DEVELOPMENT NO.:	21031474	
APPLICANT:	14 JOHNSTON PTY LTD	
ADDRESS:	14 JOHNSTON ST STIRLING SA 5152	
NATURE OF DEVELOPMENT:	Construction of a three-level childcare centre (pre-school) with	
	ancillary car parking, outdoor play areas and landscaping	
ZONING INFORMATION:	Zones:	
	Suburban Main Street	
	Overlays:	
	Hazards (Bushfire - Medium Risk)	
	Mount Lofty Ranges Water Supply Catchment (Area 2)	
	Native Vegetation	
	Prescribed Water Resources Area	
	Regulated and Significant Tree	
	Traffic Generating Development	
	Technical Numeric Variations (TNVs):	
	Maximum Building Height (Metres) - 10 Metres	
	Maximum Building Height (Levels) - 2 Levels	
LODGEMENT DATE:	12 Oct 2021	
RELEVANT AUTHORITY:	Assessment Panel at Adelaide Hills Council	
PLANNING & DESIGN CODE VERSION:	Operative Version 2021.14 - (23 September to 13 October 2021)	
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed	
NOTIFICATION:	Yes	
RECOMMENDING OFFICER:	Melanie Scott	
REFERRALS STATUTORY:	Nil	
REFERRALS NON-STATUTORY:	Council Engineering	

INTRODUCTION

A deemed consent notice was issued on 21 June 2022 in relation to Development Application 21031474, by 14 JOHNSTON PTY LTD, for construction of a three-level childcare centre (pre-school) with ancillary car parking, outdoor play areas and landscaping at 14 Johnston Street, Stirling; and the Council Assessment Panel considered the proposal at a Special Meeting on 30 June 2022.

The Panel resolved on 30 June 2022 that an application be made to the Environment, Resources and Development (ERD) Court for an order quashing the Deemed Planning Consent and refusing Planning Consent for the development.

Accordingly an appeal application was lodged with the ERD Court by Council and a conference was scheduled for 12 August 2022.

A draft compromise proposal for waste collection was received by Council prior to the court conference and the conference was adjourned to 16 September 2022 to allow for a formal amended proposal to be prepared and considered by the Council Assessment Panel.

The purpose of this report is to present the amended proposal to the Council Assessment Panel for consideration.

CONTENTS:

ATTACHMENT 1: Compromise Proposal ATTACHMENT 6: CAP Attachments 30 June 2022

ATTACHMENT 2: CAP Report 09 March 2022 ATTACHMENT 7: Internal Referral Advice

ATTACHMENT 3: CAP Attachments 09 March 2022

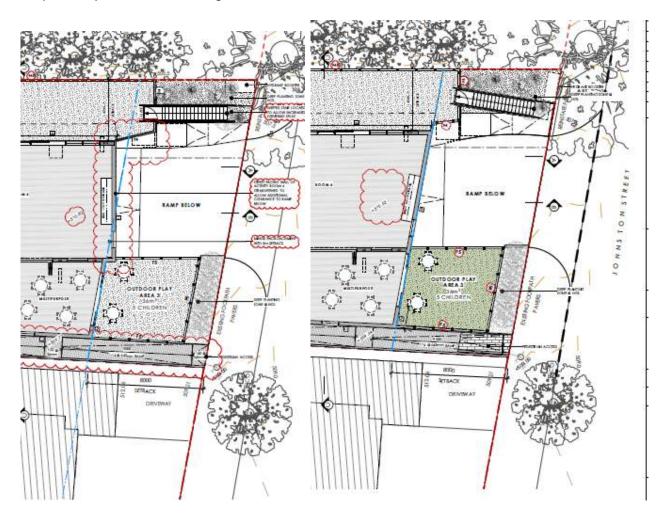
ATTACHMENT 4: CAP Report 30 June 2022

AMENDED PROPOSAL:

The amended proposal sees the waste collection vehicles reverse into the site to collect waste two or three times a week during non-peak hours for the centre of 9am – 3pm. There is a possibility of a smaller waste collection vehicle being used however no contractors could commit to that until the project is built. In order to cater for a worst case scenario of the largest waste collection vehicle (10.1m in length) being accommodated on site the building has had some minor alterations proposed to its street presentation summarised as follows:

- Straightening of the street facing walls to provide additional ramp clearance. This results in a minor encroachment of the 8-metre setback above the driveway entry ramp.
- Shifting of the stair position and slight straightening of the bottom of the exit ramp to allow for the additional driveway splay as recommended by traffic engineer's advice.
- Minor adjustment to the finished floor levels of building level 1 (200mm) to provide additional safety
 margin/clearance as per waste engineer's advice, noting that there has been no overall change to the building
 height.

These are demonstrated with side by side snip images below for ease of reference with the proposed on the left and the previously considered on the right.



• Further the proposal includes footpath and kerb alterations which result in a 900mm footpath remaining trafficable when the waste collection vehicle is parked on the site.

The plans and information forming the compromise documentation is provided in **Attachment 1 – Compromise Proposal.**

BACKGROUND

A deemed consent notice was issued on 21 June 2022 in relation to Development Application 21031474, by 14 JOHNSTON PTY LTD, for construction of a three-level childcare centre (pre-school) with ancillary car parking, outdoor play areas and landscaping at 14 Johnston Street, Stirling; and the Council Assessment Panel considered the proposal at a Special Meeting on 30 June 2022.

Prior to the Special Meeting of 30 June 2022, this application was previously presented to the 9 March 2022 meeting of the Adelaide Hills Council Assessment Panel. The Panel resolved on 9 March 2022 to defer determination of the application for the following further information:

- 1) An acoustic report prepared by a suitably qualified professional.
- 2) A review of the car parking design and its relationship with the intensity of the land use, in consideration of staff, parents and children, and visitors to the site.
- 3) Preparation and provision of a Waste Management Plan which considers storage capacity, location and collection times.
- 4) Consideration of built form in terms of overshadowing.

The previous CAP Report and Attachments for this proposal from the Council Assessment Panel meeting held on 9 March 2022 are provided as Attachments 2 and 3.

At its meeting on 30 June 2022 the CAP resolved:

- 1) Having:
 - i) received a deemed consent notice dated 21 June 2022 in relation to Development Application 21031474, by 14 JOHNSTON PTY LTD, for construction of a three-level childcare centre (pre-school) with ancillary car parking, outdoor play areas and landscaping at 14 Johnston Street, Stirling; and
 - ii) undertaken an assessment of Development Application 21031474 (including its subsequent amendments and additional information/documentation) against the Planning and Design code

an application be made to the Environment, Resources and Development Court for an order quashing the Deemed Planning Consent.

2) The reasons the Council Assessment Panel considers that Development Application 21031474 should have been refused Planning Consent include the following:

The proposed development is at variance with the following Planning & Development Code Assessment Provisions (AP), Desired Outcomes (DO) and Performance Outcome (PO/Designated Performance Feature (DPF) Values:

<u>Design</u>

All Development – External Appearance			
PO 1.2	Where zero or minor setbacks are desirable, development provides shelter over		
	footpaths (in the form of verandahs, awnings, canopies and the like, with adequate		
	lighting) to positively contribute to the walkability, comfort and safety of the public		
<u>realm.</u>			

• The proposed footpath indent for waste pick up will not create a safe and walkable public realm space.

Transport, Access and Parking

Desired O	lutcomes	
DO1	A comprehensive, integrated and connected transport system that is safe,	
	sustainable, efficient, convenient and accessible to all users.	
Movemer	nt Systems	
PO 1.2	Development is designed to <u>discourage commercial and industrial vehicle</u>	
	movements through residential streets and adjacent other sensitive receivers.	
PO 1.4	Development is sited and designed <u>so that loading</u> , unloading and turning <u>of all</u>	
	traffic avoids interrupting the operation of and queuing on public roads and	
pedestrian paths.		

Sightlines	
PO 2.1	Sightlines at intersections, pedestrian and cycle crossings, and crossovers to
	allotments for motorists, cyclists and pedestrians are maintained or enhanced to
	ensure safety for all road users and pedestrians.
Vehicle Pai	king Areas
PO 6.6	Loading areas and designated parking spaces for service vehicles are provided within
	the boundary of the site.

- The proposed waste pick up on Johnston Street is not considered safe, efficient or convenient in terms of general road users.
- The proposed waste pick up will increase the number of large vehicle movements on a largely residential street.
- The proposed waste pick up will interrupt the operation of and queuing on Johnston Street and will impact on pedestrian paths.
- The proposed waste pick up will interfere with sight lines on Johnston Street and will not maintain or enhance safety for all road users and pedestrians on Johnston Street.
- The proposal does not provide loading areas and parking spaces for service (waste) vehicles within the boundary of the site.

Interface Between Land Uses

Desired Outcome		
DO 1	DO 1 Development is located and <u>designed to mitigate adverse effects on</u> or from	
	neighbouring and proximate land uses.	

 The proposal will impact on adjacent residential properties adversely with the proposed private kerbside waste pickup.

<u>Design in Urban Areas</u>

Site Facilities / Waste Storage (excluding low rise residential development)			
PO 11.1	Development provides a dedicated area for on-site collection and sorting of		
	recyclable materials and refuse, green organic waste and wash bay facilities for the		
	ongoing maintenance of bins that is adequate in size considering the number and		
nature of the activities they will serve and the frequency of collection.			

The proposal does not have a dedicated area for onsite collection of waste.

Zone

Suburban	Main Street Zone
PO 3.11	Building height consistent with the form expressed in any relevant Maximum Building Height (Levels) Technical and Numeric Variation and Maximum Building Height (Metres) Technical and Numeric Variation, and otherwise low-to-medium rise, where the height is commensurate with the development site's frontage and depth as well as the main street width, to complement the main street character. Maximum Building Height (Metres)
	Maximum building height is 10m Maximum Building Height (Levels) Maximum building height is 2 levels

• The proposed building exceeds the maximum building height by one level and is greater than 10metres in height.

AND:

3) The Assessment Manager is directed to engage Council's lawyers to make an application under Section 125(6) of the Planning, Development and Infrastructure Act 2016 to the Environment, Resources & Development Court.

Accordingly an appeal application was lodged with the ERD Court by Council and a conference was scheduled for 12 August 2022. The conference was adjourned to 16 September 2022 to allow for a formal amended proposal to be prepared and considered by the Council Assessment Panel.

The previous CAP Report and Attachments for this proposal from the Council Assessment Panel meeting held on 30 June 2022 are provided as Attachments 4 and 5.

SUBJECT LAND & LOCALITY:

Site Description:

Location reference: 14 JOHNSTON ST STIRLING SA 5152

Title ref.: CT 5350/901 Plan Parcel: F158259 AL13 Council: ADELAIDE HILLS COUNCIL

The site is a relatively rectangular shaped allotment of approximately 1054m² with frontage of 19.6 metres and depth of 60.1 metres on the low side of Johnston Street. The site has moderate slope away from Johnston Street with a variation of approximately 4.0 to 4.5 metres maximum fall diagonally across the site from front (south-west) to rear (north-east) of the site or a grade of approximately 1:10.

The land contains the previously mentioned dwelling and two domestic outbuildings, all of which are to be demolished to make way for the proposed development.

Assessment of Amended Proposal

The amended proposal to allow on-site waste collection does not impact the number of parking spaces provided and the truck turning circle proposed by Phil Weaver and Associates as traffic engineers has been accepted by Council engineering staff. The amended proposal does involve widening the existing crossover to the site and Council engineering has requested the paving to extend to the kerb and to match the existing paving. When a waste collection vehicle is parked within the site, two to three times a week for approximately 3 minutes, there will remain a 900mm

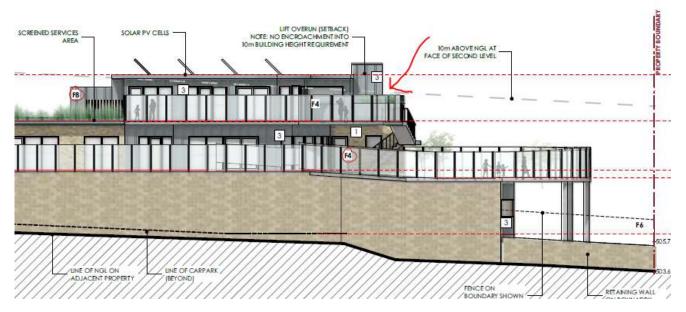
trafficable footpath. Please note on-site waste collections are private waste collection managed by the proponent. There will be Council kerbside collection of recyclables and green waste fortnightly.

It is not considered the realignment of the front of the building and the minor incursion into the front boundary set back will have any great amenity impact and the minor incursion is considered inconsequential when referencing the 8m building established setbacks of both 16 and 18 Johnston Street.

Council Planning and Engineering staff accept the amended waste collection proposal with the application of proposed conditions 5 & 8.

The Internal Referral Response is included as Attachment 7 – Internal Referral Response.

The matter of building height has been clarified further, with each of the amended proposal elevation drawings having a 10metre building height line drawn for reference. The proposal only deviates from the proposed 10 metre DPF in small portions of the northern side elevation. Noting the fall of the subject land and that of neighbouring land and the greatest height deviation is created by the lift overrun, the variation in height is not significant. There is a small section of room 5 and the staff facilities on level 2 which exceed the building height. The following elevation snip is of the portion which exceeds the 10 metre height.



Arguably the lift overrun should not be considered when using the Planning and Design Code definition of building height:

Means the maximum vertical distance between the lower of the natural or finished ground level at any point of any part of a building and the finished roof height at its highest point, ignoring any antenna, aerial, chimney, flagpole or the like. For the purposes of this definition, building does not include any of the following:

- 1. flues connected to a sewerage system
- 2. telecommunications facility tower or monopole
- 3. electricity pole or tower
- 4. or any similar structure.

It is argued the lift overrun falls into any other structure in point 4. In any event the DPFs are not considered definitive and a performance assessment would suggest the deviation from Suburban Main Street Zone DPF3.1 is not considered a significant matter which should hinder support for the amended proposal.

CONCLUSION

There is fundamental support for the proposed development within the Suburban Main Street Zone and the original traffic safety concerns associated with general waste collection on-street are considered to be overcome with the amended proposal.

Of particular note, it is recognised that the general waste management collection process is now contained within the site itself. The traffic impacts have been, as far as practicable, reduced by the on-site waste collection. Other traffic impacts were verified by two consulting traffic engineers (for the applicant) as being appropriate in respect of the function of Johnston Street. As previously stated in this report the building redesign to accommodate the amended waste solution is not considered to have any material effect on the presentation of the building to the street.

Notwithstanding the identified small departures of building height and car park provision shortfall (0.75 of a space shortfall), the revised proposal is considered on-balance, to generally pursue the Desired outcomes of the Suburban Main Street Zone and to otherwise sufficiently accord with the performance values of the Planning and Design Code and as such the compromise proposal is recommended for support by the Panel subject to conditions.

It is recommended that the Council Assessment Panel resolve that:

- 1) Pursuant to Section 125 (4)(b) 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 <u>NOT seriously at variance</u> with the provisions of the Planning and Design Code; and
- 2) The Amended Proposal received 1 September 2022 for Development Application Number 21031474, by 14 JOHNSTON PTY LTD for construction of a three-level childcare centre (pre-school) with ancillary car parking, outdoor play areas and landscaping at 14 Johnston Street, Stirling is SUPPORTED and
- 3) An order is sought from the ERD Court granting Planning Consent subject to the conditions below; and
- 4) Delegation is given to the Assessment Manager to negotiate the final condition wording for a Court order to settle the appeal.

CONDITIONS

- 1) The development granted shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below:
 - Amended plans from Gardiner Architects Job number 202015 Drawing number TP.00 Rev D, TP.02, TP.03
 Rev D, TP.04 Rev D, TP.05 Rev D, TP.06 Rev D, TP.07 Rev D, TP.08 Rev D, TP.09 Rev D, TP.10 Rev D, TP.11
 Rev D, and TP.20 Rev D all dated 30 August 2022
 - Amended Waste Management Report from Colby Phillips dated 31 August 2022
 - Environment Noise Assessment Report from Echo Acoustic Consulting dated 6 April 2022
 - Stormwater Management Plan Report prepared by Drew Rudd Engineers' dated 3 March 2021
- 2) External lighting shall in designed to conform with AS4289: Obtrusive Effects of Outdoor Lighting and be restricted to that necessary for safe access & egress and security purposes only and shall be directed and shielded and fitted with honeycomb diffusers in such a manner to reduced glare and direct light so as to not cause nuisance to adjacent properties.
- 3) All lighting shall be connected to a timer and be switched on no earlier than 6am and switched off by no later than 7.00pm.
- 4) All car parking spaces, driveways and manoeuvring areas shall be constructed and line-marked in accordance with AS 2890.1:2004. Line marking and directional arrows shall be clearly visible and maintained in good

condition at all times. Excluded parking areas such as the turn-around bay shall be marked with diagonal yellow bars in accordance with Part 11 of AS 1742 Manual of uniform traffic control devices.

- 5) Alterations to the Johnston Street footpath and kerb shall be undertaken to the reasonable satisfaction of Council, and footpath paving materials shall match the existing footpath paving.
- 6) All materials and goods shall at all times be loaded and unloaded within the confines of the subject land. Materials and goods shall not be stored on the land in areas delineated for use as car parking.
- 7) All solid waste of any kind shall be stored in closed containers having a close-fitting lid with containers stored in a concealed location and in a manner which mitigates the occurrence of offensive odours emanating from the site or attraction of animals or insects to the stored waste. Waste shall not be stored on the land in areas delineated for use as car parking.
- 8) Waste collection shall be managed on-site in accordance with the Waste Management Plan, prepared by Colby Phillips Advisory, dated 31 August 2022. On-site waste shall be collected only between 9am and 3pm Monday to Friday.
- 9) The opening hours of the facility shall be 6:30am to 6:30pm Monday to Friday, and remain closed on Saturdays, Sundays and Public Holidays.
- 10) Prior to Building Consent being issued, all noise management construction recommendations from the Echo Acoustic Consulting Report (the Report) dated 6 April 2022 shall be included in the final building design plans submitted for Building Consent as follows:
 - The fences in Figure 2 of the Report depicted as blue are a minimum of 2.4m in height when measured above the Outdoor Play Area 1 ground level and fences depicted as red are a minimum of 1.8m in height when measured above the Outdoor Play Area 1 ground level.
 - The fences depicted in Figure 2 of the Report shall be constructed from sheet steel with a base material thickness (BMT) of 0.42mm, or an alternative material with the same or greater surface density. The fences should be sealed airtight at all junctions, including with the building, the ground floor wall and at the overlap of sheets.
 - The extent of the balustrade depicted as yellow in Figure 3 of the Report shall be a minimum of 2.1m in height when measured above the deck.
 - The extent of the balustrade depicted as orange in Figure 3 and Figure 4 of the Report shall be a minimum of 1.8m in height when measured above the deck.
 - The balustrade material shall be of material with a surface density equal to or greater than sheet steel with a 0.42mm BMT, including glass or Perspex. The balustrade should be sealed airtight at all junctions, including with the deck and at the overlap of sheets.
 - The access to Play Area 2 and Play Area 4 shall incorporate a 1.8m high solid external gate of the same material specification as the balustrade. The gate shall incorporate a frame and rubber contact at all sides and a drop-down seal at the base to provide an airtight seal when closed.
 - Any shade sail used in the play areas shall be constructed from an acoustically transparent material such as "open weave" shade cloth or similar rather than waterproof PVC.
 - Acoustic absorption shall be provided to the soffit of the slab above the Play Area 1 for the extent shown as purple in Figure 3 of the Report and in accordance with Figure 5 of the Report by directly fixing material such as 25mm thick *Pyrotek "Reapor"* panels.
- 11) Prior to occupation of the approved building, the noise management construction recommendations from the Echo Acoustic Consulting Report dated 6 April 2022 shall be implemented to the reasonable satisfaction of Council staff.

- 12) The applicant shall prepare and implement a Noise Management Plan for the facility which includes the following measures:
 - 1. Closing doors and windows in rooms when music is being played.
 - 2. Ensuring outdoor play spaces are not used before 7.00am.
 - 3. Not introducing surfaces or equipment which regularly elevate children above the fence height.
 - 4. Not having equipment or surfaces intended for impact outside.
 - 5. Not having musical instruments outside.
 - 6. Maintaining play equipment such that noise which could be reduced by maintenance is not generated.
 - 7. Utilising gates and doors with soft close mechanisms.
 - 8. Maintaining a method for neighbours to contact the facility and communicating this to neighbours in writing.
 - 9. Ensuring crying or distressed children are taken inside the centre and comforted.
 - 10. Monitoring the behaviour of children by trained childcare staff.
 - 11. Ensuring carers and staff control the level of their voice while outside.

This plan and associated records shall be maintained and be made available to Council upon request.

13) All roof runoff and runoff from the car-park shall be managed on-site in accordance with the approved Stormwater Management Plan Report prepared by Drew Rudd Engineers' dated 3 March 2021 and Email from Jon Rudd dated 7 October 2021 to the reasonable satisfaction of Council.

Note: There is an existing stormwater 150mm pipe that crosses the front of the property, no alterations are to be made to this. If damaged report to the Council immediately.

- 14) Prior to the commencement of the development herein approved tree protection measures shall be implemented in accordance with the detail contained in the Tertiary Tree Consulting Pty Ltd Addendum Report dated 26 August 2021 (the report) for the purposes of protection of the regulated trees, for and during the construction phase. Note the tree is on neighbouring land, but the following applies to those parts of the TPZ on the subject land. In particular:
 - 1. Site Meeting: A site meeting must occur between the minimum AQF level 5 Project Arborist and the builder addressing the tree protection plan before site works commence inclusive of demolition works (AS4970-2009).
 - 2. Tree Watering: The TPZ is to be irrigated and kept moist for 4 weeks before site works commence and is to continue throughout the length of the project (AS4970-2009).
 - 3. Tree Nutrition: Before site works commence and to enhance and facilitate new tree root growth, the TPZ is to be inoculated with QuadShot organic biological stimulant and Trichoderma harzianum. These measures will increase tree health and new fine feeder root growth. This must be undertaken by the minimum AQF level 5 Project Arborist. This must be certified by the Project Arborist with the certification submitted to the local council (Handreck and Black 2010).
 - 4. Mulching The TPZ: Before site works commence and to enhance and facilitate tree health through nutrient cycling, within the TPZ area, the TPZ must have a layer of properly composted mulch complying with AS4454 covering it to a depth of between 50-100 mm only. Mulch choices include but are not limited to Jeffreys Biomatt and Jeffreys Recover. No machinery is permitted within the TPZ to complete this task. The minimum AQF level 5 Project Arborist must certify the choice of mulch. The minimum AQF level 5 Project Arborist must certify the mulch is correctly installed with the certification submitted to the local council (AS4970-2009).

- 5. TPZ Fencing: A two-metre-tall temporary chain mesh tree protection fence must be installed in the location as drawn in appendix 5 complying with AS4687 and AS4970-2009. This will protect the TPZ/SRZ and vascular tissue while allowing the works to proceed. Signage identifying the TPZ must be attached to the TPZ fencing complying with AS4970-2009 and AS1319. The tree protection fencing must be installed prior to the commencement of any site works including demolition works. This fence must not be moved without consulting the minimum AQF level 5 Project Arborist (Refer the Tree Protection Plan appendix 5 in this report for further information). The minimum AQF level 5 Project Arborist must certify in writing the tree protection measures are correctly installed with certification documents submitted to the local council. This fence can be moved in consultation with the minimum AQF level 5 Project Arborist at the point of footing construction. (AS4970-2009).
- 6. Machinery Access: Machinery access is only permitted within the tree protection zone including the building and carpark footing footprint area under the direct supervision of the minimum AQF level 5 Project Arborist. Suitable ground protection such as rumble boards must first be laid to spread the load and stop soil compaction. The rumble boards must be approved in writing by the Project Arborist. The works within the TPZ must be directly supervised by the Project Arborist with certification documentation submitted to the local council (AS4970-2009). This may be required for works such as digging the elevator shaft and the bored piers.
- 7. Grade Changes (Footing): Except for the pier and elevator shaft locations. Within the area for the building and carpark footing, the soil within the TPZ must remain undisturbed with no grade change.
- 8. Elevator Shaft: Refer the machinery access section 6 above for further instructions. These works must occur under the direct supervision of the minimum AQF level 5 Project Arborist with certification submitted to the local council.
- 9. Bored Pier Footings: Within the TPZ the footings must be pier and beam. The beam sections must be installed above the existing grade with an air gap. This means the only impact for the footing will be the footprint of each pier only keeping the impact low and acceptable. All pier trench works must be bored. Refer the machinery access section above for further instructions. This must occur under the direct supervision of the minimum AQF level 5 Project Arborist with certification submitted to the local council (AS4970-2009). Some fine feeder roots will be lost during these works. Trees replace fine feeder roots every week to six months depending on thickness (Hirons and Thomas 2018), therefore, will have no deleterious impact on the TPZ as the tree will quickly replace/regenerate these roots.
- 10. Supplementary Irrigation: A supplementary irrigation system must be installed under the proposed footing within the TPZ to ensure water continues to be delivered to the roots within this part of the TPZ. This must be a dripper system laid on the existing grade, so no excavation is required. (Roberts et al., 2018).
- 11. Service Installation: Services must either be hung/fixed to the underside of the beam sections of the footing, or service trenches must be excavated with a hydrovac to ensure tree roots >40mm diameter are not damaged. Exposed tree roots are to be kept moist and the trench must be backfilled in a timeframe specified by the minimum AQF level 5 Project Arborist which will be determined by the weather at the time of works and the roots found during this process. This must occur under the direct supervision of the minimum AQF level 5 Project Arborist with certification submitted to the local council (Roberts et al., 2018; AS4970-2009). Some fine feeder roots will be lost during hydrovac works. Trees replace fine feeder roots every week to six months depending on thickness (Hirons and Thomas 2018), therefore, will have no deleterious impact on the TPZ as the tree will quickly replace/regenerate these roots.
- 12. Further Tree Protections: Unless specifically specified within section 4 of the report, the following activities a-n inclusive are not permissible within any Tree Protection Zone and form part of the tree protection plan for the nominated trees to be retained:
 - a. Machine excavation including trenching.
 - b. Excavation for silt fencing.
 - c. Cultivation.
 - d. Storage of materials.
 - e. Preparation of chemicals including cement products.
 - f. Parking of vehicles or plant.
 - g. Refueling.
 - h. Dumping of waste.
 - i. Washing and cleaning of equipment.

- j. Placement/storage of fill.
- k. Lighting of fires.
- I. Soil level alterations.
- m. Temporary or permanent installation of utilities and signs.
- n. Physical damage to the tree including attaching anything to the tree. (AS4970-2009).
- 15) Landscaping detailed on plans TP.05 Rev D, TP.08 Rev D and TP.09 Rev D dated 30 August 2022 and the planting of the green roof as shown in TP.07 Rev D shall be planted prior to the occupation of the building herein approved. Landscaping shall thereafter be maintained in good health and condition at all times. Any landscaping that dies or becomes seriously diseased shall be replaced in the next available planting season.
- 16) Prior to Building Consent a Construction Erosion Management Plan (CEMP) including a Traffic Management Plan for construction shall be prepared and submitted to Council for approval.

STIRLING CHILDCARE CENTRE

14 JOHNSTON STREET, STIRLING

PROJECT DETAILS:

TOTAL SITE AREA 1069 SQ.M

CHILDCARE CENTRE OPERATION

CHILDREN 95 STAFF 15

HOURS MONDAY TO FRIDAY 6:30AM TO 6:30PM

CHILDCARE CENTRE YIELD

INDOOR ACTIVITY SPACE

ACTIVITY 1 12 PLACES 39 SQ.M **ACTIVITY 2** 16 PLACES 52 SQ.M ACTIVITY 3 22 PLACES 71.5 SQ.M **ACTIVITY 4** 30 PLACES 97.5 SQ.M **ACTIVITY 5** 5 PLACES 19.5 SQ.M MULTIPURPOSE 10 PLACES 32.5 SQ.M

TOTAL 95 PLACES 312 SQ.M

OUTDOOR PLAY SPACE

REQUIRED (95 PLACES X 7) = 665 SQ.M CLEAR

ACTUAL GROUND = 190 SQ.M CLEAR
ACTUAL FIRST = 396 SQ.M CLEAR
ACTUAL SECOND = 79 SQ.M CLEAR

ACTUAL TOTAL = 665 \$Q.M CLEAR (95 CHILDREN)

BUILDING AREAS

CARPARK = 549 SQ.M LV GR = 197 SQ.M LV 1 = 374 SQ.M LV 2 = 108 SQ.M

TOTAL = 679 SQ.M (EXC. CARPARK)

CARPARKING

REQUIRED SPACE (95 PLACES X 0.25) = 24

ACTUAL SPACES PROVIDED = 21

3 X BICYCLE PARKING SPACES PROVIDED

SITE COVERAGE

BUILDING AREA = 547 SQ M SITE AREA = 1069 SQ M SITE COVERAGE = 51.2%



NEIGHBOURING PROPERTY (CARPARK) 12 JOHNSTON ST, STIRLING

SUBJECT SITE 14 JOHNSTON ST, STIRLING

ADJACENT PROPERTY
(COMMERCIAL)
5 JOHNSTON ST, STIRLING

NEIGHBOURING PROPERTY (RESIDENTIAL) 16 JOHNSTON ST, STIRLING

ADJACENT PROPERTY

(RESIDENTIAL)

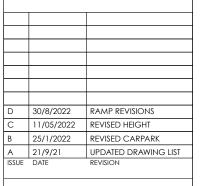
13 JOHNSTON ST, STIRLING

Drawing List			
Sheet	Sheet Name	Scale	Rev
TP.00	COVER SHEET + SITE CONTEXT	NTS	D
TP.01	SITE SURVEY + AERIAL CONTEXT	1:500	Α
TP.02	existing conditions	1:200	0
TP.03	PROPOSED - SITE PLAN	1:200	D
TP.04	PROPOSED - LOWER G / UNDERCROFT	1:200	D
TP.05	PROPOSED - LEVEL 1 PLAN	1:200	D
TP.06	PROPOSED - LEVEL 2 PLAN	1:200	D
TP.07	PROPOSED - ROOF PLAN	1:200	D
TP.08	PROPOSED - ELEVATIONS	1:200	D
TP.09	PROPOSED - ELEVATIONS	1:200	D
TP.10	PROPOSED - SECTIONS	1:200	D
TP.11	PROPOSED - SECTIONS	1:200	D
TP.12	PROPOSED - LANDSCAPE LOWER G	1:200	0
TP.13	PROPOSED - LANDSCAPE LEVEL 1	1:200	0
TP.14	PROPOSED - LANDSCAPE LEVEL 2	1:200	0
TP.15	PROPOSED - TREE 5 ASSESSMENT	1:200	0
TP.16	PROPOSED - OVERSHADOW DIAGRAM	1:500	Α
TP.17	PROPOSED - OVERSHADOW DIAGRAM	1:500	Α
TP.20	proposed - 3d representations	1:500	D





TOWN PLANNING - 30/08/22





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Ph: (03)94864092
E:info@gardinerarchitects.com.au

PROJECT: STIRLING CHILDCARE CENTRE

ADDRESS: 14 JOHNSTON STREET,

JOB NO: 202015

ITLE: COVER SHEET + SITE CONTEXT

CLIENT: PAISLEY PARK ELC

DRAWN BY: GA

DRAWING NO:

TP.00

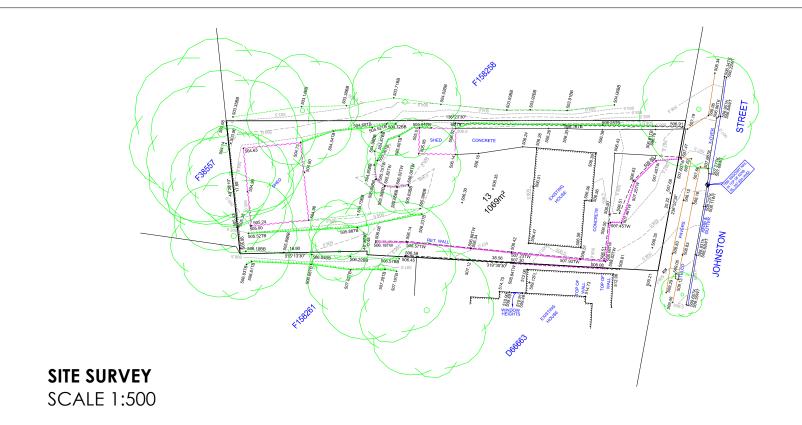


SCALE:

1:100

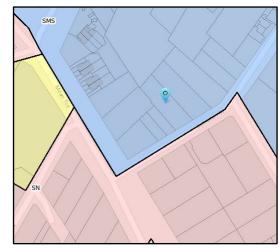
REV:

D









ZONE: DISTRICT CENTRE ZONE
POLICY: STIRLING CORE POLICY AREA

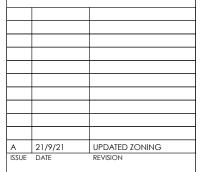


ZONE: MEDIUM BUSHFIRE



SITE INFO:

ALLOTMENT 13 IN FP 158259 HUNDRED OF NOARLUNGA CT 5350/901





7/252 St Georges Rd

Fitzroy North, VIC, 3068 Ph: (03)94864092 E:info@ gardinerarchitects.com.au

PROJECT: STIRLING CHILDCARE CENTRE

ADDRESS: 14 JOHNSTON STREET, STIRLING

JOB NO: 202015

TLE: SITE SURVEY + AERIAL CONTEXT

CLIENT: PAISLEY PARK ELC

DRAWN BY: GA

SCALE: 1:10

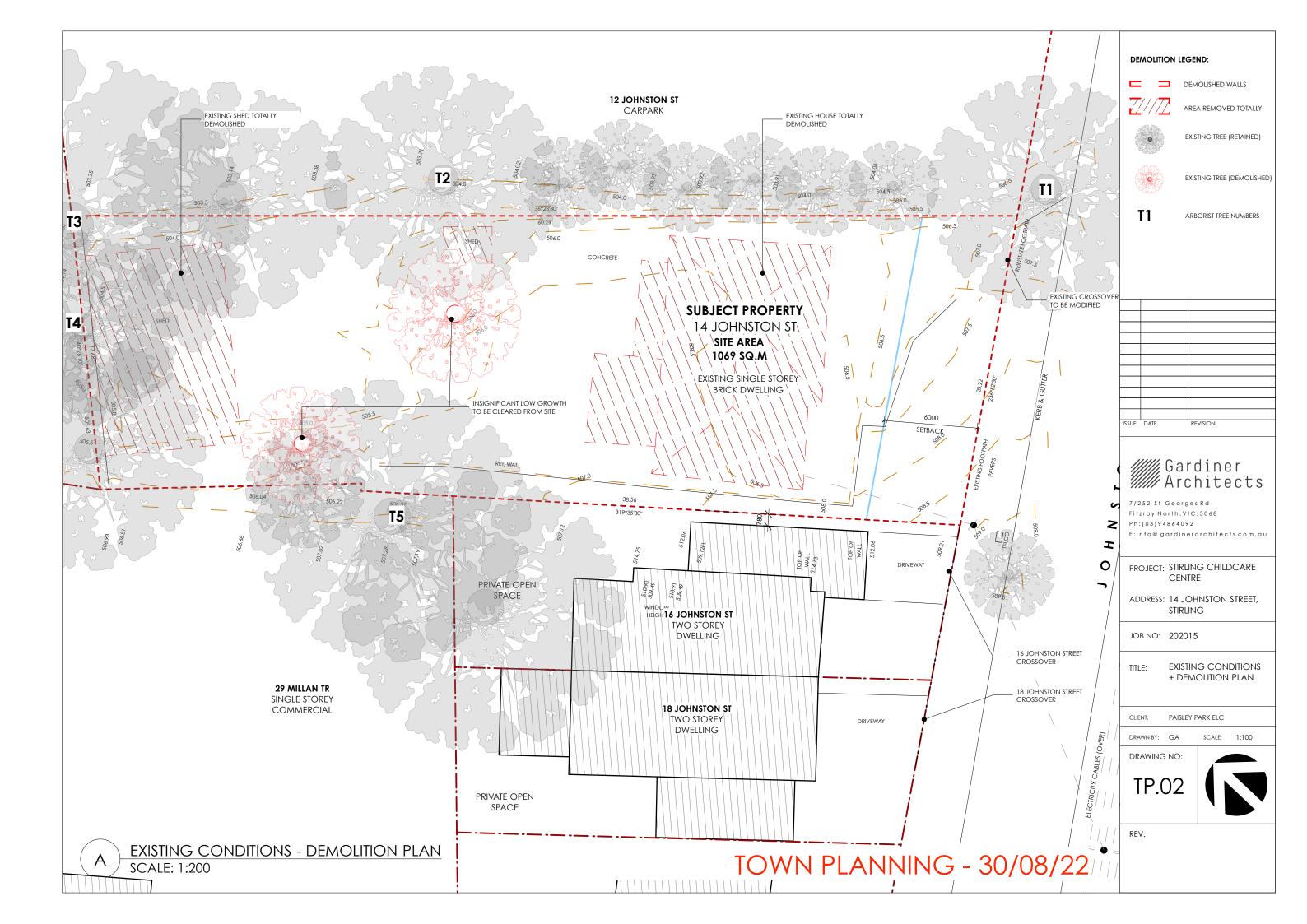
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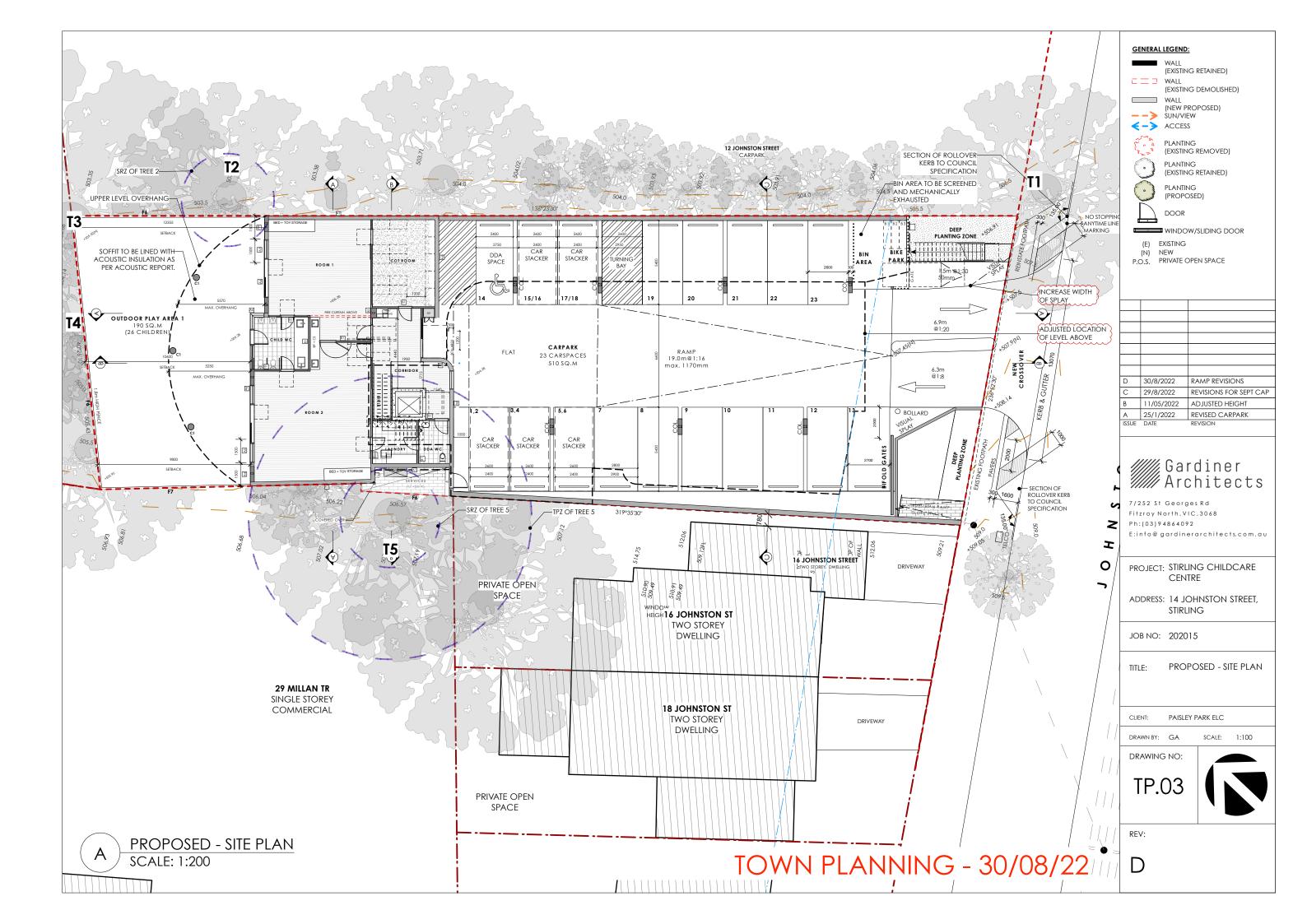
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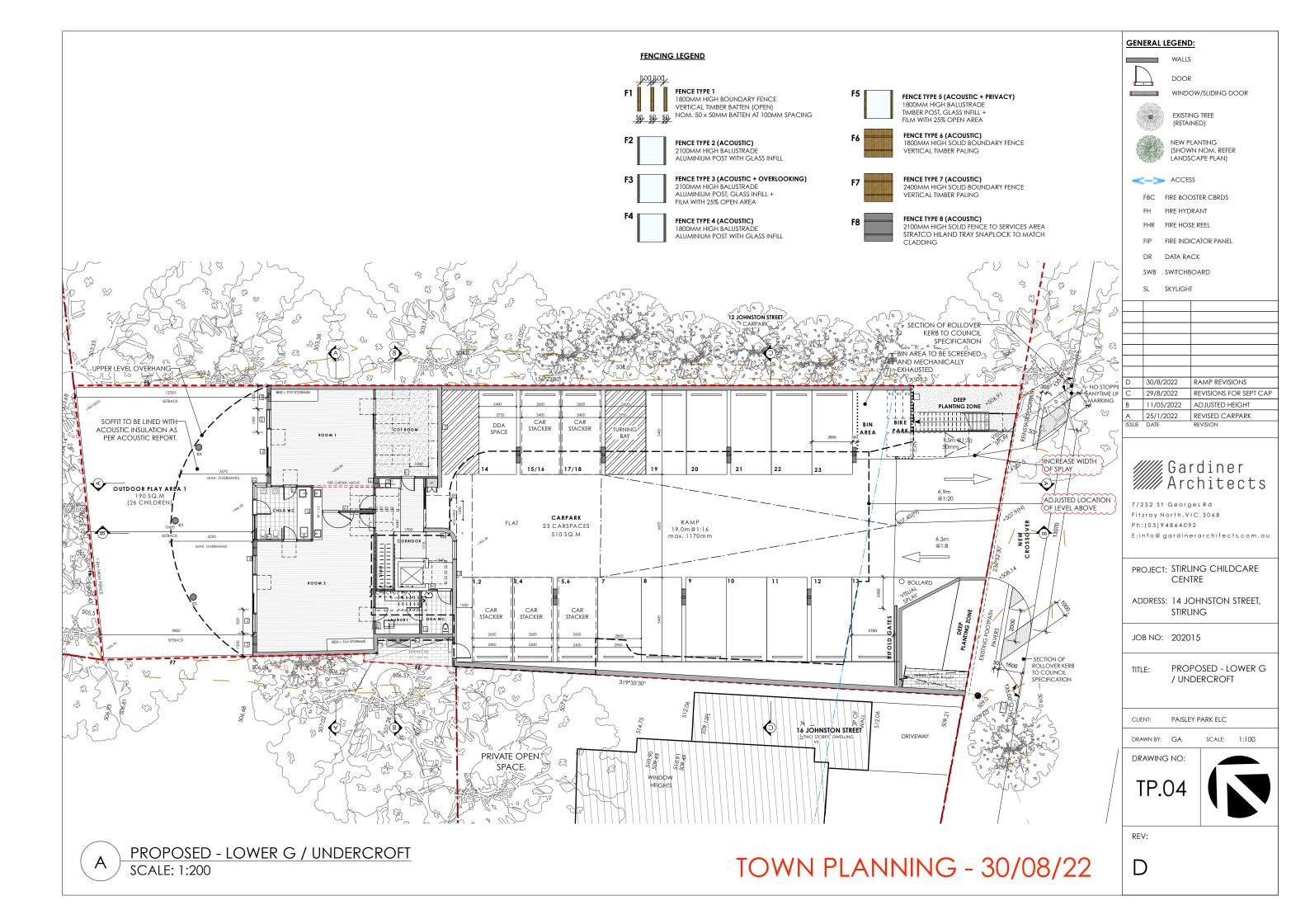


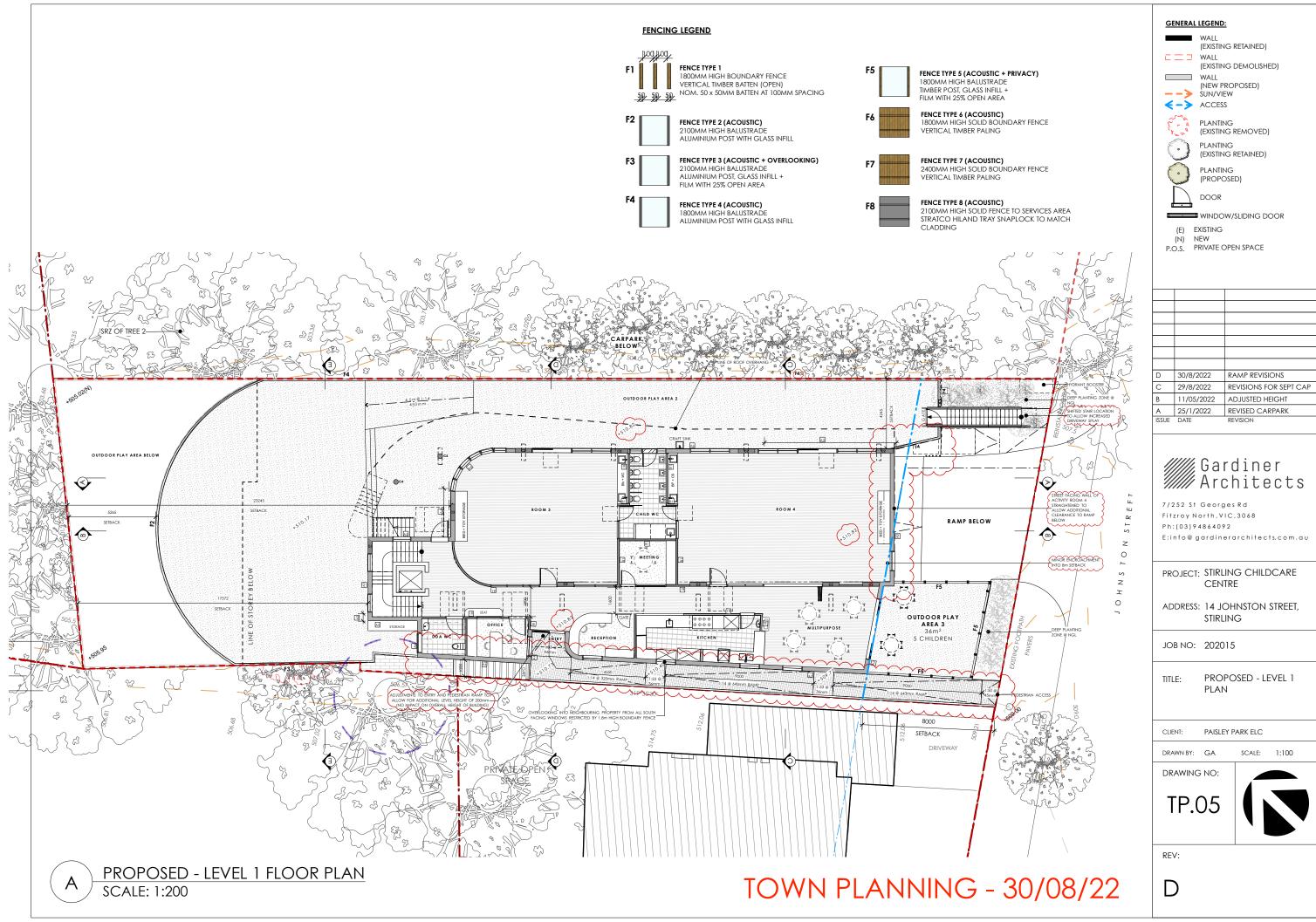
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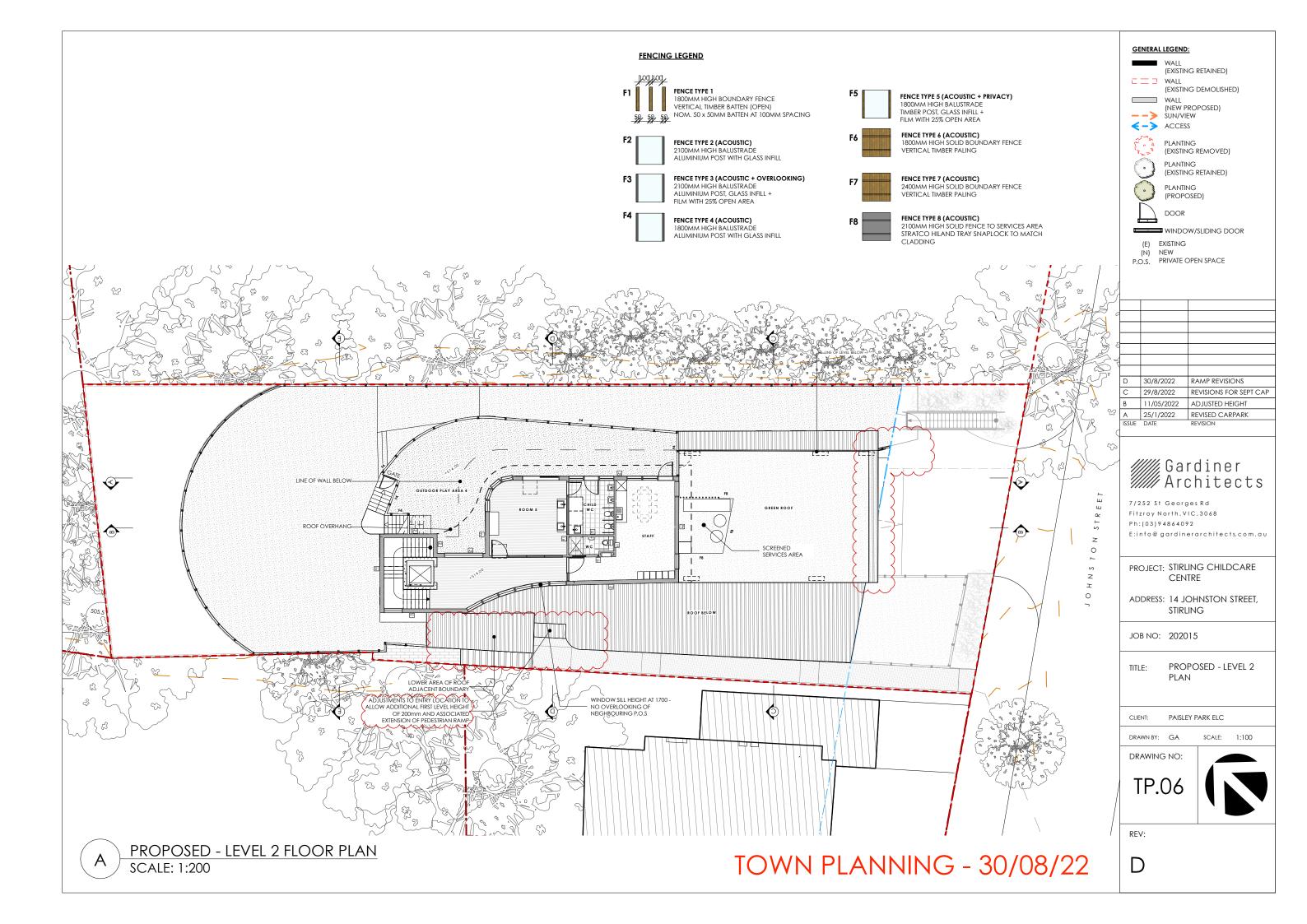


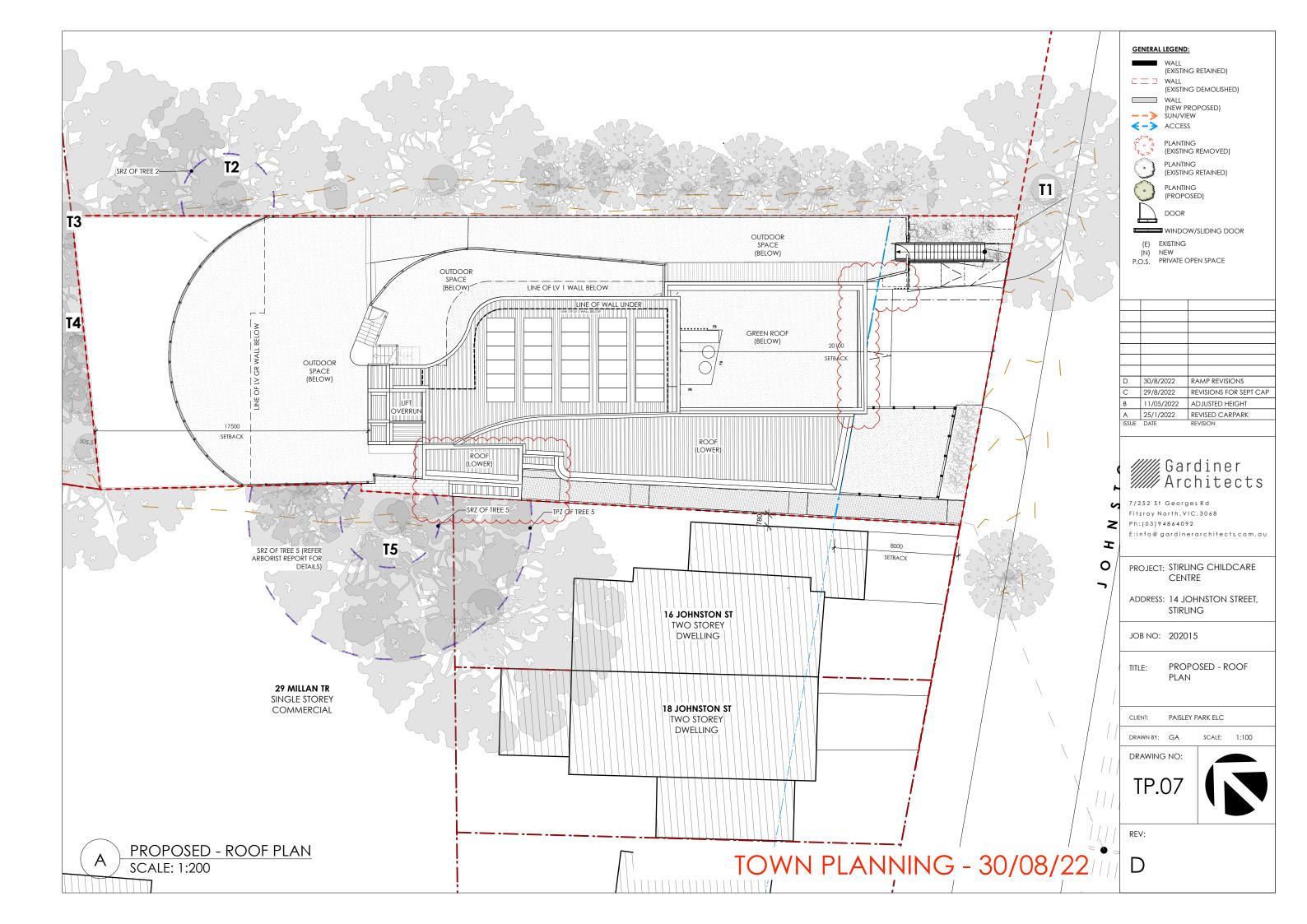


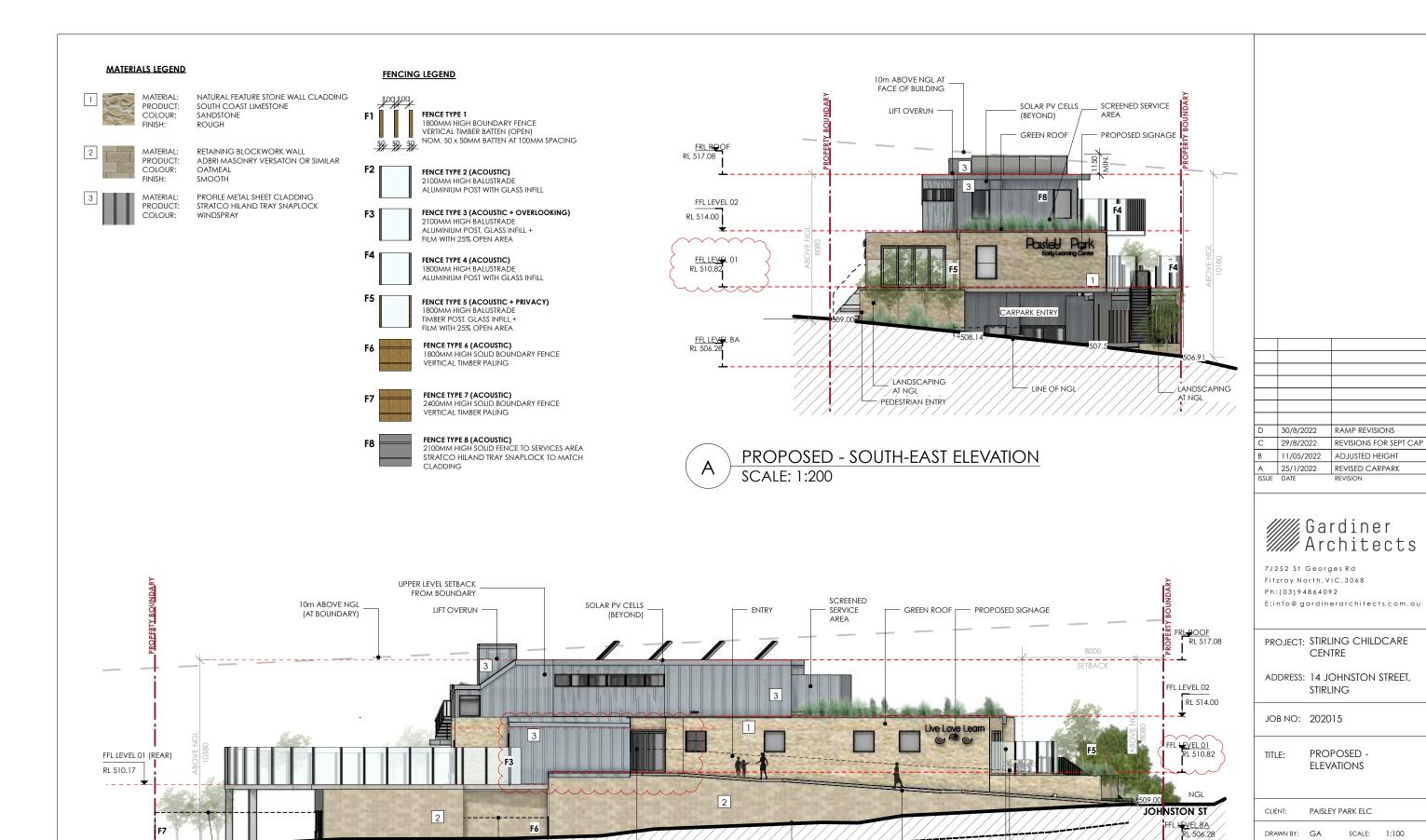












LINE OF CARPARK

MINOR AD JUSTMENTS TO ENTRY AND RAMP TO ACCOMMODATE ADDITIONAL LEVEL HEIGHT (200mm)

NO IMPACT ON OVERALL HEIGHT OF BUILDING

/(BEYOND)

SERVICE AREA

PROPOSED - SOUTH-WEST ELEVATION **SCALE: 1:200**

2.4m HIGH ACOUSTIC

FENCE ON BOUNDARY

SHOWN DASHED

TOWN PLANNING - 30/08/22

SHOWN DASHED

ADJUSTMENT TO BUILDING SETBACK

PEDESTRIAN ENTRY

ADJACENT PROPERTY

D

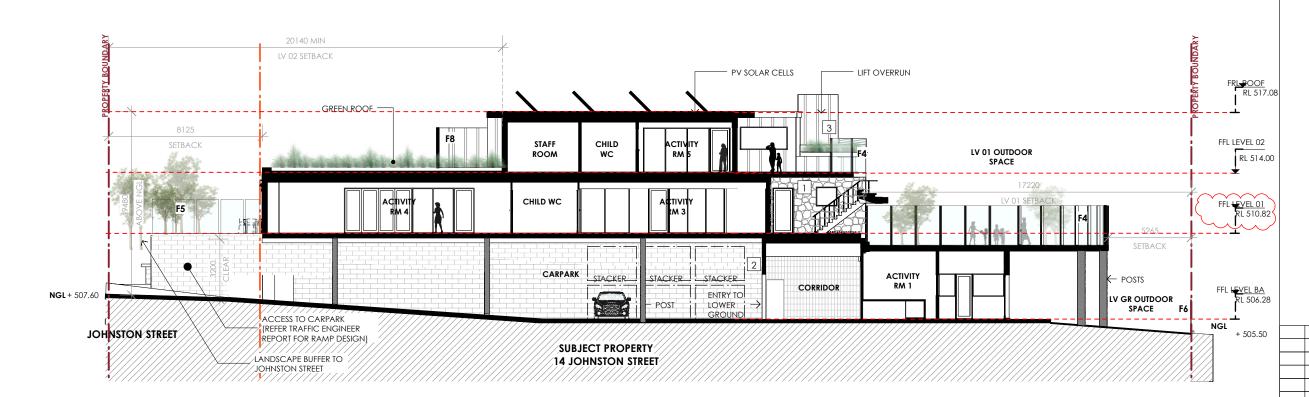
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DRAWN BY: GA

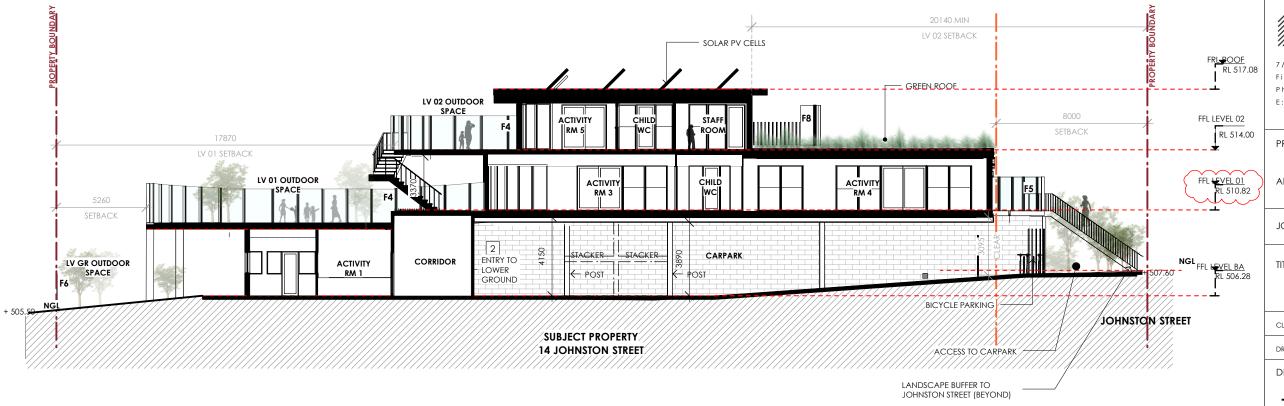
DRAWING NO:

SCALE:



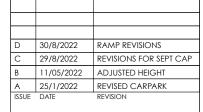






B PROPOSED - SECTION SCALE: 1:200

TOWN PLANNING - 30/08/22





7/252 St Georges Rd Fitzroy North, VIC, 3068 Ph:(03)94864092 E:info@ gardinerarchitects.com.au

PROJECT: STIRLING CHILDCARE CENTRE

ADDRESS: 14 JOHNSTON STREET, STIRLING

JOB NO: 202015

TLE: PROPOSED - SECTIONS

CLIENT: PAISLEY PARK ELC

DRAWN BY: GA SCALE: 1:100

DRAWING NO:

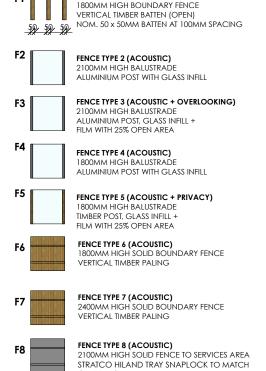
TP.10

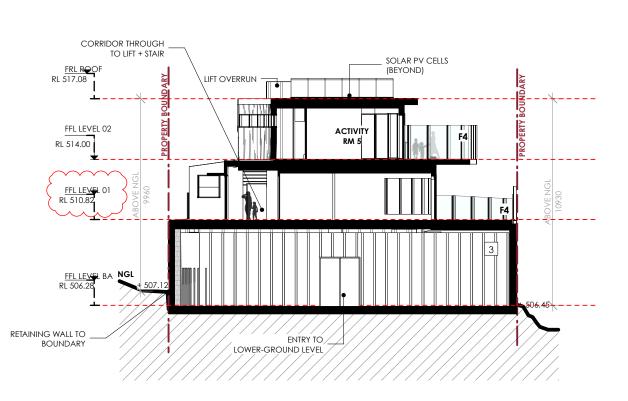


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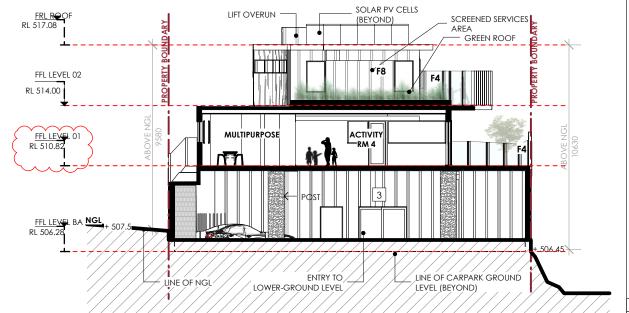
REV:

MATERIALS LEGEND | MATERIAL: | NATURAL FEATURE STONE WALL CLADDING PRODUCT: | SOUTH COAST LIMESTONE | SANDSTONE | FINISH: | ROUGH | | MATERIAL: | RETAINING BLOCKWORK WALL | ADBRI MASONRY VERSATON OR SIMILAR | COLOUR: | SANDSTONE | STRATCO HILAND TRAY SNAPLOCK | WINDSPRAY | | MATERIAL: | PROFILE METAL SHEET CLADDING | STRATCO HILAND TRAY SNAPLOCK | WINDSPRAY | WINDSPRAY | | MATERIAL: | PROFILE METAL SHEET CLADDING | STRATCO HILAND TRAY SNAPLOCK | WINDSPRAY | WINDSPRAY | | MATERIAL: | PROFILE METAL SHEET CLADDING | STRATCO HILAND TRAY SNAPLOCK | WINDSPRAY | WIN

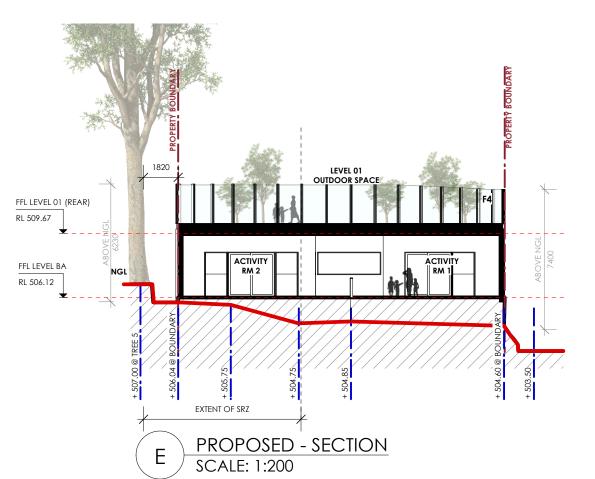




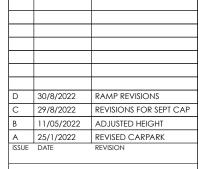




C PROPOSED - SECTION SCALE: 1:200



TOWN PLANNING - 30/08/22





7/252 St Georges Rd

Fitzroy North, VIC,3068
Ph:(03)94864092
E:info@gardinerarchitects.com.au

PROJECT: STIRLING CHILDCARE CENTRE

ADDRESS: 14 JOHNSTON STREET, STIRLING

JOB NO: 202015

TITLE: PROPOSED - SECTIONS

CLIENT: PAISLEY PARK ELC

DRAWN BY: GA SCALE:

DRAWING NO:

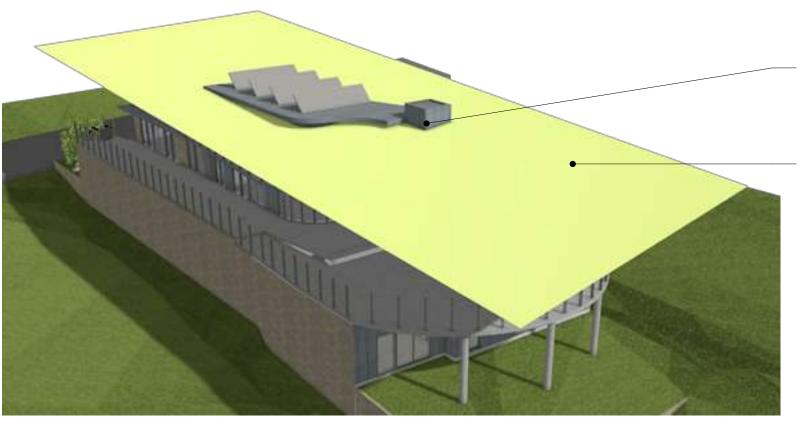
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1:100

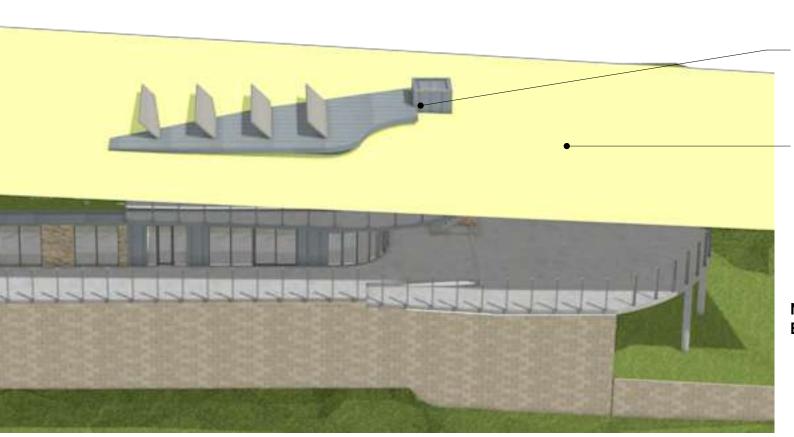
REV:

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AREA OF ENCROACHMENT ABOVE 10m BUILDING HEIGHT BY LIFT OVERRUN, PV PANELS AND CORNER OF UPPER LEVEL ROOF (NOM. 800mm)

10m BUILDING HEIGHT PLANE SHOWN IN YELLOW



3D PERSPECTIVES

AREA OF ENCROACHMENT ABOVE 10m BUILDING HEIGHT BY LIFT OVERRUN, PV PANELS AND CORNER OF UPPER LEVEL ROOF (NOM. 800mm)

10m BUILDING HEIGHT PLANE SHOWN IN YELLOW

NOTE: NO ADDITIONAL

BUILDING HEIGHT PROPOSED

30/8/2022 RAMP REVISIONS C 29/8/2022 REVISIONS FOR SEPT CAP B 11/05/2022 ADJUSTED HEIGHT A 25/1/2022 REVISED CARPARK
ISSUE DATE REVISION



7/252 St Georges Rd

Fitzroy North, VIC, 3068 Ph:(03)94864092 E:info@ gardinerarchitects.com.au

PROJECT: STIRLING CHILDCARE CENTRE

ADDRESS: 14 JOHNSTON STREET,

JOB NO: 202015

PROPOSED - 3D REPRESENTATIONS

PAISLEY PARK ELC

SCALE: 1:100 DRAWN BY: GA

DRAWING NO:



REV:

TOWN PLANNING - 30/08/22

D



Level 1
60 Hindmarsh Square
Adelaide SA 5000
info@colbyphillips.com.au
0438 800 264

Derek Royans 14 Johnston Pty Ltd C/- Trice 225 Fullarton Road Eastwood SA 5063

Wednesday, 31 August 2022

Dear Derek.

Re: Waste Management - 14 Johnston Street, Stirling

Please find below details of a suitable waste management system for the proposed development. The information in this report supersedes the system in our report dated 15th June 2022.

In my opinion, the waste management system would allow effective management of wastes and support the objectives of the South Australian Better Practice Guide for Waste Management and the South Australian Planning & Design Code.

1 Description of proposed development

The proposed development is a commercial building consisting of 3 levels including an undercroft carpark. It is located at 14 Johnston Street, Stirling in Adelaide Hills Council. I understand that the intended use is an Early Learning Centre, operated by Paisley Park Early Learning Centres. The centre will accommodate up to 95 children (aged 6 weeks to 6 years) and supporting staff.

The proposed waste management system is based on the supplied plans (Dwgs 202015-TP.00 to TP.20 received 31st Aug 2022).

The site has a footprint of approximately 1,050m². With operational areas across three levels, the total operational area is approx. 2,085m², including approx. 650m² of outdoor play areas.



Figure 1-1: Context of site at 14 Johnston Street, Stirling

2 Stakeholder engagement

Key elements of the proposed waste management system have been presented to Adelaide Hills Council (M. Scott). Council has indicated in-principle support for the following elements:

- Collection of skip bins by Rear-Lift truck, reversing off Johnston St into the carpark exit ramp
- Up to 10.1m waste collection truck
- Endeavour to maintain a footpath width of 900mm (between the front of the truck and the gutter) to facilitate pedestrian movement while the truck is stopped in the driveway (which is expected to last 2 to 3 minutes, and 2 to 3 times per week).

3 Waste & recycling volumes

Paisley Park operates a network of early learning centres across Australia including twelve in South Australia. Waste and Recycling volume generation values are not available for Early Learning / Child Care Centres in the South Australian Better Practice Guide (Zero Waste SA, 2014). Waste generation has therefore been estimated based on a similar sized facility operated by Paisley Park in South Australia, namely Hallett Cove.

The Hallett Cove site is operating at full capacity (95 children) on a 2,300m² single level site and currently accesses the following waste collection services.

Table 3-1: Waste collection volumes, Paisley Park Hallett Cove

Service		Required Collection Frequency	Service Provider
General Waste (Landfill)	2 x 1,100L skip bins	Once Weekly	Cleanaway
Mixed Recycling*	1 x 1,100L skip bin	Once Weekly	Cleanaway
Food Waste**	N/A	N/A	Composted on site

^{*} Around 80% of Mixed Recycling is Cardboard

The proposed Stirling site would host 95 children on approximately 2,085m² over three levels. At present, it is not possible to get a Mixed Recycling service for commercial premises in Stirling. It is therefore proposed that a Cardboard service be used. Most (>80%) recyclable materials are expected to be cardboard.

Table 3-2: Waste collection schedule, Paisley Park Stirling

Service	Bins	Collection Frequency	Service Provider
General Waste (Landfill)	2 x 1,100L skip bins	Once Weekly	Murray Bridge Recycling or Cleanaway or EastWaste
Cardboard	1 x 1,100L skip bin	Once Weekly	Murray Bridge Recycling or Cleanaway
Mixed Recycling	1 x 240L MGB	Once Fortnightly	Council kerbside service
Food Waste*	1 x 240L MGB	Once Fortnightly	Composted on site Residual collected with Council kerbside service

^{*} Food waste generation is minimised and avoided where possible. Small amounts of food waste are to be composted on site as part of the learning experience for children. Any residual food waste can be disposed via Council's kerbside collection service. See further detail below.

^{**} Food waste generation is minimised and avoided where possible.

4 Waste Management System

4.1 Routine Services

Figure 4-1 and Figure 4-2 show where the recommended bin storage would be located at the site, the relevant disposal pathways, and how the waste collection would occur. These are discussed in the following sections.

4.2 System Operation

- 1. Suitably sized bins (i.e. between 5 to 20 litres) will be located throughout the centre for user disposal of waste.
 - a. Bins would be located
- 2. Bag lining of bins:
 - a. General waste bins are to be lined with garbage bags, closed and tied off prior to disposal to skip bins. Tying off bags will minimise odour issues.
 - b. Cardboard / Recycling bins should not be bag lined. Cardboard should be flattened prior to disposal, and mixed recycling should be crushed where possible (e.g. milk bottles).
 Recycling is then disposed loose (not bagged) into skip bins
 - c. Food waste: where waste is to be disposed on site to compost, bins should not be lined. Where waste is to be disposed to Council green bin, compostable bags should be used. Bags should be closed and tied off before disposing to bins. It will be required that general waste bins are lined with garbage bags and any food waste bins are lined with compostable bags (when food waste is to be disposed in the Council green bin).
- 3. These bins will be serviced by centre staff throughout the day as required, carrying waste in bags or trolley to the 1,100L skip bins located in the Bin Operating Areas. These areas have space for 2 x 1,100L General Waste (landfill) bin, 1 x 1,100L Cardboard Recycling bin, 1 x 240L Mixed Recycling bin, and 1 x 240L Organics bin.
 - a. General Waste skips should be garbage bag lined, and Organics should be compostable bag lined, to minimise fouling of bins. Cardboard and recycling bins should not be bag-lined.
- 4. On site composting
 - a. As indicated previously, the site operator's intention is to:
 - i. Minimise generation of food waste by ordering precise quantities of food, with input from the Executive Chef and experience operating other sites
 - ii. Compost most food scraps on site, as part of the child learning experience. This will be combined with cultivated garden areas (vegetables, etc).
 - iii. Any residual scraps, or non-compostable scraps to be disposed using a Council organics bin.
 - b. There is ample space on site for a suitable composting system. This is demonstrated in Figure 4-3, with approx. 116m² uncovered area at the rear of the site. Overall, the site has around 650m² of outside play areas. The 116m² area has the following characteristics:
 - i. Deep area, with 8 to 10m to the child care building
 - ii. Bounded by a 1.8m high fence
 - iii. Neighbouring properties (12 Johnston St, 10 Mt Barker Rd, 29 Milan Tce) do not contain residential dwellings.
 - iv. Steep garden / tree areas adjoining
- Continued on page 5 -

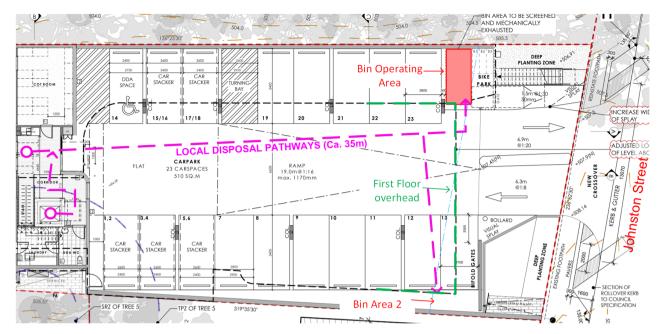


Figure 4-1: Overview of Lower Ground / Undercroft Level.

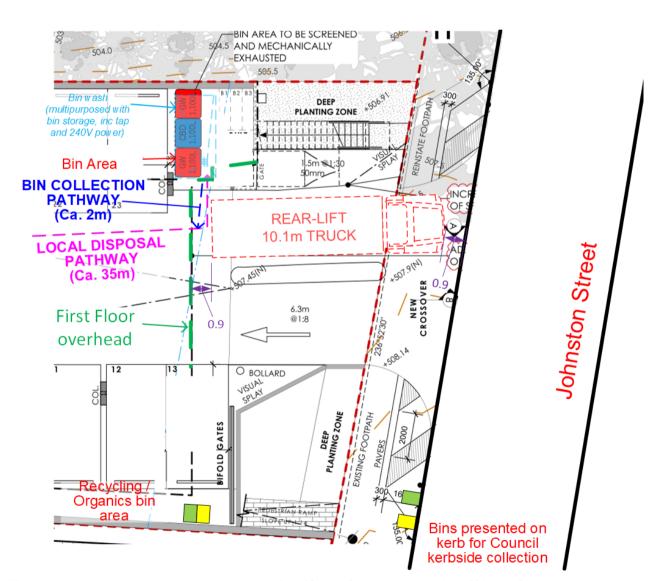


Figure 4-2: Bin storage and collection detail. Red/GW = General Waste, Blue/CBD = Cardboard, Yellow = Mixed Recycling, Green = Food Waste.

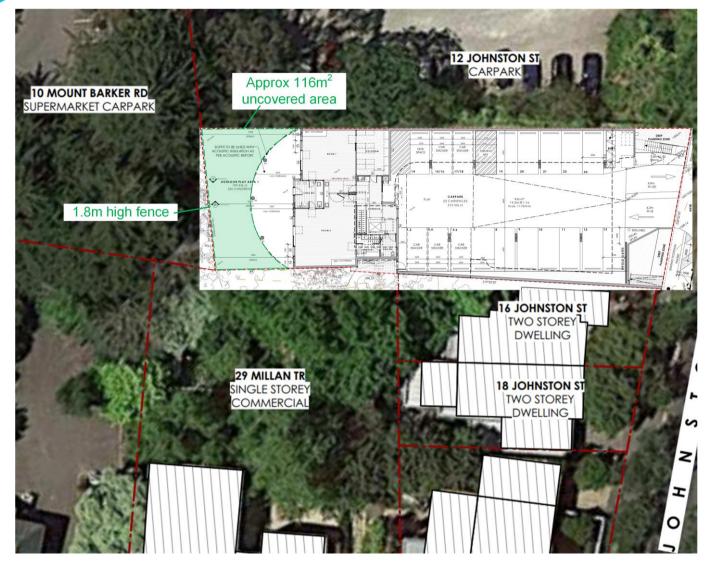


Figure 4-3: Open play space (green shaded area) suitable for compost area

- 5. Waste collection vehicle (Private Contractor) would be a Rear-Lift Truck
 - a. The truck would reverse into the site from Johnston Street as shown in Figure 4-2. This position would block the car park exit.
 - b. Waste collection will be arranged for the non-peak periods (9am to 3pm), to minimise risk of cars queuing to exit the carpark.
 - c. The truck will stop with the rear of the vehicle adjacent the bin area (within 5m)
 - d. Full bins are anticipated to weigh around 150kg since most waste is low density (e.g. soiled nappies, cardboard, plastic). 200mm diameter casters (wheels) on the bins are specifically designed to support easy rolling of the bins (noting that bins are rated for 400 kg).
- Council kerbside collection is proposed for a mixed recycling bin and an organics bin, with fortnightly collection of bins. Bins would be presented on the kerb by centre staff, and returned to storage after collection by Council's standard kerbside service.
- 7. Once the centre is operating at full capacity (expected to be around 12 months after opening), collection of bins are expected to be:
 - a. General Waste: once per week, rear-lift truck
 - b. Cardboard Recycling: once per week, rear-lift truck
 - c. Mixed Recycling: once per fortnight, Council kerbside truck
 - d. Organics: once per fortnight, Council kerbside truck.
- 8. For each rear-lift truck collection, the truck is expected to be stopped in the driveway for 2 to 3 minutes. Therefore, a total of 6 to 8 minutes per week.

4.3 Bin Cleaning

A dedicated on-site bin cleaning area would be provided and multi-purposed with the Bin Operating Area—see Figure 4-2.

- This bin wash area would require grading to a sewer drain with basket screen to remove gross solids, with water proof / washable surface treatment on floor and adjacent walls, standard cold-water supply tap and commercial-grade electrical power supply (if pressure washer system is to be used), plus bunds and screens for use during bin wash events.
- Bin washing activity would be managed by the Site Manager.
- Bin washing would be timed to occur immediately after bins are emptied.

Alternatively, bin cleaning at the Development could be outsourced to an external contractor (e.g. http://binforce.com.au/). These external contractors generally have self-contained bin washing systems on back of ute or truck that enable them to clean bins on site – e.g. Figure 4-4. Some will remove bins from site, replacing them with an empty spare, clean the bins, then return them to site.



Figure 4-4: On-site bin wash system for rear-lift trucks on back of ute. Source: http://binforce.com.au/

4.4 Collection & Traffic

It is proposed that waste be collected with a Rear-Lift truck reversing off Johnston Street into the carpark exit driveway. The exit ramp has gradient of 1:20.

The revers turning path has been assessed by the Traffic Engineer (Phil Weaver & Associates) and confirmed to be acceptable (see Figure 4-5) with minor adjustments to driveway alignment as shown in Figure 4-2.

The position of the stopped truck may allow a footpath clearance of 900mm between the front of the truck and the gutter, including leaving 900mm at the rear of the truck to provide clearance for the lifting of an 1,100L skip bin. The position is shown in Figure 4-6, with drawings based on the preliminary architectural drawings and truck operating dimensions provided by Murray Bridge Recycling (10.1m x 3.4m truck and bin with maximum height of 3.12m when being lifted).

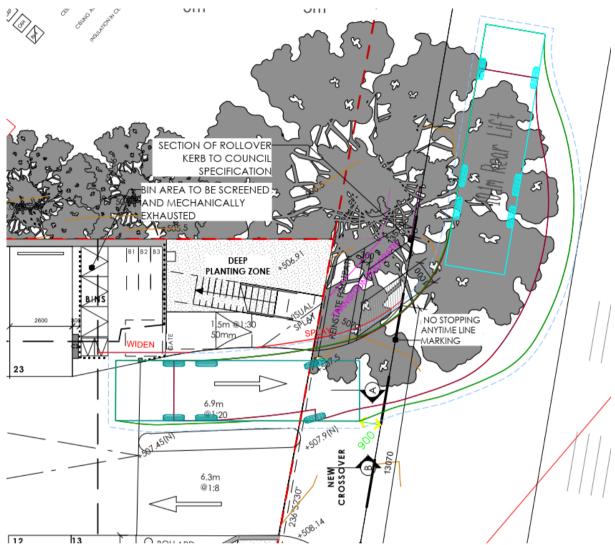


Figure 4-5: Truck turning path (by Phil Weaver & Associates)

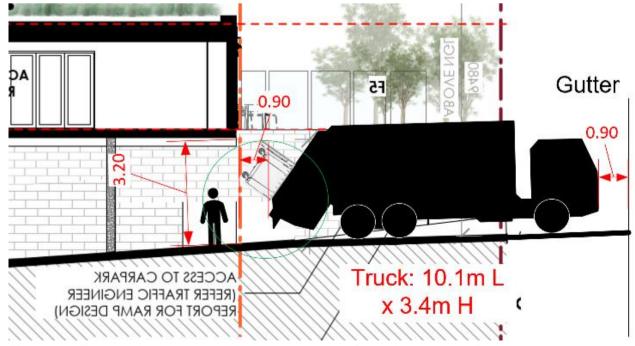


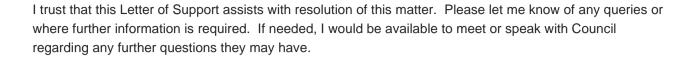
Figure 4-6: Truck position in driveway to maintain 900mm footpath clearance. Based on preliminary architectural design.

5 Planning & Design Code Objectives

The applicable policies from the Planning & Design Code (Plan SA, 2021) relating to Waste are provided in the following table. The third column states how these policies have been addressed in the proposed design.

General Development Policies		
PO 20.1 Provision is made for the adequate and convenient storage of waste bins in a location screened from public view	DTS/DP 20.1 None are applicable	Response: Bin volumes are provided based on known actual volumes from a similar sized Paisley Park centre, as indicated in Table 3-1 and Table 3-2. Bins are to be kept in the undercroft of the
PO 26.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) Located away, or screened, from public view, and (b) Conveniently located in proximity to dwellings and the	DTS/DPF 26.3 None are applicable	building screened from public view. Response: Not applicable. Not a residential development.
waste collection point PO 26.4 Waste and recyclable material storage areas are located away from dwellings	DTS/DPF 26.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.	Response: Not applicable. Not a residential development. However, bins are isolated away from areas where children and staff will be working.
PO 26.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 26.5 None are applicable	Response: As described in section 4.2, a waste truck will reverse into the site from Johnston Street for collection. Council has provided in-principle support for this collection method.
PO 30.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view	DTS/DPF 30.4 None are applicable	Response: Not applicable. Not a residential development.
PO 30.5 Waste and recyclable material storage areas are located away from dwellings	DTS/DPF 30.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.	Response: Not applicable. Not a residential development.
PO 30.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time	DTS/DPF 30.6 None are applicable	Response: As described in section 4.2, a waste truck will reverse into the site from Johnston Street for collection. Council has provided in-principle support for this collection method.

Design in Urban Areas		
PO 11.1	DTS/DPF 11.1	Response:
Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	None are applicable	Collection systems are provided for source-separated landfill and cardboard recycling. Commercial mixed recycling service is not presently available in Stirling. It may be possible for the business to access a single Council kerbside mixed recycling bin (with agreement from Council). Food waste is to be composted on site. It may be possible for the business to access a single Council kerbside food waste bin (with agreement from Council).
		A dedicated bin wash is included in the undercroft area. Alternatively, the site could consider outsourcing bin washing to external contractors (which have mobile bin washing facilities).
PO 11.2	DTS/DPF 11.2	Response:
Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space, and dwellings	None are applicable	Bins are to be stored in the undercroft area, screened from view from the public domain.
PO 11.3	DTS/DPF 11.3	Response:
Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	None are applicable	Not applicable. Not a residential development. Bins are to be stored in the undercroft area with mechanical ventilation
PO 11.4	DTS/DPF 11.4	Response:
Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	None are applicable	As described in section 4.2, a waste truck will reverse into the site from Johnston Street for collection. Council has provided in-principle support for this collection method.
PO 11.5	DTS/DPF 11.5	Response:
For mixed use developments, non- residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate	None are applicable	It is proposed to compost small amounts of food waste on site (see section 4.2). This would be supplemented with one Council kerbside organics bin. Cardboard recycling is proposed. Small amounts of mixed recycling could be disposed using Council's kerbside recycling service.



Yours Sincerely,

Joel Phillips
Principal Consultant & Director
Colby Phillips Advisory

References:

Plan SA. (2021). South Australia Planning and Design Code.

Zero Waste SA. (2014). South Australian Better Practice Guide – Waste Management in Residential or Mixed Use Developments.

Melanie Scott

From: Melanie Scott

Sent: Thursday, 18 August 2022 1:06 PM **To:** Derek Royans; Deryn Atkinson

Cc:Matthew King; Simon Channon; Joel Phillips | Colby Phillips AdvisorySubject:RE: Development Application - 21031474 - 14 Johnston St Stirling - WasteAttachments:14 Johnston St - MRV truck reverse into site Engineering Comments.pdf

Hi Derek

Please see attached Council engineering marked up plan and following some comments:

This seems to be an achievable outcome with the conditions outlined in the in the attached PDF and below:

- 1. The existing footpath alignment is to remain
- 2. Transition area of approximately 4m leading from the existing footpath to the proposed crossover
- 3. Minimum width of 1.3m between the truck and the kerb to allow safe pedestrian movement when the truck is loading.
- 4. Crossover on council verge to be constructed of pavers matching the existing footpath.

So we need to be sure the turning arc is achievable and the size of the pick up vehicles can be accommodated to leave suitable pedestrian clearance. I am thinking we will need to propose a condition regarding vehicle length to ensure that. Interested in your teams thoughts please.

Melanie Scott

Senior Statutory Planner Does not work Wednesdays

p 08 8408 0560

e mscott@ahc.sa.gov.au

Visit me by appointment at: 24 Onkaparinga Valley Road, Woodside SA 5244 PO Box 44 Woodside SA 5244

Melanie Scott - Senior Statutory Planner

Does not work Wednesdays

ext: 560

From: Derek Royans <derek.royans@trice.com.au>

Sent: Thursday, 11 August 2022 7:30 AM

To: Melanie Scott <mscott@ahc.sa.gov.au>; Deryn Atkinson <datkinson@ahc.sa.gov.au>

Cc: Matthew King <mking@urps.com.au>; Simon Channon <schannon@urps.com.au>; Joel Phillips | Colby Phillips

Advisory < joel.phillips@colbyphillips.com.au>

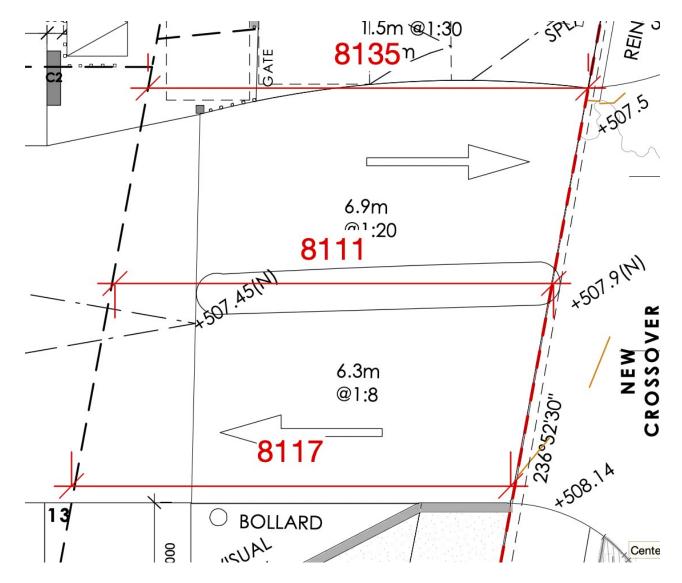
Subject: RE: Development Application - 21031474 - 14 Johnston St Stirling - Waste

[EXTERNAL]

Hi Mel,

Sorry for the delay in my response to your email on the 1st August.





I further note that there is likely to be a meeting set for next week between engineers, so would be grateful if this option was able to be discussed as a matter of priority.

I'll await your further response once consideration has been given to the alternate solution proposed.

Regards,

Derek Royans

Development Manager

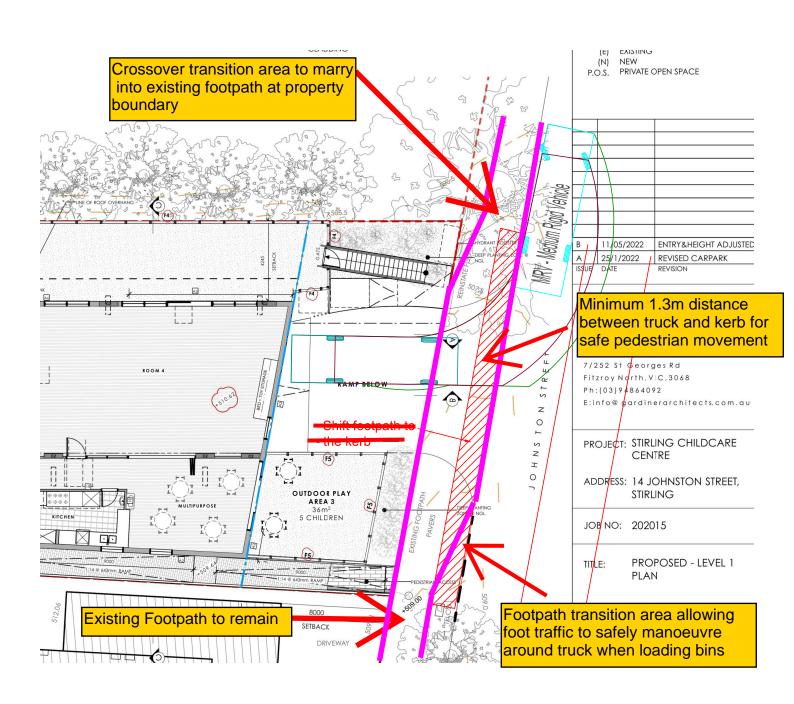
Trice - Solutions Beyond Property

P: 08 8232 0655 | M: 0420 942 322 225 Fullarton Road, Eastwood, 5063

www.trice.com.au

This email message is confidential and may contain privileged information. If you are not the intended recipient, you are requested to notify the sender and delete this message immediately. Thank you.

From: Melanie Scott <<u>mscott@ahc.sa.gov.au</u>> Sent: Monday, 1 August 2022 3:18 PM



Melanie Scott

From: Ashley Curtis

Sent: Monday, 29 August 2022 2:52 PM

To: Melanie Scott; Nick Carter

Subject: RE: Development Application - 21031474 - 14 Johnston St Stirling - Waste

Hi Mel,

Whilst not ideal, this is more akin to the types of obstruction that pedestrians may encounter when traversing the existing footpath network, be it a private dwelling receiving a delivery, or the exit from a busy shop. On that basis, I have no objections to the proposal.

Kind regards,

Ashley Curtis

Acting Director Infrastructure & Operations

Ext. 566

From: Melanie Scott <mscott@ahc.sa.gov.au>

Sent: Friday, 26 August 2022 5:13 PM

To: Ashley Curtis <acurtis@ahc.sa.gov.au>; Nick Carter <ncarter@ahc.sa.gov.au> **Subject:** FW: Development Application - 21031474 - 14 Johnston St Stirling - Waste

Hi Ashley and Nick

This is what I tried to call about this afternoon. There is along story about smaller trucks if you are interested. The diagram below is worst case scenario which results in a 900mm footpath for 5-6 minutes twice a week. Can we live with that? thanks

Melanie Scott - Senior Statutory Planner

Does not work Wednesdays

ext: 560

From: Joel Phillips | Colby Phillips Advisory < joel.phillips@colbyphillips.com.au >

Sent: Friday, 26 August 2022 4:40 PM **To:** Melanie Scott mscott@ahc.sa.gov.au>

Cc: Derek Royans <derek.royans@trice.com.au>; Marlee Dawson <marlee@gardinerarch.com.au>

Subject: RE: Development Application - 21031474 - 14 Johnston St Stirling - Waste

[EXTERNAL]

Hi Mel,

Thanks again for calling back this afternoon.

As discussed, here is the best we came up with, which gives space at the rear of the truck to lift the bin, and leaves a footpath width of 900mm at the front of the truck. The tolerances are very tight to achieve this.