



City of  
Mount Gambier

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**Date:** Thursday, 23 July 2020  
**Time:** 5.45 p.m.  
**Location:** Council Chamber, Level 4  
Civic Centre  
10 Watson Terrace  
Mount Gambier

# **AGENDA**

## **Supplementary Items Agenda Council Assessment Panel 23 July 2020**

**Tracy Tzioutziouklaris  
Assessment Manager**

**20 July 2020**

**Order Of Business**

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## 1 REPORTS

### 1.1 23 CALULA DRIVE, SUTTONTOWN – REPORT NO. AR20/42198

**Development No:** 381/0102/2020  
**Applicant:** W L DALTON  
**Property Address:** 23 CALULA DRIVE, SUTTONTOWN  
**Property Owner:** FAIRFIELD WAY PTY LTD  
**Report No:** AR20/42198  
**CM9 Reference:** AF19/488  
**Author:** Emily Ruffin, Planning Officer  
**Authoriser:** Tracy Tzioutziouklaris, Manager Development Services  
**Nature of Development:** Consent/Category 2  
**Description:** To change the use to a road transport depot (truck parking) including the construction of a workshop, and associated car parking and landscaping.  
**Zoning:** Light Industry  
**Policy Area:** N/A  
**Heritage:** N/A

#### REPORT RECOMMENDATION

1. That Council Assessment Panel Report No. AR20/42198 titled '23 Calula Drive, Suttontown' as presented on 23 July 2020 be noted.
2. The development shall be carried out in accordance with the Plan/s as approved by Council, except where varied by the following conditions of approval, and maintained thereafter.
  - (a) Before the occupation of the subject site occurs the:
    - (i) Landscaping shall be established in accordance with the Plan approved by Council and shall incorporate the use of established trees and shrubs, and shall be maintained in good health and condition at all times.
    - (ii) The car and truck parking area, driveway areas, manoeuvring areas and footpath crossover shall be graded, paved and sealed with bitumen or other similar material and line-marked and maintained in a useable condition at all times.
    - (iii) The footpath crossover area/s shall be constructed in accordance with Council Policy F175 - Footways & Crossovers.
  - (b) The hours of operation of the business and use of the property shall not create a nuisance and/or disturbance for any person/s and/or property in the immediate area.
  - (c) The operation of the site shall occur within the provisions of the Environmental Protection (Noise) Policy.
  - (d) The use of the site will be for truck parking in accordance with the approved plans, no loading or unloading of goods shall occur on the site of the development.

- (e) No washing of vehicles, plant or machinery is to occur onsite.
- (f) Onsite lighting shall operate in accordance with Australian Standard 4282-1997: Control of the Obtrusive effects of outdoor lighting.
- (g) Oils, chemicals and the like shall be stored in bunded areas appropriately designed so as to prevent entry to stormwater and to contain any spill materials.
- (h) All waste materials and refuse shall be contained within the proposed building or alternatively a screened holding place for waste materials and refuse containers shall be provided and maintained on the site of the development at all times.
- (i) Onsite waste management, including garbage collections points shall be carried out on the site of the development.

3. The Applicant be advised the reasons for the conditions of approval are:

- (i) To ensure the development does not detract from the amenity and character of the subject locality.
- (ii) To ensure the development does not detract from the amenity and character of the adjacent residential properties.
- (iii) To ensure orderly and proper development.



## BACKGROUND

The subject property is an irregular shaped allotment, with primary frontage of approximately 26.14 metres to Callula Drive, Mount Gambier and is approximately 5,125 square metres in area. Vehicular access to the subject site is also via Callula Drive.

The subject property is zoned Light Industry, and is located in an established light industrial area.

The allotment is bounded by;

- residentially zoned allotments to the north in a developing residential estate, separated by a landscape buffer, approximately 12 metres wide;
- A discussed railway (used as a public walking/cycling trail) and undeveloped Commercial Zone Land, currently used for farming purposes to the west
- Light Industrial Land to the east and south, including established uses such as a truck depot, service and manufacturing industries.

The allotment is set slightly above street level, and is generally level.

The allotment is fenced to all boundaries with a 1.8 metre high mesh security fence.

The allotment has established limestone rubble surface.

A shipping container is currently located onsite, with Council records indicating this is not an approved structure. The shipping container is not part of this Development Application.

Council records identify that the subject site is currently vacant land.

## PROPOSED DEVELOPMENT

The proposed development is to change the use of the property to a road transport depot (truck parking) including the construction of a workshop, office, car parking and landscaping.

The proposed development involves the establishment of the following onsite:

- 12 car parking spaces, bring 7 to the rear of the property for staff (truck drivers), and 5 to the front for staff and customers.
- 7 truck and trailer parking spaces
- Truck maintenance shed (20.0m x 20.00m) of 400 sqm, with a wall height of 5.5 metres, and overall height of 7.263 metres
- Office (4.0m x 10.0m) of 40 sqm with a wall height of 2.85 metres and overall height of 3.2 metres
- 3 m wide landscaping buffer to the northern and western boundaries (resulting in 570 sqm of landscaped area)

The operation of the site is proposed to occur within the following criteria;

Office/workshop area including 2 office/clerical staff

Truck Parking: Mon to Fri – 5.30 am leave, 9 pm return

Sat 6.30am leave, 6 pm return

The applicant has proposed sealed hardstand to the entire site, albeit the truck parking area.

A planning report, plans, response to further information and response to representation, which include details on the development and operation, are attached for the panels' perusal.



## **DEVELOPMENT PLAN PROVISIONS**

The development plan provisions as contained with the Mount Gambier (City) Development Plan as consolidated 21 April 2016 which relate to this application include:

### ***Light Industry Zone***

Objectives 1, 2 and 3

Desired Character Statement

Principle of Development Control 1, 5, 10

### ***Mount Gambier (City)***

#### ***Industrial and Commercial Development***

Objectives 1, 2, 3, 5, 6, 7

Principles of Development Control 1, 3, 4, 5, 7, 11, 12, 13, 14, 15, 16, 23, 24, 25, 29, 31, 35, 36, 37, 38, 40, 41, 42, 44, 45, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61

#### ***Interface Between Land Uses***

Objective 1, 2

Principle of Development Control 1, 2, 3, 6, 7

#### ***Design and Appearance***

Objective 1

Principle of Development Control 1, 2, 3, 4, 7, 9, 11, 14, 15, 17

## **PLANNING ASSESSMENT**

Within the Light Industry Zone a Road Transport Depot (truck parking) is identified as a Category 2 form of development.

The application is referred to the Council Assessment Panel as the application received one (1) representation resulting from the Category 2 Notification.

The representor raised concerns relating to;

- The hours of operation
- The number of vehicle movements, including the number of movement required to access and egress in a forward motion from the site
- Noise resulting from the maintenance works to be conducted onsite
- Concerns relating to inconsistencies in the planning consultant's report and documentation

The representation and response has been attached for the panels' information.

The proposal meets the relevant development plan provisions in terms of primary street setback and side boundary setbacks, with an overall building height between 6 to 8 metres being setback a minimum of 10 metres from the primary street alignment.



Onsite car parking delivers on the development plan objectives of 1 per 100 sqm, or 1 per 2 employees, with 12 carparks provided, exceeding the minimum prescribed 5 car spaces.

The proposed level of site development delivers on the objective that car parking spaces and manoeuvring area be sealed, albeit for the truck parking area, which is proposed to remain compacted rubble. It is recommended that the truck parking area be sealed as a condition of approval, noting given the number of onsite movements required to park a vehicle onsite a unsealed area is likely to result in dirt and debris tracking onto the road and into the stormwater system.

Onsite landscaping of some 570 sqm, comprising a three metre wide landscaped strip to the northern and western boundaries, delivers on the objective of a minimum 10 percent of the site being landscaped. The proposal does not deliver on landscaping to the street alignment, but being a narrow frontage the ability to deliver this objective is limited by the proposed access and egress points.

The applicant has demonstrated how access and egress can be enabled in a forward motion for the largest design vehicle from the site.

The landscaping proposed is pittosporums hedges, which deliver a dense buffer and are a quick growing variety, the maximum height is generally around 3 metres, which does not deliver on the objective that 20 percent of planting expected to grow to the maximum building height. The landscaping buffer (Council Reserve) located between the subject property and the adjacent residential properties is planted with Callery and Bradford Pear trees, which can grow to an established height of 4.6m and 12 metres respectively. Whilst this landscaped buffer does not form part of this development and cannot be condition to be retained, when considered alongside the proposal to established dense hedging landscaping to the subject property, should result in a suitable buffer between land uses when established.

The site has existing boundary fencing, and whilst not set in line with the building façade as envisaged by the development plan, this objective would restrict the ability to achieve onsite vehicle (truck) movements. Being an allotment set at the end of a cul-de-sac, and noting that the fencing exists onsite, the proposal to retain this fencing is considered appropriate.

Whilst the proposed transport depot (truck parking) does have proposed extended hours of operation, this is not out of character with existing uses in the locality, and will be limited to vehicle movements, and minor works. No truck tyres changes or major serving works is proposed to occur onsite. The application has designed the site to deliver a landscaped buffer, in addition to the council landscape reserve buffer that exists. Further the applicant has indicated the operation of the site is to occur with Environmental Protection (Noise) Policy provisions, and as such this would be condition of approval – should the operation result in noise complaints the operator would be required to make amendment to ensure they deliver on these provisions.

The proposed use of the site is not out of character with existing established uses within the immediate area, and should not result in any greater impact or amenity issues than those that relate to existing established uses.

## **CONCLUSION**

The proposed road transport depot (truck parking) has been designed to avoid adverse impacts on the adjacent residential land uses and, subject to the conditions as detailed with the report recommendations, warrants the support of the Council Assessment Panel. The applicant has addressed the concerns raised within the representation, and the proposal is not considered to be at serious variance to the relevant development plan provisions and it is recommended Development Plan Consent be granted.



## **INVITES**

Nil

## **ATTACHMENTS**

1. Map - DA 381/0102/2020 - 23 Calula Drive, Suttontown
2. Plans and Supporting Documentation
3. Representation
4. Response to representation
5. Further information

