Adelaide Pty Ltd is granted Planning Consent subject to the following reasons/conditions/reserved matters:

CONDITIONS

Planning Consent

1. The development granted Planning Consent shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below.

2. A screen shall be constructed and maintained around the plant area, to a height of 2.2m. The screen should be sealed airtight at all junctions, including the ground, and may be constructed from a solid material (such as sheet steel), or acoustic louvres with acoustic performance equivalent to the Fantech SBL1 Louvres.

3. Aacoustic absorption shall be installed to the walls of the plant area. This shall extend to the same height as the screen, being 2.2m. This absorption shall be constructed as 50mm thick polyester insulation (with a minimum density of 32kg/m3) installed behind a perforated product such as timber or sheet steel. Alternatively, any proprietary product with an NRC of at least 0.6 may be used.

4. All upper level east and north facing upper level windows shall either have a sill height of 1.5m above finished floor level or be screened to the same height to the reasonable satisfaction of the Assessment Manager.

5. Access to the development shall be gained as shown on Design Inc, Plan Set, Job No. A21-0054, Drawings PL001 – PL009, Revision A dated 17 December 2021 and Stantec correspondence, File 301401217, dated 22 December 2021 and1 7 March 2022.

6. The Tacoma Avenue car park access (refer Drawing No. PL-003) shall be suitably flared to allow for convenient left turn in and left turn out movements and the gate shall remain open during typical school hours to prevent vehicles storing across the footpath. The gate shall be sufficiently setback

from the road to ensure a vehicle can store completely clear of the road prior to the gate being opened /closed.

7. All vehicles shall enter and exit the site in forward direction.

8. All off-street parking and manoeuvring areas shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009. 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.

9. Any infrastructure within the road reserve that is demolished, altered, removed or damaged during the construction of the project shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant.

10. Any obsolete crossover/s (or parts thereof) shall be closed and reinstated to Council's kerb and gutter standards at the applicant's expense.

11. No stormwater from this division shall be permitted to discharge on-surface to the adjacent road network. Additionally, any existing drainage of the abutting roads must be accommodated by the development and any alterations to road infrastructure as a result of the development shall be at the expense of the applicant

ADVISORY NOTES

General 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. 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.
3. 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.
4. 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).
5. A decision of the Commission in respect of a development classified as restricted development in respect of which representations have been made under section 110 of the Act does not operate—
    a. until the time within which any person who made any such representation may appeal against a decision to grant the development authorisation has expired; or
    b. if an appeal is commenced—
        i. until the appeal is dismissed, struck out or withdrawn; or
        ii. until the questions raised by the appeal have been finally determined (other than any question as to costs).

3. OTHER BUSINESS
(Of an urgent nature only)

4. CONFIDENTIAL REPORTS
Nil

5. CLOSURE