



NOTICE OF MEETING

Notice is hereby given that the following meeting will be held in the Council Chambers of the Local Government Centre, 6 Dutton Road, Mount Barker on Wednesday 21 August 2019.

9.30am

Council Assessment Panel

A handwritten signature in black ink, appearing to read "M. Voortman", is written over a faint, circular official stamp.

M. Voortman
ASSESSMENT MANAGER

14 August 2019

MOUNT BARKER DISTRICT COUNCIL

COUNCIL ASSESSMENT PANEL

Wednesday 21 August 2019, 9.30 am

AGENDA TABLE OF CONTENTS		PAGE
1.	APOLOGIES	5
2.	CONFLICT OF INTEREST DECLARATION	5
3.	CONFIRMATION OF MINUTES <i>CAP Meeting Minutes Wednesday 15 May 2019.</i>	5
4.	BUSINESS DEFERRED	5
5.	REPORTS BY OFFICERS	5
5.1.	NON-COMPLYING APPLICATIONS	5
5.2.	CATEGORY 3 APPLICATIONS	7
5.2.1.	580/34/19 – Beyond Ink (HPE CM DOC/19/98634) 145C-147 Mount Barker Road HAHNDORF SA 5245 Demolition of the existing dwelling and ancillary structures and the construction of an Early Learning Centre (child care and pre-school) including associated covered verandahs, open pergolas, earthworks, car parking, retaining walls, landscaping and fencing.	7
5.3.	CATEGORY 2 APPLICATIONS	109
5.4.	CATEGORY 1 APPLICATIONS	109
6.	INFORMATION REPORTS	109
7.	CONFIDENTIAL REPORTS	109
8.	OTHER BUSINESS	109
9.	CLOSE	109

1. APOLOGIES

2. CONFLICT OF INTEREST DECLARATION

3. CONFIRMATION OF MINUTES

- 3.1. That the minutes of the meeting held on 15 May 2019 as circulated to members be confirmed as a true and accurate record of proceedings.

4. BUSINESS DEFERRED

Nil.

5. REPORTS BY OFFICERS

5.1. NON-COMPLYING APPLICATIONS

Nil.

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5.2. CATEGORY 3 APPLICATIONS

5.2.1 SUMMARY DETAILS

Application No.	580/34/19
Applicant	Beyond Ink
Subject Land	LOT: 83 FP: 157218 CT: 5680/436, LOT: 84 FP: 157219 CT: 5802/52, 145C-147 Mount Barker Road HAHNDORF
Ward	North Ward
Proposal	Demolition of the existing dwelling and ancillary structures and construction of an Early Learning Centre (child care and pre-school) including associated covered verandahs, open pergolas, earthworks, car parking, retaining walls, landscaping and fencing
Zone	Township Zone
Policy Area	Residential Policy Area 21
Historic Conservation Area	Hahndorf, North Approaches Area 14
Form of Assessment	Merit
Public Notification	Category 3
Representations	Two (2)
Persons to be heard	Two (2)
Agency Consultation	• Commissioner of Highways - Department of Planning, Transport and Infrastructure (DPTI)
Responsible Officer	Michael Dickson
Main Issues	• Suitability of Land Use within the Zone and Policy Area • Built form and Appearance • Car Parking, Transport and Access • Noise impacts • Historic Conservation Area • Trees and Landscaping
Recommendation	RESOLVE to grant Development Plan Consent subject to conditions and reserved matters

1. PROPOSAL

The proposal is for the demolition of the existing dwelling and structures on the land and the construction of a new building to be used as an Early Learning Centre (**ELC**) for childcare and pre-school. The proposed maximum capacity of the ELC is 85 children, comprising 30 pre-schoolers, 40 toddlers and 15 infants. Opening times are proposed from 6.30am to 6.30pm Monday to Friday excluding public holidays, with the applicant advising that the main periods of activity will be 7.00 to 8.30am and 3.30 to 5.30pm which coincides with the main pick up/drop off times.

The ELC building is predominantly brick veneer construction with small sections of stonework incorporated into the façade. It has an approximate floor area of 645m² split over two-levels to follow the natural contours of the sloping site. Incorporated into the building's design are a number of covered verandahs and an open pergola.

The proposal also comprises the following:

- Car parking for 23 vehicles, predominantly to the rear of the ELC building but also includes four (4) dedicated car parks for staff on the eastern side of the building.
- Earthworks and associated retaining walls, the highest retaining walls being 1.85m high in cut situated at the south-western corner at the rear of the site.
- Landscaping, predominantly to the front and eastern side of the ELC building which will be used as the outdoor play area for the children.
- Fencing; 2100mm-2700mm high Colorbond fencing to the eastern side, western side and southern rear boundaries of the site, and 1800mm-2100mm high timber fencing along the front boundary and to the eastern side and western side of the outdoor play area (the timber fencing along the front boundary will be an open-style fence).
- Modification of the existing driveway access on the eastern side of the land and construction of a new driveway access on the western side of the land.
- Removal of one street tree.

Refer to **Attachment One (1)** for details of the proposal, including:

- Development application form and certificates of title **page 31**
- Details of the proposal and architectural plans **page 37**
- Civil Plan and associated details **page 46**
- Environmental Noise Assessment report prepared by Sonus **page 49**
- Transport Impact Assessment prepared by GTA Consultants **page 61**
- Additional comments from GTA Consultants **page 77**

2. PROCEDURAL MATTERS

2.1 Assessment Pathway

The land is located within the Residential Policy Area 21 of the Township Zone, refer to Maps MtB/28 of the Mount Barker District Council Development Plan, consolidated 8 August 2017.

Within the zone, an ELC (or the like), is neither listed as a complying nor non-complying form of development. Pursuant to Section 35(5) of the *Development Act 1993*, the application is deemed to be a merit development and shall be assessed on its merits, taking into account the provisions of the relevant Development Plan.

2.2 Public Notification

The proposed development does not fall within an assigned public notification category within the zone of the Development Plan, nor Schedule 9 of the *Development Regulations 2008*, and therefore has been processed as a Category 3 development pursuant to Section 38(1)(c) of the *Development Act 1993*.

3. **SUBJECT LAND**

The subject land comprises of two allotments formally identified as:

- Lot 83 held in Certificate of Title Volume 5680 Folio 436; and
- Lot 84 held in Certificate of Title Volume 5802 Folio 52.

The land is also identified as 145C-147 Mount Barker Road, Hahndorf.

The land is mostly rectangular-shaped, with the exception of the eastern boundary of Lot 84 which tapers wider towards the front. Both allotments have a combined frontage width of 40.2 metres tapering to 36.5 metres at the rear and a depth of 60.4 metres. The overall site is approximately 2270m² in area.

The natural topography of the site falls from the rear to the front, with the middle of the site being relatively level surrounding the existing dwelling. The site has already been benched to generally match the levels proposed in the development application.

The existing conventional-designed dwelling sits mostly on Lot 83, towards the front of the land. There is a large outbuilding to the rear of the dwelling. The existing driveway access from Mount Barker Road runs along the eastern boundary of Lot 84. Adjacent to the driveway at the front of the land is a multi-stemmed English Oak tree with circumference measurements of 4.23 metres and 2.22 metres, making this a Significant Tree.



Refer to **Attachment Two (2)** for photos of the land **page 79**.

4. **LOCALITY**

The land is wholly contained within the Residential Policy Area 21 of the Township Zone. It is also sited within the Hahndorf, North Approaches Historic Conservation Area 14.

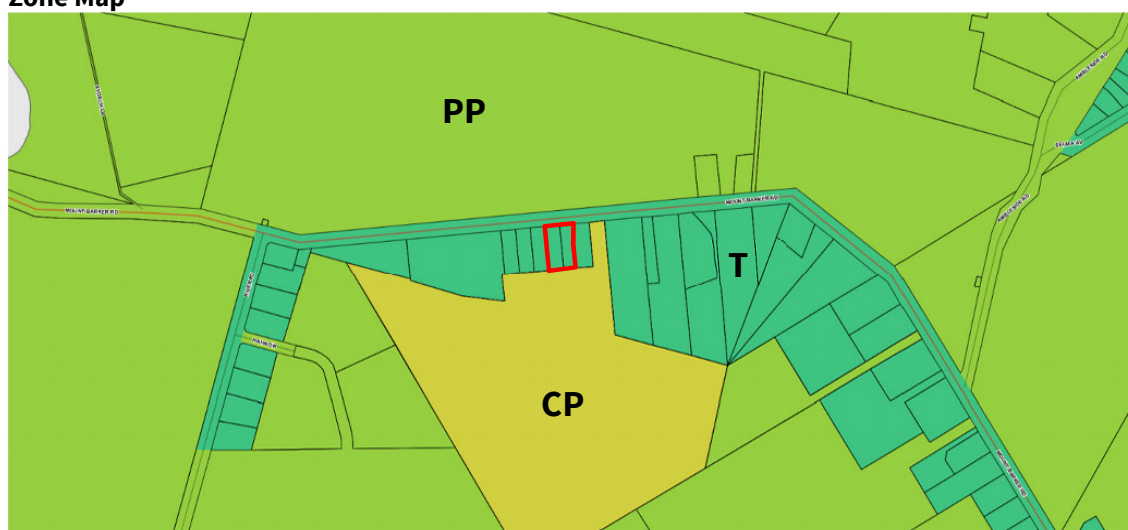
The locality is mixed in nature with varying allotment sizes.

On the southern side of Mount Barker Road, to the east and west of the land is predominantly residential uses, with each allotment comprising a dwelling and ancillary structures on a range of allotment sizes. These allotments form part of the 'Hahndorf, North Approaches' Historic Conservation Area.

On the northern side of Mount Barker Road is the Primary Production Zone, predominantly comprising low-scale grazing and agricultural uses. Directly adjacent the proposed ELC is the 'Hahndorf Market' (fruit and vegetable shop).

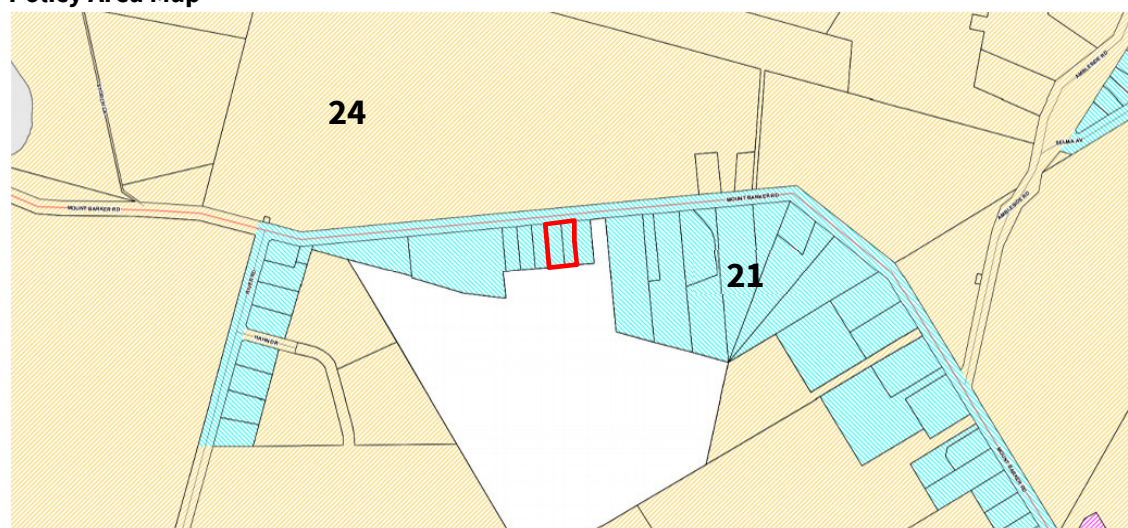
Adjoining the land to the south is the 'Hahndorf Resort' (caravan park) comprising a mix of cabins, caravan sites and permanent dwellings along with a motel, restaurant, function centre and associated amenities.

Zone Map



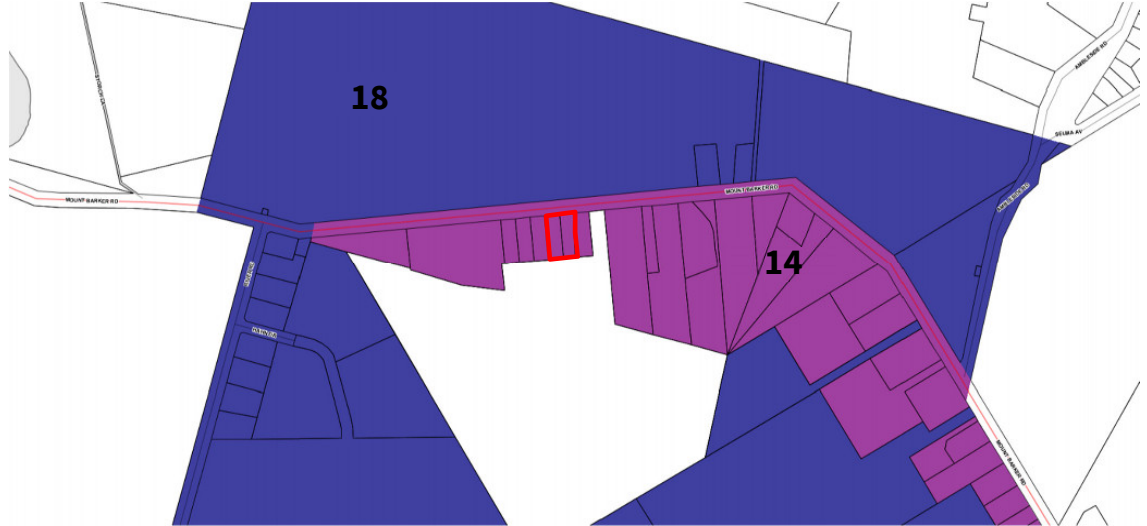
CP = Caravan and Tourist Park Zone | PP = Primary Production Zone | T = Township Zone

Policy Area Map



21 = Residential | 24 = Hahndorf Rural Activity

Historic Conservation Area Map



14 = Hahndorf, North Approaches Area | 18 = Hahndorf Rural Setting Area

5. **GOVERNMENT AGENCY SUBMISSIONS**

5.1 **Commissioner of Highways - Department of Planning, Transport and Infrastructure (DPTI)**

The proposed development abuts Mount Barker Road which is a secondary arterial road. In accordance with Schedule 8, Item 2, 3(a)-(c) of the *Development Regulations 2008*, the application was referred to the Department of Planning, Transport and Infrastructure (DPTI).

DPTI provided a response to the referral on 12 June 2019, which supported the proposal in principle, but did not support the additional access onto the arterial road. It was recommended that the proposal be amended to be served by a single shared access adjacent the eastern boundary.

Following correspondence received from GTA Consultants, DPTI provided an amended referral response dated 4 July 2019. They acknowledged that the recommended shared access would be difficult given its proximity to the Significant Tree and took into account additional factors including the separation between the proposed ingress and egress points, and the function of the access point for the adjacent 'Hahndorf Market'.

DPTI support the proposal and has requested a number of conditions be attached should the application be approved.

Refer to **Attachment Three (3)** for a copy of both referral responses from DPTI **page 83**.

6. INTERNAL REFERRALS

6.1 Development Engineering

Stormwater

The site falls towards Mount Barker Road. Mount Barker Road has no formal stormwater infrastructure at the front of the property and is not kerbed. The proposed development consists of an internal pit and pipe network that drains the site through a treatment device and detention chamber before discharging to an existing stormwater pit located on Mount Barker Road at the access to the Hahndorf Resort approximately 20m east of the site. The stormwater line constructed in Council's verge is to be minimum 375mm class 4 RCP.

The detention chamber has been designed to reduce all flows from the 100 year ARI event down to 20L/s. This is considered to be adequate detention for the site as it reduces flows from all events down to approximately the pre-development 10 year ARI.

Waste water

This site is located in Hahndorf which is serviced by SA Water for waste water (within the sewer mains connection located in Mount Barker Road).

Access

Access to the development is via Mount Barker Road which is a DPTI controlled road. A separate access and egress has been proposed for the development which are separated by approximately 30m. This design is largely due to the existing building and the significant tree located at the front of the property. The egress only from the site aligns with the access only for the fruit and veg shop across the road creating a kind of 4-way junction. The applicant's traffic engineer (GTA) has provided advice that while there is the potential for cars to leave the ELC and cross the road into the Fruit and Veg Shop, this would be a very uncommon movement. Additionally, as the egress and access to the two developments are one-way, this further reduces the number of turning conflicts at this location. Vehicles exiting the ELC will have to give way to all vehicles on Mount Barker Road including those accessing the Fruit and Veg Shop. DPTI have also supported the proposed arrangement.

The proposed access passes through the tree protection zone of the significant tree therefore it will need to be constructed in a tree sensitive manner. There is already a driveway present at this location meaning that the tree is likely accustomed to some disturbance in this area.

Summary and Recommendation

After assessment of the proposed development, it is anticipated that the development would operate satisfactory and safely from an Engineering perspective, subject to the relevant conditions applied.

6.2 Heritage Architect

The Proposal is to demolish the existing unlisted residence and construct a single storey early learning centre with rear carparking, landscaping and fencing, two separate one way driveways, retention of a tree and existing fencing and benching.

The driveways and landscaping ensure the new building will include side setbacks, particularly on the east side, where there is a portion of outdoor play to the side of the new building.

The building has an articulated floor plan and incorporates two main skillion roof forms that have the highest point to the north. Proposed materials include external brick walling, glazing stone central feature panel, galvanized metal cladding to the high level of the skillion and timber slat fencing.

The Subject Land is located in the Hahndorf North Approaches Historic Conservation Area.

Assessment

The proposal is for a modern residential scale and form of building that does not alter the existing rural character and the existing pattern and density of residential development.

The proposal reinforces the pattern of development described as large detached dwellings, substantial gardens and interspersed with views to the rural hinterland. The proposal delivers a generous setback from the main road noted as becoming more pronounced on approach to River Road. Front fencing is sufficiently low and open and of materials as contemplated in Desired Character. The skillion roof forms are typical of traditional and also modern forms and the symmetrical frontage is also considered a characteristic.

The proposal is therefore as contemplated by Historic Conservation Area Objectives 1 to 5, adopting design cues without replication as encouraged in PDC 8.

The front fence is a clever interpretation of PDC 13, providing open timber fencing. Signage appears to be a separate application and PDC 16 is satisfied through the demonstrated respect for topography.

Residential Policy Area 21 Objective 1 is accepting of the single storey residential appearance although PDC 4 contemplates no further intrusion by commercial, or other, non-residential land uses, that generate traffic, noise, dust or odour.

In terms of Objective 5 the development is considered to reinforce the open landscaped and unobtrusive, human scale design of early European settlements in a rural setting with shared driveways and property boundaries forward of dwellings and adjacent to public roads and spaces are to remain open or where defined by fencing is of a low scale, utilising post and wire, brush, hedges or vegetation to permit the visibility of front gardens and dwelling facades.

Township Zone Objective 5 is untroubled by the scale, placement and form of the proposal, which conserves and enhances of the main road streetscape and scenic rural setting of the township.

It is contemplated that Hahndorf will remain a town of detached, single storey buildings set on large allotments surrounded by vegetation, with generous boundary setbacks and outbuildings located to the rear.

Positive aspects are:

- Retention of the tree;
- Keeping the driveways residential in width;
- Retaining the existing benching with minimal change;
- Maintaining generous front and side setbacks;
- A simple articulated built form

I am therefore supportive of the approach taken from a heritage perspective.

6.3 Urban Forest Officer

The Significant English Oak Tree is an iconic landscape feature at the gateway of the town, it also represents the historical link to the place and is a living relic of life in Hahndorf many decades ago when it was planted (estimated to be 80 -100 years ago).

It would seem by the plans the development at this site intends to celebrate the tree and consider it an asset to the development (which it is).

The new works within the tree protection zone (TPZ) appear to have been minimised by good opportunity to do so which is the main consideration in the hierarchy of appropriate design when incorporating old trees in new development. There is still stormwater and potentially other service trenching not shown on the plans. It is best practice to try and coordinate all services in the same trench even if this means re-routing one or two of them to achieve this. The existing retaining and fill might be revised, and this is an opportunity favourable to the tree if levels are adjusted to natural ground levels before this area was filled when the house was built or where a good number of roots are discovered in the existing fill (reserved matter).

The tree sensitive pavement including car parking appears to extend throughout the diameter of the TPZ and includes de-compaction of the existing natural surface before layering the rock products. The area of ground within the TPZ to be paved must first be gently ripped/tynd and the rock added to the 'fluffed up' root zone soils and then rolled into to these soils to get the compaction/settlement required (settling in the right volume of rock to support the upper surface), here around 200 mm of rock is better than 150mm.

Provided the underground stormwater is located outside the TPZ then there is no special considerations in its instalment. Naturally, any associated pipe trenching through the TPZ must be undertaken by hand and/or with the assistance of hydrovac.

The removal of one of the non-regulated avenue trees (already in existing poor condition and needs to be replanted anyway) will not be subject to the 6 for 1 policy but will need to be replaced 1 for 1 in the nearest possible location to maintain the avenue of trees.

Fencing the TPZ is required during construction. This will require various diameters at different stages i.e further out during any demolition and in supervised cases reduced to install certain approved features like the tree sensitive pavements.

Minimal earth works and appropriately considered level changes in relation to the root plate during landscape design should occur (reserved matter)

It is considered that the development has been designed sensitively in order to retain and preserve the Significant English Oak Tree. Construction techniques and landscape design to be conditioned.

7. **PUBLIC NOTIFICATION**

As discussed in section 2.2 Public Notification of this report, the proposal was required to undergo Category 3 public notification. The application was advertised in accordance with Section 38(5) of the *Development Act 1993*, with adjacent land owners notified in writing and an advertisement placed in The Courier newspaper on 22 May 2019.

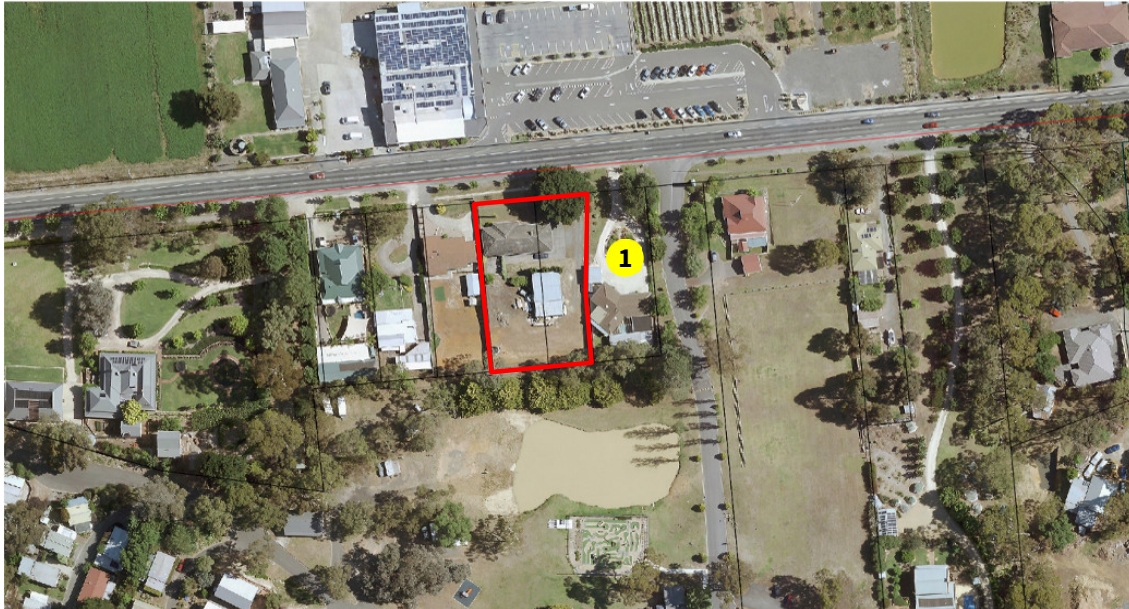
7.1 **Representations**

Two (2) representations were received as a result of the public notification; both opposing the proposal. These are summarised in the table below.

	Representor/ Address	Summary of Issues	Request to be heard
1	Robert & Kaye Dewell 145B Mount Barker Road, Hahndorf	<ul style="list-style-type: none">• Increase in traffic volumes/congestion along Mount Barker Road• Conflicts with the Hahndorf Market access• Pedestrian safety• Discrepancies in the 3D renders of the proposal, possible encroachment of land• Overshadowing/loss of light from proposed fencing	Yes
2	Melissa Paech 40 English Street, Hahndorf	<ul style="list-style-type: none">• Impacts to the Significant Tree• Increased traffic flow in an already congested area• Visitor impressions of Hahndorf	Yes

Refer to **Attachment Four (4)** for a copy of the representations received **page 87**.

Map of representors



Subject land outlined in red. Representor's residences numbered as per representation table. The property for Representor 2 (Melissa Paech) has been excluded from the map for clarity – it is located approximately 1.9 kilometres south-east of the subject land.

7.2 Applicant's Response to Representations

The applicant has provided a response to the representations that were received, including a subsequent letter from GTA Consultants to address the representors' traffic related concerns.

Refer to **Attachment Five (5)** for the applicant's response to representations **page 95**.

This response, along with the amended plans, were provided to both representors. The representors were given an opportunity to reply further to their representation based on the additional information that was made available. Both representors replied.

Refer to **Attachment Six (6)** for the representors' reply to the additional information **page 101**.

The applicant provided a further reply to Robert and Kaye Dewell. A further reply to Melissa Paech was not provided.

Refer to **Attachment Seven (7)** for the applicant's further reply to Robert and Kaye Dewell **page 107**.

8. ASSESSMENT

The development application is required to be assessed against the Development Plan in effect at the time of lodgement, being the Mount Barker (DC) Development Plan – Consolidated 8 August 2017.

8.1 Relevant Development Plan Provisions

Township Zone: Objectives 1, 3, 4, 5, 6 PDCs 1, 5, 7, 9

Residential Policy Area 21: Objectives 1, 4, 5 PDCs 1, 5, 6, 8, 9

Design and Appearance: Obj 1 PDCs 1, 2, 3, 4, 7, 9, 11, 12, 13, 15, 16, 18

Historic Conservation Area: Obj 1, 2, 3, 5 PDCs 1, 2, 7, 8, 9, 13, 14, 16

Infrastructure: PDCs 1, 4, 5

Interface between Land Uses: Obj 1, 2, 3 PDCs 1, 2, 3, 5, 6, 7, 8, 9

Landscaping, Fences and Walls: Obj 1, 2 PDCs 1, 3, 4, 6, 7

Orderly and Sustainable Development: Obj 1, 2, 3, 4, 6, 7 PDCs 1, 3, 4, 5, 6, 8, 11

Significant Trees: Obj 1, 2 PDCs 1, 2, 3, 5, 6, 7

Siting and Visibility: PDCs 1, 4, 10

Sloping Land: Obj 1 PDCs 1, 2, 3, 7

Transportation and Access: Obj 2 PDCs 2, 5, 8, 9, 13, 18, 19, 29, 30, 32, 33, 34, 36, 38, 39, 41, 42, 44, 45, 46, 47, 48

Waste: Obj 1 PDCs 1, 2, 5, 6

While all of the above provisions are considered applicable, only the most relevant to this site and application, are discussed in detail below.

8.2 Suitability of Land Use within the Zone and Policy Area

The zone as a whole envisages a range of land uses, including ‘educational establishments’ to which the ELC aligns with (Township Zone PDC1). This however covers a number of policy areas where the Residential Policy Area 21 generally only envisages ‘single detached dwellings at low densities on individual allotments’ (Residential Policy Area 21 PDC1).

Whilst the ELC is not an envisaged land use within the policy area, childcare centres and kindergartens are typically located within residential areas across the greater Adelaide metropolitan area as they are more conducive to those areas rather than core business or centre zone areas.

A key objective of the policy area is for the retention of the residential character and no further intrusion by commercial, or other, non-residential land uses that generate traffic, noise, dust or odour (Residential Policy Area 21 Objective 4). Providing that the proposal demonstrates that the ELC will not detrimentally detract from the residential character and amenity, it is considered a reasonable land use within the policy area as the impacts are less intrusive than traditional commercial development.

In addition to this, the proposal contributes to ribbon development as it is adjacent to the Hahndorf Market and Hahndorf Resort, which are also accessed directly from Mount Barker Road. These land uses are subsequently sited in different zones, being the Primary Production Zone and the Caravan and Tourist Park Zone respectively. Ribbon development is discouraged along arterial roads (Orderly and Sustainable Development PDC6). An ELC would not be appropriate within the main street commercial area of Hahndorf given the constrained allotments, extent of heritage and traffic congestion. This would also prejudice the intent of this area which is envisaged more so for tourist activities, shops and restaurants. Providing that the ELC is designed at a scale compatible with the adjoining residential development, the resulting 'ribbon development' would be deemed appropriate.

Much of the Desired Character of the policy area is focussed on the scale and form of buildings as well as preserving a landscaped setting, rather than specific land uses. It is considered that as long as the building is designed in a sympathetic manner and reflective of other built form in the locality, then the proposal will achieve the intent of the policy area.

These matters are discussed in the subsequent sections of this report.

8.3 Built form and Appearance

The built form of the ELC is a single-storey detached building as envisaged within the policy area (Residential Policy Area 21 Objective 1). It is to be set back approximately 9.7 metres from the front boundary which is further than the existing dwelling currently on the land, and is generally in line with the dwelling on the adjoining land to the west at 147 Mount Barker Road.

The policy area envisages that side and rear setbacks of dwellings shall be consistent with adjoining dwellings (Residential Policy Area 21 PDC6). Whilst the ELC is clearly not a dwelling, it is considered that this is a relevant principle in achieving a built form that is envisaged. The dwellings on both of the adjoining allotments are set back 1 metre from their side boundaries; they are however also only sited on one allotment whereas the proposed ELC will be constructed over two allotments. The proposed ELC is to be sited 3.7 metres from the western side boundary and 6.7-14 metres from the eastern side boundary. Whilst not consistent with the dwellings on the adjoining allotments, if the ELC was only set back 1m from both side boundaries, then the scale of the building would be uncharacteristic of the dwellings on the adjoining allotments.

As a means to test this in another way would be to compare the width of the dwellings on the adjoining allotments to the width of the proposed ELC. The proposed ELC has a width of 21.2-25.7 metres, whilst the dwelling at #149 has a width of 18 metres (approximately) and the dwelling at #145B has a width of 21 metres (approximately). The built form scale at the front of the building, which is the predominant view from the road, is considered to be consistent with the dwellings on the adjoining allotments.

In regards to achieving a consistent rear set back, this differs widely between the two dwellings on the adjoining allotments due to the siting of the buildings themselves. The dwelling at #149 has a rear setback of 35 metres (approximately) and the dwelling at #145B has a rear setback of 8 metres (approximately). The proposed ELC building clearly cannot be consistent with both of the rear setbacks of the adjoining dwellings, however its proposed rear setback of 12.8 metres is considered to be compatible with the dwelling at #145B.

The proposed ELC predominantly uses brick as the external material with some stone features on the façade and timber verandahs. These natural materials are reflective of the built form in the locality, and will blend with the character of the area. The bulk of the built form is compatible with the dwellings in the locality and has been reduced through the single-storey building with split-levels to follow the natural slope of the land, a mix of materials and finishes, as well as the open-pergolas facing the street which provide additional articulation.

The Desired Character of the policy area envisages that property boundaries forward of dwellings and adjacent to public roads remain open or where defined by fencing is of a low scale. This is also reiterated in Residential Policy Area 21 PDC8 which seeks low scale fencing to permit the visibility of front gardens and dwelling facades. The proposal includes 2100-2700mm high Colorbond fencing along the side boundaries, predominantly at the recommendation of the Environment Noise Assessment conducted by Sonus. Along the western boundary, this terminates in line with the façade of the ELC meaning that the existing fencing which extends right to the front boundary will be removed which satisfies the intent of Residential Policy Area 21 PDC8. On the eastern boundary there is however some Colorbond fencing proposed in front of the ELC façade but this terminates approximately 6m from the front boundary. Originally the fencing was proposed to extend to the front property boundaries, but through the applicant's discussions with the neighbours, it was deemed appropriate to reduce the extent of the Colorbond fencing to maintain a more open streetscape.

The outdoor play area in front of the building is enclosed by a mix of solid and open-style timber fencing. Internal to the site, along the western side of the outdoor play area is 2100mm high solid timber fencing and along the eastern side of the outdoor play area is 1800-2100mm high solid timber fencing. The 1800mm high timber fencing returns along the front boundary, starting as a partially solid fence and gradually increasing the timber-widths and gaps towards the eastern side to be a more open-style fence. This fencing is clearly visible in the streetscape and the solid portions of fencing is at odds with the intent of Residential Policy Area 21 PDC8. This however can be deemed appropriate as the existing Colorbond fencing along the western boundary is being removed, and therefore the solid timber fencing on the western side of the outdoor play area will generally maintain the status quo. In addition to this, landscaping is proposed in front of the solid timber fencing on the eastern side of the outdoor play area which will satisfy the intent of Residential Policy Area 21 PDC8 by screening the fence. Only a smaller section of the fencing along the front boundary will appear as 'solid', but this will be substantially offset by the large canopy of the significant tree which is the key focal point of the land. The remaining fencing along the front boundary is of an open nature with varying width of gaps and will permit visibility of the outdoor play area and the ELC façade as generally intended in Residential Policy Area 21 PDC8. Furthermore, the timber fencing is a natural material and typically more visually attractive than solid Colorbond fencing. The applicant has also offered to undertake some planting within Council's verge along this fence, which will further soften the visual appearance. If approved, this will be made a reserved matter.

For the reasons provided, it is considered that the extent of the proposed fencing (whilst not ideal) is an appropriate balance between design and function and generally satisfies the intent of Residential Policy Area 21 PDC8.

8.4 Car Parking, Transport and Access

Table MtB/2 of the Development Plan requires that car parking for a 'child care centre' be provided at a rate of 1 space per 4 children. The ELC has capacity for 85 children, therefore requiring 21.25 vehicle parks. The proposed ELC exceeds this provision by providing 23 car parking spaces and therefore accords with Transportation and Access PDC39.

The four car parking spaces on the eastern side of the building have been specifically designated as staff car parking. This is to avoid the car parks being used by parents in peak times and risk queuing of vehicles onto Mount Barker Road and creating a hazard or disrupting the flow of traffic. Council's Development Engineers confirm that the car parking area and dimensions accord with the relevant Australian Standards (Transportation and Access PDC 41).

The potential increase in traffic along Mount Barker Road was a key concern of the representors, and DPTI also had initial concerns in regards to the additional proposed access point. The applicant provided a Transport Impact Assessment (TIA) report from GTA Consultants, who subsequently also included additional commentary in response to the representations and to Council's queries.

One of the key messages within the TIA is that a high proportion of traffic generated by childcare centres typically comes from the surrounding residential areas which is 'passing trade' that already uses the roads surrounding the child care centre to travel to and from other destinations (e.g. commuting to/from work). This typically reduces the net traffic impact of the proposed development by up to 30%. GTA consultants concluded in their initial TIA that *'the additional traffic generated by the proposed development is considered to be low and the additional development traffic is not expected to compromise the safety or efficiency of the surrounding road network'*. GTA Consultants reiterated this in their commentary responding to the representations noting that *'...Mount Barker Road would not be adversely impacted by the traffic volume along the road, especially given childcare centres within the Adelaide Metropolitan area have been operating safely on roads with higher traffic volumes than Mount Barker Road'*.

The additional access point was of initial concern of DPTI. Following correspondence with GTA Consultants and a review of the proposal, they provided an amended referral response dated 4 July 2019 supporting the proposal. With the support of Council's Engineers and DPTI, it is considered that the development has safe and convenient access (Transportation and Access PDC 30). It is also pointed out that the ELC is proposed over two allotments, and if each allotment were individually developed, it would be reasonably expected that each allotment would have its own access point onto Mount Barker Road.

The car park has been designed to allow for a Medium Rigid Vehicle (MRV) to enter and exit the land in a forward direction for waste collection (Transportation and Access PDC 18). This can only occur when there are no vehicles parked in the spaces along the southern boundary, and therefore waste collection will need to occur outside of operational hours of the ELC. The applicant was unable to confirm when waste would be collected. To be consistent with the *Environment Protection (Noise) Policy 2007*, waste collection should only occur between 7.00am and 10.00pm, which are the recognised 'daytime' hours. Waste collection could therefore occur between 6.30pm and 10.00pm Monday to Friday, or between these recognised 'daylight' hours on Saturday or Sunday. A condition regarding the collection of waste has been included in the recommendation.

8.5 Noise impacts

An ELC has the potential to cause noise disturbance to neighbouring residences during operational hours, particularly of children using the outdoor play area and of vehicles within the driveway and car parking areas. The applicant has provided an Environmental Noise Assessment (ENA) prepared by Sonus. This considered the cumulative noise impacts of the outdoor play areas, car park activity and the mechanical plant equipment. It included recommendations for 2100-2700mm high Colorbond fencing on the side boundaries of the land and sound attenuation measures to the mechanical plant area, all of which have been included in the proposal (Interface between Land Uses PDCs 2, 5, 6). The applicant has employed the recommendations of the ENA and therefore, Sonus has concluded that the development *'has been designed to minimise adverse impact and conflict between land uses, prevent noise from causing unreasonable interference with the amenity, and will not detrimentally affect the locality by way of noise'*. Given that the proposal has incorporated the recommendations of the ENA, it is considered that it has been suitably designed so as to not detrimentally affect the amenity of the locality or cause unreasonable interference to adjoining residences with respect to noise (Interface between Land Uses PDC 1).

There is a visual impact associated with the recommendations of the ENA with respect to the Colorbond fencing. From a streetscape perspective, this has been sufficiently mitigated and considered in the [8.3 Built Form and Appearance](#) section of this report. There is a 46 metre length of 2700mm high Colorbond fencing along the western boundary, most of which is directly adjacent to the dwelling and carport at #145B. This side of the neighbouring dwelling is more or less a utility area adjacent to the existing carport and tool shed and therefore overshadowing is not of concern. Some extent of the 2700mm high Colorbond fence will extend further south along the western boundary and into the primary private open space area. It is noted that this boundary is already fenced with 1800mm high Colorbond fencing. The increase in fence height by 900mm is likely to have an undesirable visual impact to the adjoining neighbours at #145B, and this was raised in their representation but more so with respect to overshadowing. It is however considered unlikely that the proposed fencing will result in an unreasonable degree of overshadowing as the fence runs north-south and would only contribute to this impact in the afternoon (Interface between Land Uses PDC 3).

The proposed 2700mm high Colorbond fencing along the western boundary is not ideal with respect to the visual impact this will have on the adjoining land to the west. On balance though, the extent of fencing seeks to reduce the noise impacts from the proposed development. With the neighbouring dwelling having frontage to Mount Barker Road and adjoining the Hahndorf Resort to the rear which already likely both generate a degree of traffic noise that the owners would be accustomed to, it may be reasonable to reduce the height of this fencing should the applicants and neighbour come to an amicable agreement. The applicants will still be required to notify the neighbours of their intent to construct a fence as part of the *Fences Act 1975*, which will provide them with a mechanism to negotiate the height of this fence.

8.6 Historic Conservation Area

The existing dwelling on the land was built in the 1960's (approximately) and has no heritage value or status. Its demolition would have a minor impact on the character of the Historic Conservation Area (Historic Conservation Area PDC 7).

The proposed building takes cues from the built form within the Historic Conservation Area with respect to scale, bulk, setbacks and materials (Historic Conservation Area PDC 8).

Front fences within a Historic Conservation Area shall generally be of low timber pickets and have a maximum height of 1.2 metres (Historic Conservation Area PDC 13). The proposed front fencing is a contemporary timber fence, with a height of 1.8 metres. Whilst clearly exceeding 1.2 metres in height, the style of fence is in keeping with the intent of the Historic Conservation Area and furthermore Council's Heritage Architect noted that this was a 'clever interpretation'.

The Historic Conservation Area also envisages that rear and side boundary fences not exceed 1.8 metres in height (Historic Conservation PDC 14). The proposal incorporates fencing up to 2.7 metres in height along the eastern side boundary, and elsewhere between 1.8-2.1 metres in height. This has been proposed as a means to reduce noise impacts to neighbouring residences, but is clearly at variance with this principle of the Historic Conservation Area.

The proposed building has had high regard to the topography of the land, utilising the site levels from the existing dwelling and incorporating a split-level design in the building with the car parking on a higher level again (Historic Conservation Area PDC 16).

The proposal generally accords with the intent of the Historic Conservation Area principles, with the exception of the height of the proposed fencing. Council's Heritage Architect is supportive of the proposal with respect to the Historic Conservation Area, noting that the positive aspects being the retention of the significant tree, residential width driveways, retaining the existing site levels with minimal change, maintaining generous front and side setbacks and the building having a simple articulated built form.

8.7 Trees and Landscaping

There is an English Oak tree at the front of the land, adjacent to the driveway. It is multi-stemmed with circumference measurements of 4.23 metres and 2.22 metres, making this a significant tree. It is highly worthy of retention as it is in good health with a good structure and long life expectancy. It is also a very distinguishing feature in the streetscape along Mount Barker Road, and underpins the characteristics of the Historic Conservation Area. Importantly, the applicant is proposing to retain the tree (Significant Trees PDCs 1, 3).

Council's Urban Forest Officer has reviewed the proposal and the applicant has amended the plans in accordance with this advice. These amendments included moving the underground stormwater detention system outside of the tree protection zone (TPZ), moving all trenching work further away from the tree, and proposing to construct the driveway within the TPZ in a tree-sensitive manner. There is limited detail regarding the proposed earthworks within the portion of the TPZ in the outdoor play area, however the applicant has requested to defer this level of detail in a landscaping plan to be provided as a reserved matter should the application be granted planning consent. Council's Urban Forest Officer is satisfied that the landscaping and earthworks within the outdoor play area can be designed sensitively with respect to the tree (Significant Trees PDCs 2, 5).

The proposal also includes the removal of a street tree for the installation of the crossover on the western side of the land. Council's Urban Forest Officer noted that the removal of the street tree is not of concern as it is in poor condition and needs to be replanted. The applicant has agreed to pay for Council to plant a new tree to replace the tree being removed.

Established vegetation is a key element of the character of the Historic Conservation Area. In order for the development to blend with the character of the locality, landscaping to soften the hard surfaces is important. If granted planning consent, a landscaping plan will be provided as a reserved matter. This will include the landscaping of the outdoor play area, along the boundaries of the land where possible, and on Council's verge along the front boundary to soften the front boundary fencing.

8.8 Stormwater and Wastewater

Council's Engineers advise that the proposed stormwater management of the land, as detailed on the plans, is acceptable. The land is connected to SA Water sewer for waste water disposal.

9. CONCLUSION

The most relevant planning matters considered in the assessment of this application extend to the suitability of the land use within the policy area, the built form and appearance of the ELC and fencing, noise and visual impacts to adjoining land, transportation and access, impact to the character of the Historic Conservation Area, and impacts to the significant English Oak tree.

A key objective of the policy area is for the retention of the residential character and no further intrusion by commercial, or other, non-residential land uses that generate traffic, noise, dust or odour.

The applicant has sufficiently demonstrated through the ENA and TIA that both noise and traffic impacts would not unreasonably impair the residential character and amenity of the locality. This, along with the ELC being designed at a sympathetic scale to residential development and having regard to the principles of the Historic Conservation Area, slope of the land and the retention of the significant English Oak tree, demonstrates that the proposed development can successfully function within the Residential Policy Area 21. The proposed ELC is considered to be a compatible land use within the mixed (but predominantly residential) locality, and will not impact on the ongoing use of land within the zone for residential purposes.

All built form elements of the proposal have had regard to the intent of the policy area and Historic Conservation Area, minimising the bulk and scale to be compatible with adjoining dwellings and being finished in materials reflective of the historic character of the area.

The extent of proposed fencing is not ideal with regards to its visual impacts on the neighbouring land at 145B. It does however provide the benefit of reducing noise impacts to the neighbours. If the fencing were reduced in height, the potential additional noise levels to the adjoining land are unlikely to be significant, particularly given the hours of operation of the ELC and the limited peak times. Given its context being sited on the western boundary of the adjoining land, and mostly adjacent to a service area, the fencing is unlikely to have a unreasonable impact on the adjoining land with respect to overshadowing or visual impact.

Traffic generation, as advised by GTA Consultants, is considered to be low with the ELC typically servicing 'passing trade' that already use the roads surrounding the development. Furthermore, this is considered to have limited impacts to adjoining residences given that any minor increase in traffic generation will occur during peak periods on weekdays only. There is sufficient on-site car parking and the additional access point has also been supported by both DPTI and Council's Engineers.

A key principle of both the Historic Conservation Area and policy area is the retention of mature vegetation and including landscaping to maintain the character of the locality. The retention of the significant tree goes a long way to supporting this, as well as additional landscaping that will be detailed through a landscaping plan.

In summary, the proposal is considered to be suitably designed and sited for the land and the Historic Conservation Area with an appropriate built form, having low traffic and noise impacts, and through the retention of the significant tree and additional landscaping. It is considered that the land use is compatible with the development in the locality and suitable within the policy area.

Taking all relevant planning matters into consideration, the subject development proposal sufficiently meets the applicable development policy framework to warrant issuing of Development Plan Consent.

10. RECOMMENDATION

It is recommended that the Council Assessment Panel:

RESOLVE that the proposed development is not seriously at variance with the policies in the Mount Barker (DC) Development Plan.

RESOLVE to GRANT Development Plan Consent to the application by Beyond Ink for the demolition of the existing dwelling and ancillary structures, and construction of an Early Learning Centre (child care and pre-school) including associated covered verandahs, open pergolas, earthworks, car parking, retaining walls, landscaping and fencing at 145C-147 Mount Barker Road, Hahndorf (Development Application 580/34/19) subject to the following conditions and reserved matters:

- (1) The development herein approved to be carried out in accordance with the plans and details accompanying this application, except where amended by the following conditions, including:
 - Letter from Beyond Ink 'Proposed Early Learning Centre at 147 Mount Barker Road, Hahndorf' dated 18 February 2019
 - Plans and details by Beyond Ink:
 - Cover (Sheet no. PL00, Revision A, 02 July 2019)
 - Site Plan (Sheet no. PL01, Revision E, 05 August 2019)
 - Ground Floor Plan (Sheet no. PL02, Revision A, 15 April 2019)
 - Elevations (Sheet no. PL03, Revision C, 05 August 2019)
 - Front Yard Cross Section (Sheet no. PL04, Revision A, 07 August 2019)
 - Plans and details by Lelio Bibbo Consulting Engineers:
 - Site and Drainage Plan (Sheet no. C1, Revision E, 02 August 2019)
 - Site and Drainage Plan (Sheet no. C2, Revision D, 02 August 2019)
 - Environmental Noise Assessment (Reference S5927C4, April 2019) by Sonus
- (2) The English Oak Tree (significant tree), as detailed as the 'Existing Tree' on the Site Plan by Beyond Ink (Sheet no. PL01, Revision E, 05 August 2019), shall be retained and no 'Tree Damaging Activity' shall be caused to the tree including the killing, destruction, removal, ringbarking, topping, lopping, severing of branches, limbs, stems or trunk, or any other substantial damage unless otherwise approved in writing by Council.
- (3) The following measures must be undertaken in order to preserve and maintain the health of the English Oak Tree (significant tree), as detailed as the 'Existing Tree' on the Site Plan by Beyond Ink (Sheet no. PL01, Revision E, 05 August 2019), during demolition and construction works:
 - a. A Tree Protection Zone (TPZ) shall be established to provide enclosure and protection to the root plate and main canopy of the tree for the entire duration of the demolition and construction works (including any associated earthworks). This must consist of:
 - solid, chain mesh or similar fabrication fencing;
 - incorporate clearly legible signs displaying the words 'Tree Protection Zone';
 - be a minimum height of 1800mm; and
 - be fixed in place to prevent any unauthorised movement and or storage of vehicles, machinery and materials within the zone.

It is noted that some incursion of the TPZ will be required at various diameters at different stages of construction (i.e larger TPZ during any demolition, and in supervised cases, a reduced TPZ to install certain approved features e.g. tree sensitive pavements). The applicant shall provide a plan indicating the proposed location of the TPZ fencing for Council's Urban Forest Officer to endorse prior to the commencement of demolition and construction works (including associated earthworks and installation of services). Council's Urban Forest Officer must be contacted to approve any altered TPZ dimensions during the various stages of construction as necessary.

- b. A layer of organic mulch (woodchips) to a depth of 200mm shall be placed within the TPZ prior to demolition/construction works to assist with moisture retention and to reduce the impact of surrounding compaction during site works.
 - c. All trenching within the TPZ shall be completed in a tree sensitive manner which involves an exploratory investigation via hydro excavation / hand digging to locate the tree roots located along the alignment of the trench prior to excavation. Council's Urban Forest Officer is to inspect the roots after the investigation is complete prior to the removal/cutting of roots.
 - d. All roots with a diameter of 25mm or greater must be preserved and directional boring techniques shall be utilised unless otherwise approved by Council's Urban Forest Officer.
 - e. Council's Urban Forest Officer is to be contacted prior to any works required within the TPZ.
- (4) All requirements in regard to the construction of driveways and carparks are to be met, including:
- a. The driveway and car parking areas shall be designed, drained, paved or surfaced, and line-marked to provide structural integrity and traction in both wet and dry conditions in accordance with accepted engineering standards prior to the occupation of the development and shall be maintained in good condition at all times.
 - b. A spoon drain shall be provided between the edge Mount Barker Road and each driveway to convey stormwater.
 - c. The area of driveway and crossover within the TPZ of the English Oak Tree must be constructed in accordance with the 'Paving detail – Tree Protection Zone' drawing and notes, as detailed on the Site and Drainage Plans by Lelio Bibbo Consulting Engineers, which includes the following:
 - i. The area must first be gently ripped/tyned.
 - ii. Subgrade is to remain un-compacted at existing levels with organic materials removed from the surface.
 - iii. 75mm diameter ag-drain laid at 1-1.5m spacings across the area of the tree sensitive pavement. The ends of the ag-pipe are to be buried within the top 100mm of soil (or preferably mulch).
 - iv. Minimum 200mm layer of 40mm single sized aggregate (this layer can be rolled to achieve some compaction through the subgrade). A concrete edge beam may be required to prevent the aggregate shifting horizontally.
 - v. Geofabric placed on top of the 40mm single sized aggregate.
 - vi. Typically a reinforced concrete slab placed on top of the geofabric to a commercial standard.
 - vii. Council Urban Forest Officer is required to supervise each stage of the tree sensitive driveway construction.

- d. All car parks and any traffic control devices shall be designed and constructed in accordance with AS 2890 –Off-Street Car parking, AS 1742 Manual of Uniform Traffic Control Devices and the Notice to Council (Part 1 and 2) under the Road Traffic Act 1961 from the Minister for Transport and Urban Planning (December 1999).
 - e. Directional signage (small freestanding signs and or pavement marking) shall be provided to clearly identify the ingress and egress driveways to the satisfaction of Council.
- (5) All requirements in regards to storm water are to be met, including:
- a. Management of stormwater shall occur generally in accordance with the Site and Drainage Plans (Sheet no. C1, Revision E, 02 August 2019 & Sheet no. C2, Revision D, 02 August 2019) by Lelio Bibbo Consulting Engineers.
 - b. The flow rate of stormwater leaving the site shall be designed so that it does not exceed a flow rate of 20L/s for all events up to the 100 year ARI event.
 - c. A system to improve stormwater quality shall be provided and constructed in a location and of a design to the reasonable satisfaction of Council to ensure that pollutants are trapped prior to exiting the site or entering the natural watercourse. The treatment system shall have a high capture efficiency for oils and petroleum/hydrocarbons.
 - d. All stormwater captured by roofing materials and hard sealed paving areas shall be discharged in a controlled manner so it does not impact upon adjoining properties or, in the opinion of Council, has the potential to cause nuisance or destabilise adjoining land.
- (6) The canopy of the English Oak Tree (significant tree), as detailed as the ‘Existing Tree’ on the Site Plan by Beyond Ink (Sheet no. PL01, Revision E, 05 August 2019), shall be pruned and maintained in accordance with AS 4373 ‘Pruning of Amenity Trees’ and an aerial assessment shall be conducted by a level 5 climbing arborist under initial supervision by Council’s Urban Forest Officer prior to occupation of the Early Learning Centre.
- (7) The hours of operation of the Early Learning Centre shall be 6.30am to 6.30pm Monday to Friday (excluding public holidays).
- (8) Waste collection shall only occur between 7.00am and 10.00pm, consistent with the *Environment Protection (Noise) Policy 2007*.
- (9) The recommendations of the Environmental Noise Assessment (Reference S5927C4, April 2019) by Sonus shall be implemented, including:
- a. The fencing and the noise attenuation measures to the mechanical plant area must be installed prior to operation of the Early Learning Centre.
 - b. The ‘Outdoor Play’ area as detailed on the Site Plan (Sheet no. PL01, Revision E, 05 August 2019) by Beyond Ink, must not be used prior to 7.00am on any day.
- (10) All landscaping is to be nurtured and maintained, with any diseased and dying vegetation replaced immediately.
- (11) Payment of \$500.00 shall be made to Council for the removal and replacement of the street tree within Council’s verge, as detailed on the Site Plan (Sheet no. PL01, Revision E, 05 August 2019) by Beyond Ink, prior to the commencement of construction of the Early Learning Centre.
- (12) Where cut or fill in excess of 300mm is required as a result of the proposed development, retaining walls or other suitable soil retention devices shall be employed to ensure excavations and filled land is stable and will not result in any adverse impact on adjoining properties.

- (13) Effective measures are to be implemented during the construction of the development and on-going use of the land in accordance with this consent to:
- prevent silt run-off to the environment;
 - control dust arising from the construction and other activities, so as not to, in the opinion of Council, be a nuisance to residents or occupiers on adjacent or nearby land;
 - ensure that soil or mud is not transferred onto the adjacent roadways by vehicles leaving the site;
 - ensure that all litter and building waste is contained on the subject site in a suitable bin or enclosure; and
 - ensure that no sound is emitted from any device, plant or equipment or from any source or activity to become an unreasonable nuisance, in the opinion of Council, to the occupiers of adjacent land.

This will ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.

The following four (4) conditions are imposed at the request of the Department of Planning, Transport and Infrastructure (Reference: 2019/00332, Process ID: 576280):

- (14) The access points shall be located and constructed in accordance with the site plan provided by Beyond Ink, Sheet No. PL01, dated 15 April 2019.
- (15) All vehicles must enter and exit the site in a forward direction.
- (16) All on-site vehicle manoeuvring areas shall remain clear of any impediments.
- (17) Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of Mount Barker Road. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

Reserved Matters

- (18) The applicant shall provide a Landscaping Plan detailing the extent of proposed landscaping, vegetation (including species) and structures, and shall include:
- Contours and extent of earthworks, as well as bettering and or retaining walls, within the 'Outdoor Play' area so that the impact to the English Oak tree (significant tree) can be fully assessed. All earthworks within the TPZ must be minimised and approved by Council's Urban Forest Officer;
 - Vegetation along the eastern and western side boundaries, forward of the Early Learning Centre building, and must be of a height so as to not restrict safe sightlines;
 - Vegetation along the edge of the driveways and car parking area to soften the appearance of the sealed/paved areas;
 - Vegetation in the area between the '1800 high solid timber fence' and the driveway on the eastern side of the land to soften the appearance of the solid fencing;
 - Vegetation along the front boundary of the land within Council's road reserve to soften the appearance of the front fencing;
 - Location, design and siting of play equipment shall be sympathetic to the Historic Conservation Area and approved by Council's Heritage Architect.

- (19) All stormwater discharged from the development shall be connected to the Council underground stormwater drainage system located adjacent the access to the Hahndorf Resort (145A Mount Barker Road, Hahndorf) via a minimum 375mm class 4 RCP. The design and construction of the stormwater system and connection to the Council drain must be approved by Council prior to construction by submitting an 'Application to undertake works on Council land (Driveway, Culvert pipes, Stormwater drains, Underground services)' permit application form. Application forms are available on Council's website.

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ATT: NATHAN FRANKLIN

Mount Barker District Council
Received
15 JAN 2019



MOUNT BARKER
DISTRICT COUNCIL

Attachment One (1) Development application form

Development Act 1993

PO BOX 54 OR 6 Dutton Road
MOUNT BARKER SA 5251 MOUNT BARKER
TELEPHONE: (08) 8391 7200 FAX: (08) 8391 7299
www.mountbarker.sa.gov.au

Office use only
DEVELOPMENT NUMBER:

580 / /

Please use BLOCK LETTERS and Black or Blue ink so that photocopies can be made of your application

PLEASE TICK AS REQUIRED

Development Plan Consent ☒ Building Rules Consent ☐ Development Approval (both) ☐

APPLICANT'S CONTACT DETAILS:

Name: BEYOND INK Email: admin@beyondink.com.au
Postal Address: PO Box 531 HAHNDORF 5245 Phone: 8388 1179

OWNER'S CONTACT DETAILS:

Name: P. M. F. M. PALMA Email: _____
Postal Address: c/- APPLICANT Phone: _____

BUILDER'S CONTACT DETAILS:

Name: TBA Email: _____
Postal Address: _____ Phone: _____

CONTACT PERSON:

Name: JORDANA O'SULLIVAN Email: jordana@beyondink.com.au

DESCRIPTION OF PROPOSED DEVELOPMENT (e.g. Dwelling, Shop, Garage):

Demolition of existing dwelling, change in use and construction of early learning centre.

LOCATION OF PROPOSED DEVELOPMENT:

Assessment No: _____ Parcel No: _____
House No: 147 Lot No: 83 Street: MT BARKER ROAD Town: HAHNDORF
Section No (full/part): _____ Volume: 5680 Folio: 436
Existing Use (e.g. Vacant, Dwelling, Grazing): Residential

BUILDING RULES CLASSIFICATION SOUGHT: NO Present classification: _____

If Class 5, 6, 7, 8 or 9 classification is sought, state the proposed number of employees: Male: _____ Female: _____

If Class 9a classification is sought, state the number of persons for whom accommodation is provided: _____

If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises: _____

Does either Schedule 21 (Activities of Environmental significance) or 22 (Activities of Major Environmental significance (EPA)) of the Development Regulations, 2008 apply? ☐ Yes ☒ No

DEVELOPMENT COST (do not include shop fitout costs): \$ 1,900,000

I acknowledge that copies of this application and supporting documents may be provided to interested persons in accordance with the Development Regulations, 2008.

SIGNATURE: [Signature] DATE: 15/01/2019
Applicant / Owner / Agent

RELEVANT FEES, THREE (3) COPIES OF PLANS & TWO (2) COPIES OF ANY OTHER RELEVANT SUPPORTING DOCUMENTATION ARE DUE ON SUBMISSION OF THIS APPLICATION

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Mount Barker District Council



Product	Register Search (CT 5680/436)
Date/Time	23/01/2019 01:18PM
Customer Reference	34/19
Order ID	20190123006666
Cost	\$28.75

REAL PROPERTY ACT, 1886



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 5680 Folio 436

Parent Title(s)	CT 2314/94				
Creating Dealing(s)	CONVERTED TITLE				
Title Issued	10/08/1999	Edition	4	Edition Issued	22/06/2016

Estate Type

FEE SIMPLE

Registered Proprietor

PELLEGRINO PALMA
MARIA FILOMENA PALMA
OF 160 MOUNT BARKER ROAD HAHNDORF SA 5245
1 / 2 SHARE AS JOINT TENANTS

FERNANDO PALMA
MARISA PALMA
OF 182 MOUNT BARKER ROAD HAHNDORF SA 5245
1 / 2 SHARE AS JOINT TENANTS

Description of Land

ALLOTMENT 83 FILED PLAN 157218
IN THE AREA NAMED HAHNDORF
HUNDRED OF KUITPO

Easements

NIL

Schedule of Dealings

NIL

Notations

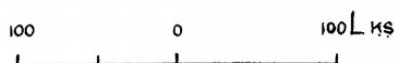
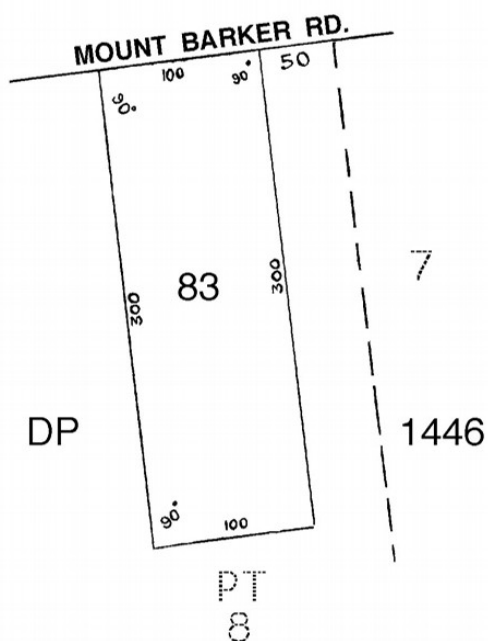
Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



Product	Register Search (CT 5680/436)
Date/Time	23/01/2019 01:18PM
Customer Reference	34/19
Order ID	20190123006666
Cost	\$28.75

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 2314/94

LAST PLAN REF: DP 1446



DISTANCES ARE IN LINKS
FOR METRIC CONVERSION
1 LINK = 0.201168 METRES
1 CHAIN = 100 LINKS

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION

Mount Barker District Council



Product	Register Search (CT 5802/52)
Date/Time	23/01/2019 01:21PM
Customer Reference	34/19
Order ID	20190123006701
Cost	\$28.75

REAL PROPERTY ACT, 1886



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 5802 Folio 52

Parent Title(s)	CT 3672/162				
Creating Dealing(s)	CONVERTED TITLE				
Title Issued	28/08/2000	Edition	4	Edition Issued	22/06/2016

Estate Type

FEE SIMPLE

Registered Proprietor

PELLEGRINO PALMA
MARIA FILOMENA PALMA
OF 160 MOUNT BARKER ROAD HAHNDORF SA 5245
1 / 2 SHARE AS JOINT TENANTS

FERNANDO PALMA
MARISA PALMA
OF 182 MOUNT BARKER ROAD HAHNDORF SA 5245
1 / 2 SHARE AS JOINT TENANTS

Description of Land

ALLOTMENT 84 FILED PLAN 157219
IN THE AREA NAMED HAHNDORF
HUNDRED OF KUITPO

Easements

NIL

Schedule of Dealings

NIL

Notations

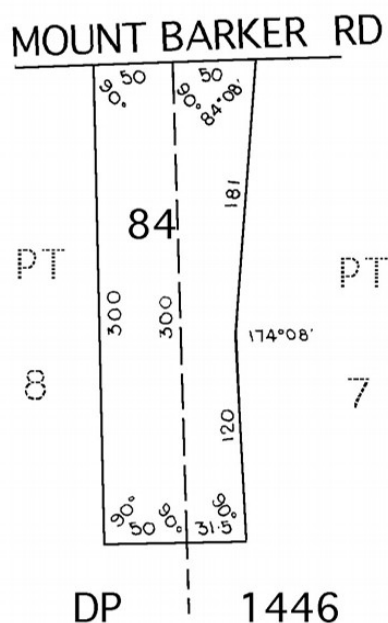
Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



Product	Register Search (CT 5802/52)
Date/Time	23/01/2019 01:21PM
Customer Reference	34/19
Order ID	20190123006701
Cost	\$28.75

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 3672/162

LAST PLAN REF: DP 1446



100 50 0 100 LKS.

DISTANCES ARE IN LINKS
FOR METRIC CONVERSION
1 LINK = 0.201168 METRES
1 CHAIN = 100 LINKS

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION

Mount Barker District Council
Received
15 JAN 2019



District Council of Mt Barker
6 Dutton Road
Mount Barker, SA, 5251
PO Box 54
Mount Barker, SA, 5251

Hahndorf Early Learning Centre – Development Application

Attention: Nathan Franklin, Senior Planner – City Development

Dear Nathan,

Further to our recent discussions onsite we are pleased to submit a Development Application for an Early Learning Centre at Hahndorf.



Property Owner

Hahndorf Fruit & Veg Market
Angelo Palma
Hahndorf.vegetable@bigpond.com
0407 077 005

Project Location

147 Mt Barker Road Hahndorf (opposite to the Hahndorf Fruit & Veg Market)

Project Description

The project is for a Montessori Early Learning Centre for 85 kids (40 toddlers, 30 Preschoolers, 15 infants). Our scope however is for the 'Base Build' and the 'Internal Fit out' will be a separate project.

75 Main Street, Hahndorf SA 5245 T 8388 1179

www.beyondink.com.au

The design would demolish all existing structures and replace them with a purpose designed early learning centre.

Construction would be brick veneer with high level single clad timber framing. Small sections of traditional stone masonry would also be incorporated into the front façade.

The project is across 2 x separate titles but it is unlikely these would be amalgamated.

The proposed building is approx. 645m²

Proposed covered outdoor area is approx. 125m²

The outdoor licensed area is approx. 595m²

Proposed driveway and carpark area is approx. 1070m²

The overall site is approx. 2270m²

The large and beautiful tree occupies the existing site, which will be retained and form a pivotal role to the external landscaping and play spaces. Driveways will remain at a residential scale with single lanes directing vehicles to a rear, concealed, carpark. Existing bench levels from the existing house and sheds will be reused to step the children's centre up the site, therefore minimizing the overall mass and scale of the whole building, and the existing front set backs will be maintained.

Project Budget

Base Building Works – approx. \$2500/m² – approx. \$1.6M including covered outdoor areas (excluding fit out costs)

External Landscaping Works – approx. \$190/m² – approx. \$100K

Site Works and Carpaking – approx. \$200K

Total Proposed Construction Budget – approx. \$1,900,900.00 ex GST

Additional Information

We will be providing the following additional information in the coming weeks:

Traffic Engineers report.

Acoustic Engineers report.

Civil and Stormwater management report and sketch design.

Please feel free to phone us at the office if you have any questions or queries.

Kind Regards

Craig Buckberry
Architect



Mount Barker District Council
Received
18 FEB 2019



Monday, 18 February 2019

District Council of Mount Barker
PO BOX 54
MOUNT BARKER SA 5251

Attention: Michael Dickson

Dear Michael,

Proposed Early Learning Centre at 147 Mount Barker Road, Hahndorf

Please refer below detail in regard to the early learning centre proposed at 147 Mount Barker Road, Hahndorf, lodged with Council on 15 January.

The proposed development includes the demolition of the existing buildings on site, construction of an early learning centre, timber fence bounding the outdoor play area, carpark, associated earthworks and landscaping. Any reference to signage is indicative only and will be the subject of a separate application.

The early learning centre will be licensed for a maximum capacity of 85 children. It will operate from 6.30am to 6.30pm Monday to Friday excluding public holidays, with the main periods of activity being 7.00 to 8.30am and 3.30 to 5.30pm which coincides with the main pick up/drop off times.

The subject land falls within the Township Zone, Residential Policy Area 21 and the Hahndorf North Approaches Historic Conservation Area.

The existing dwelling on site offers no heritage value and adds little to the landscape. It is set back approx. 8m from the northern most boundary and has a building width of approx. 24m. The Development Plan envisages development that is sympathetic to the existing residential character in terms of scale, siting and material selection. The proposed building has been designed with the predominantly residential character of the locality in mind. The building is intended to be 21.3m wide at its Mount Barker Road (northern) frontage and set back 11.6m to the main face of the building, in line with its western neighbour. The scale and siting of the building is visually in keeping with nearby residential development. The residential development in the locality is varied in scale, style and materials, however masonry is a dominant material. The materials selected for the proposed building are predominantly brick with stone and galv used as feature materials. This, combined with the staggered built form and architectural features including the vine covered pergola and variations in roof form, ensure the building is not visually bulky or dominant.

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Currently on site there is little in the way of mature landscaping, the most prominent feature being the substantial tree located in the north-eastern corner of the property which will be retained as part of this development. With the view of maintaining the open, landscaped residential setting, the proposed carpark has been sited behind the building and will be almost completely obscured from view. This ensures the visibility of the front landscaping and building façade are maintained as much as possible, as envisaged in the Development Plan.

The Development Plan provides that car parking for child care centres should be provided at a rate of 1 space per 4 children. As outlined above, the proposed early learning centre will be licensed for a maximum capacity of 85 children, as a result a total of 21.25 spaces are required (according Table MtB/2). The proposal includes car parking for 23 vehicles including one accessible carpark. Vehicular access to the carpark will be via two one-way entry/exit points, this will require one additional entry point than currently exists. However, given that the subject land spans two allotments, this will not result in more than one vehicle access point per allotment. This arrangement facilitates the greater concealment of the rear car park and allows the points of entry/exit to be widths consistent with residential land uses, as a result reducing the 'commercial' appearance of the property.

The early learning centre proposed, although not explicitly an envisaged use in the Township Zone, is not dissimilar to that of a community type use in its focus to serve and support the local community. It is not uncommon for a use such as this to be within residential areas and the location proposed is considered an ideal to serve the Hahndorf community. If suitable land were available and the early learning centre was located closer to the 'main street' of Hahndorf as it currently exists, it would likely add to the existing issues with regard to traffic congestion, parking availability and poor sightlines/visibility for motorists.

Although the early learning centre is a commercial land use, it operates outside of hours considered sensitive to residential land uses. In this location, the early learning centre would be conveniently accessible to the community it intends to serve and supports the use of a range of transport modes including cycling, public transport, walking and driving, as is envisaged in the Development Plan.

An acoustic report and traffic assessment are both underway and will be provided in due course. In the meantime, if you have any queries please let me know.

Yours Sincerely,

Jordana Ashcroft O'Sullivan

Mount Barker District Council
Received
03 JUL 2019

AMENDED



Sheet List		
Sheet Number	Sheet Name	REV
PL00	COVER	A
PL01	SITE PLAN	C
PL02	GROUND FLOOR PLAN	A
PL03	ELEVATIONS	A
PL04	FRONT YARD CROSS SECTION	

NOTE: RENDERERS ARE INLLUSTRATIVE ONLY AND
CONSIDERED TO BE INDICATIVE - REFER TO PLANS
AND ELEVATIONS



A02/07/2019PL00 - Note added

Rev No	Rev Date	Revision Description

BEYONDINK

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ABN 38 660 210 275

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Hahndorf Early Learning Centre

147 Mount Barker Road Hahndorf
CT 5680/436
CT 5802/52

COVER

FOR APPROVAL

RevisionA

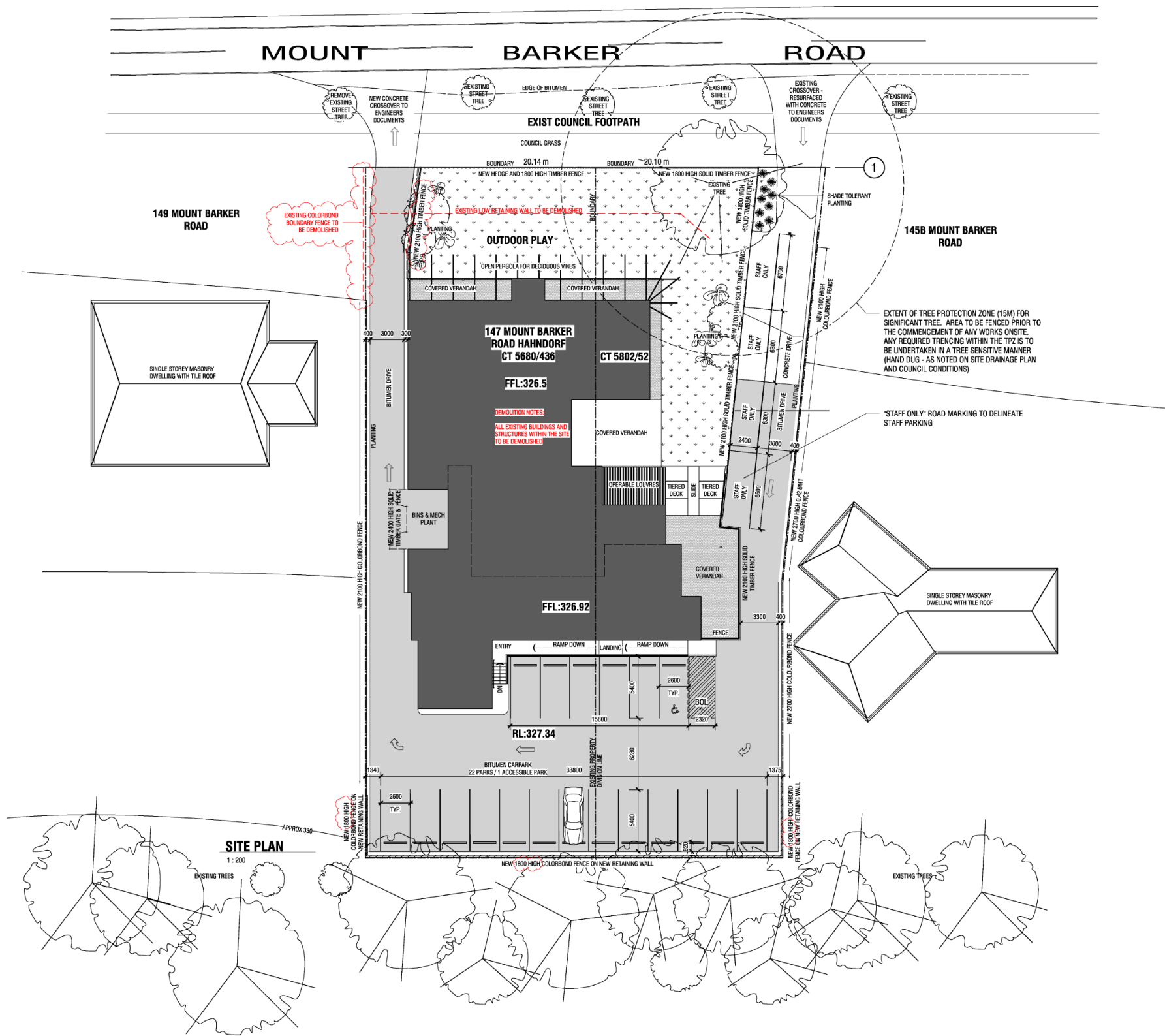
Drawn NW
Date 15/04/2019
Scale @A1 size :

Sheet Number
PL00

NOT FOR CONSTRUCTION

Mount Barker District Council
Received
05 AUG 2019

AMENDED



Abbreviations

ABBREV.	DESCRIPTION



ACOUSTIC NOTES:
FENCES AND ACOUSTIC BARRIERS IN ACCORDANCE WITH
SONOS ACOUSTIC REPORT NUMBER 85908C4

Rev No	Rev Date	Revision Description
E	05/08/2019	PL01 - Fences revised
D	26/07/2019	PL01 - Crossovers revised to concrete / Staff carparking note
C	02/07/2019	PL01 - Demolition notes added / 1500 Fences deleted / TPZ and note added / Low retaining wall demolished / Landscaping and notation added / Staff carparking noted
B	15/4/2019	PAD1 - Carparking revised to suit GTA revisions / Fences revised to reflect Sonos report
A	April 2019	Acoustic Fencing & Vehicle Turning Circles

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HAHNDORF EARLY LEARNING CENTRE

147 MOUNT BARKER ROAD HAHNDORF
CT 5680/436
CT 5802/52

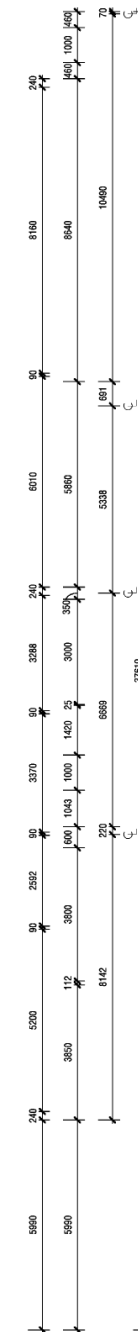
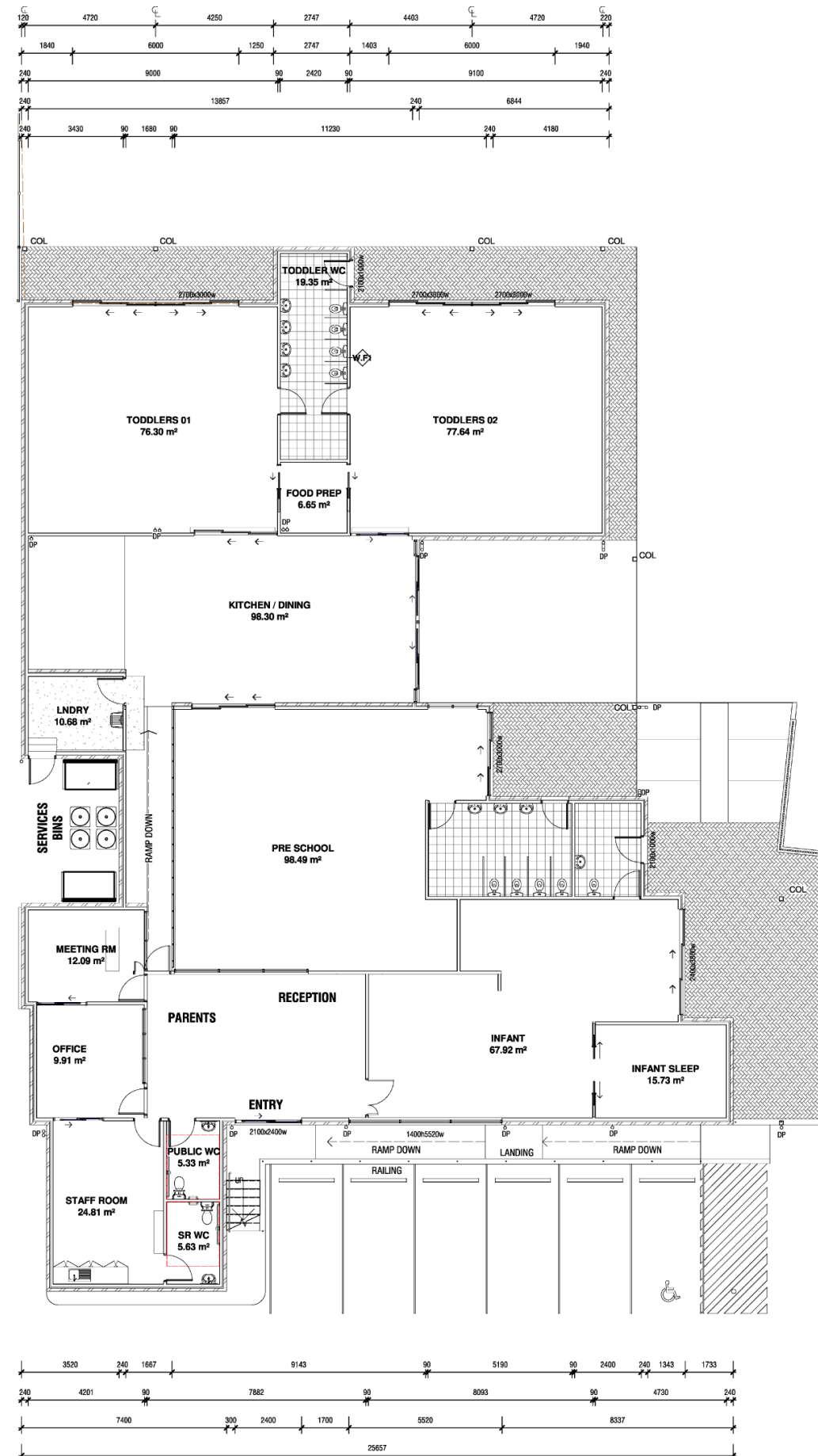
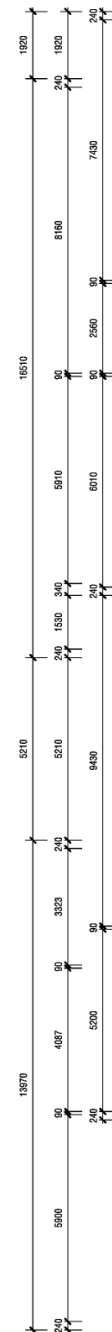
SITE PLAN

FOR APPROVAL

Drawn NW
Date 01/07/2019
Scale @A1 size : 1 : 200

Revision **E**
Sheet Number **PL01**

AMENDED



Abbreviations		
ABBREV.	DESCRIPTION	
COL	Column	

A	April 2019	Acoustic Fencing & Vehicle Turning Circles
Rev No	Rev Date	Revision Description
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <h1 style="margin: 0;">BEYONDINK</h1> <p style="margin: 0;">DESIGN COUNCIL BUILD ■</p> <p style="margin: 0; font-size: 0.8em;">52A Main Street, Hahndorf SA 5245 T 8588 1179</p> <p style="margin: 0; font-size: 0.8em;">www.beyondink.com.au</p> </div> <div style="text-align: right; font-size: 0.8em;"> <p>ABN 36 960 210 275</p> </div> </div> <p style="margin-top: 10px; font-size: 0.8em;">3D AND PERSPECTIVE DRAWINGS MAY BE INACCURATE OR INCOMPLETE. THEY ARE CONSIDERED TO BE INDICATIVE.</p>		
<p style="text-align: center; font-size: 1.2em; margin: 0;">HAHNDORF EARLY LEARNING CENTRE</p> <p style="text-align: center; margin-top: 20px;">147 MOUNT BARKER ROAD HAHNDORF CT 5680/436 CT 5802/52</p>		
GROUND FLOOR PLAN		
FOR APPROVAL		Revision A
Drawn NW Date 15/04/2019 Scale @A1 size : 1 : 100		Sheet Number <div style="font-size: 1.5em; font-weight: bold;">PL02</div>

NOT FOR CONSTRUCTION

AMENDED



Abbreviations

ABBREV.	DESCRIPTION
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Material Schedule

FINISHES SCHEDULE	CONCRETE NATURAL FINISH
CONC	LITTLEHAMPTON 'SIENNA' BRICK
BRICK	CUSTOM ORB FENCE TO MATCH COLOUR OF EXISTING
CB FENCE	FENCING (IRONSTONE - CONFIRM ONSITE)
STONE	LIGHT COLOURED LIMSTONE FIELD BOULDERS WITH
	LIGHT COLOURED MORTAR
TIMBER	AUSTRALIAN HARDWOOD - OIL TREATED

C	05/08/2019	PL03 - Fences revised / Driveway RLs revised
A	26/07/2019	PL03 - Driveway levels added / Crossovers revised to concrete
A	02/07/2019	PL03 - Materials schedule added

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HAHNDORF EARLY LEARNING CENTRE
147 MOUNT BARKER ROAD HAHNDORF
CT 5680/436
CT 5802/52

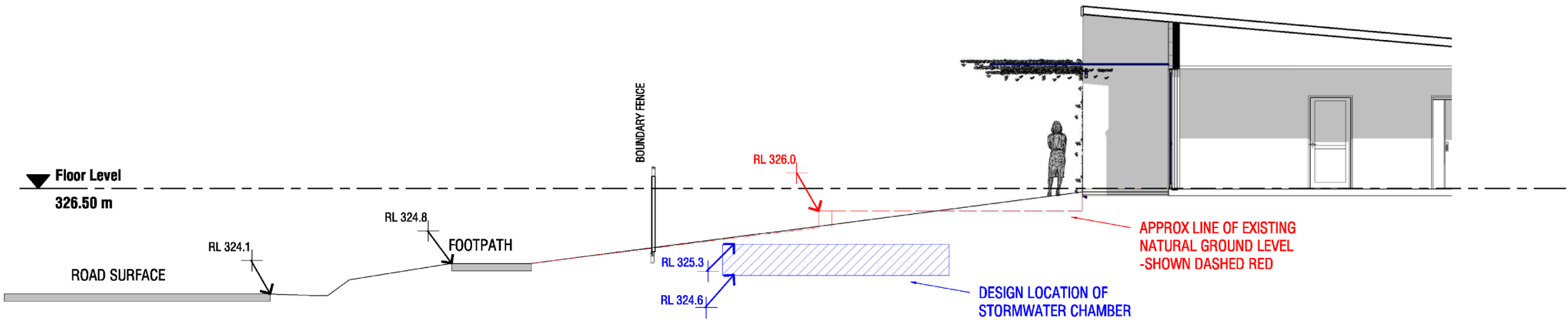
ELEVATIONS

FOR APPROVAL	Revision C
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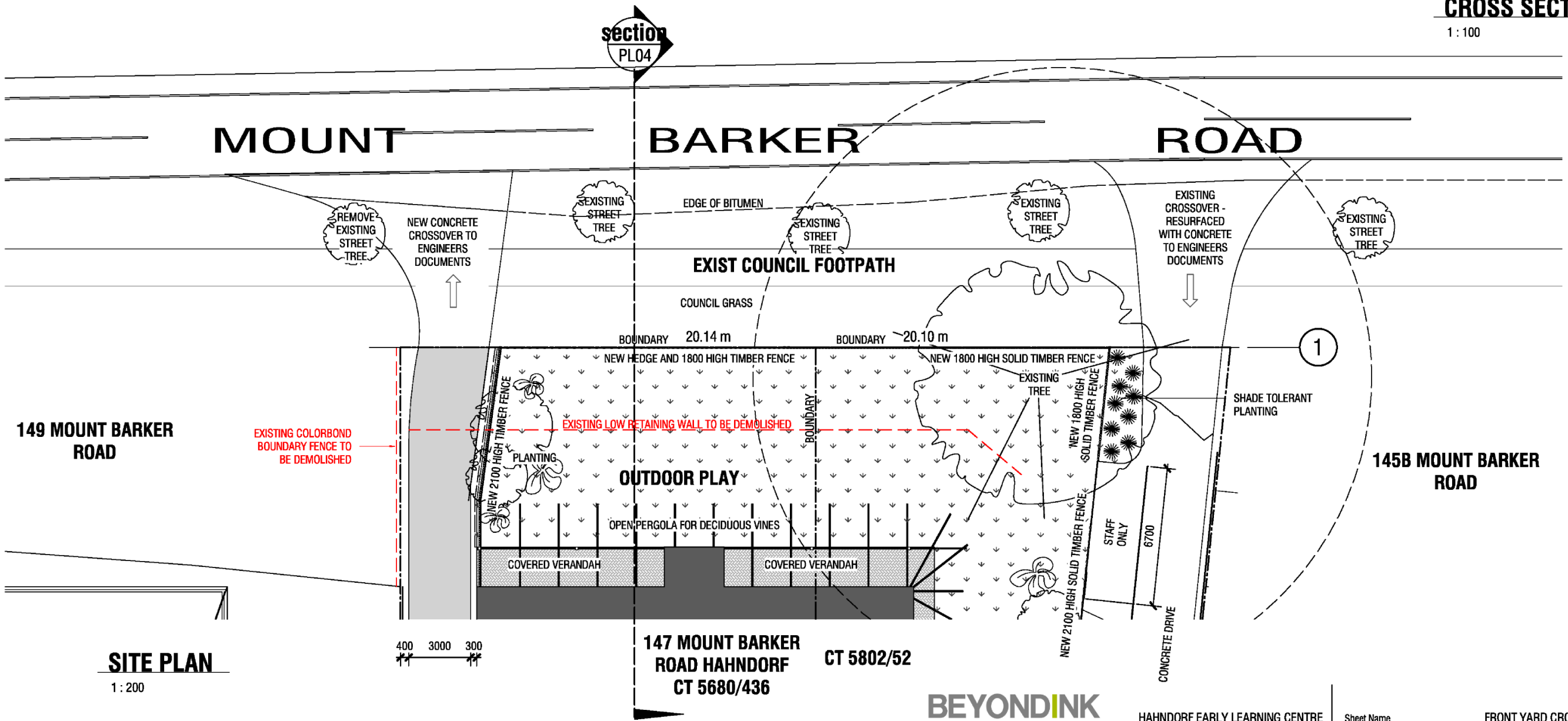
Drawn NW
Date 15/04/2019
Scale @A1 size : As indicated

NOT FOR CONSTRUCTION

AMENDED



CROSS SECTION
1 : 100



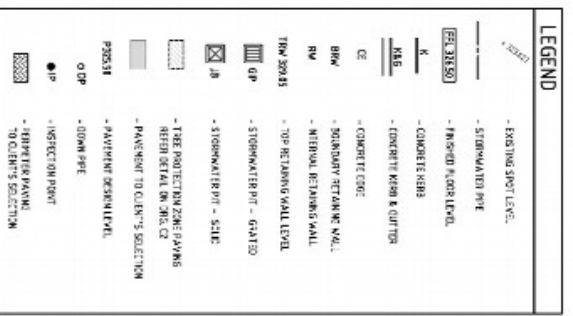
SITE PLAN
1 : 200

PRELIMINARY

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HAHNDORF EARLY LEARNING CENTRE
147 MOUNT BARKER ROAD HAHNDORF
CT 5680/436
CT 5802/52

Sheet Name	FRONT YARD CROSS SECTION		
Drawn	NW	Sheet Number	PL04
Date	07/05/2019		
Scale	@A3 size	As indicated	



NOTE: ALL PVC PIPES TO BE SEWER GRADE (SM).

61. These crabs had been fed in a cation with the ACU-ETS.
62. The Contractor will be responsible for the location of all debris to be stockpiled and for the removal of debris.
63. The Contractor will be responsible for the location of all debris to be stockpiled and for the removal of debris.
64. All debris, except for the debris of the ACU-ETS, will be removed from the site of the debris.
65. The Contractor will be responsible for the location of all debris to be stockpiled and for the removal of debris.

GRANAME NOTES:

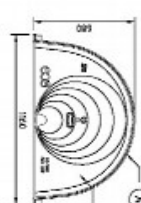
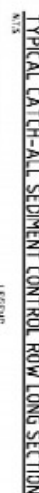
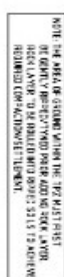
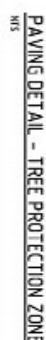
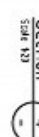
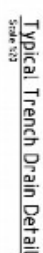
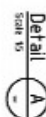
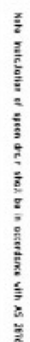
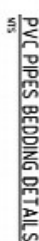
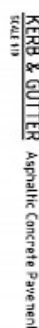
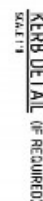
PIT SCHEDULE							
Pit No.	Description	Size	Core	Top RL	Inlet IL	Outlet IL	Remarks
1	Gravel inlet Pit	30x40.0	Gravel - 1st class 'G'	327.155	-	327.30	
2	Gravel inlet Pit	30x40.0	Gravel - 1st class 'G'	327.155	326.13	323.71	
3	Gravel inlet Pit	30x40.0	Gravel - 1st class 'G'	327.155	326.13	323.66	
4	Gravel Pit	30x40.0	50:50 - Load class 'G'	326.60	326.56	324.33	
5	Gravel inlet Pit	30x40.0	Gravel - 1st class 'G'	327.155	-	324.13	
6	Gravel Pit	30x40.0	Gravel - 1st class 'G'	327.43	326.75	324.13	
7	Gravel inlet Pit	30x40.0	Gravel - 1st class 'G'	326.755	326.75	324.43	
8	Gravel inlet Pit	30x40.0	Gravel - 1st class 'G'	325.715	325.15	324.73	
9	Gravel Pit	40x1	-	323.30 322.60 (Inflow)	322.60	322.60	Excess sludge settling in the 100' x 10' x 5' settling pond and being removed by grabber buckets and sent to sludge transfer barges for disposal in the sludge pond. No excess sludge in this pit.
10	Gravel Pit	30x40.0	50:50 - Load class 'G'	326.60	326.60	326.60	
11	Gravel Pit	30x40.0	Gravel - 1st class 'G'	326.03	-	324.33	
12	Pit 60.0x15.0	-	-	324.23 class 'G'	323.52	323.50	15' x 10' x 15' Gravel transfer pond
13	Gravel Pit	30x40.0	Gravel - 1st class 'G'	324.75	-	324.56	
14	Gravel Pit	30x40.0	Gravel - 1st class 'G'	324.75	-	-	

DESIGN	NP	DATE	26.04.19
DRAWN	NP	SCALE	1:100@B1
REF. NO	SHEET NO		
190208	E C1		

LELIO BIBBO PTY LTD
CONSULTING ENGINEERS
ABN 22 634 822 158
civil - structural - soil testing
40 Franklin Street
Adelaide S.A. 5000
phone 8212 7666 fax 8212 4911
Email engineering@leliobibbo.com.au

CLIENT	Hahndorf Early Learning Centre
SITE	147 Mount Barker Road HAHNDORF

E	Crossover grade revised. Minor amendments.	2.08.19	NP	S
D	Crossover grades and drainage invert levels added.	25.07.19	NP	
C	TPZ extent revised. NOT FOR CONSTRUCTION.	1.06.19	NP	
B	Additional detail added. NOT FOR CONSTRUCTION.	26.06.19	NP	
A	Issued for planning approval only. NOT FOR CONSTRUCTION.	2.05.19	NP	
NO	AMENDMENT	DATE	INITIAL	



SUPPLIED SYSTEM COMPONENTS

- A. EC-2000 Chander
- B. EC-2000 End cap
- C. Bldg. Mat. Newswear, acrylate¹
- D. and sat. sol. water proof. and sat. sol. water proof. and sat. sol. water proof. and sat. sol. water proof.

LEGEND

- A. Paramon
- B. Paramon, well-prod. sat. sol. water proof¹
- C. Paramon, well-prod. sat. sol. water proof¹
- D. Paramon, well-prod. sat. sol. water proof¹

¹ Design Engineer to visit the required materials regularly before the ASTM F2191.

This case-study database, the requirements needed to ensure structural adequacy of EC2 concrete beams using ASHTRIP2000 procedure, including those on structural design (see below) (Table 1) from AS 5700.2.

Over the next 12 months and service loads such as our target goals in 1997. If the stresses may be a good example of structural adequacy, then the Design Engineer.

D	Tree protection note added to paving detail.	2/8/19	NP
C	Minor amendments.	25.07.19	NP
B	Additional details added. NOT FOR CONSTRUCTION.	26.06.19	NP
A	Issued for planning approval only. NOT FOR CONSTRUCTION.	2.05.19	NP
AP	AMENDMENT	04/07	DESIGN

SHEET TITLE SITE AND DRAINAGE DETAILS

CLIENT	Hahndorf Early Learning Centre
SITE	147 Mount Barker Road HAHNDORF

LELIO BIBBO PTY LTD
CONSULTING ENGINEERS
ABN 22 634 822 158
civil - structural - soil testing
40 Franklin Street
Adelaide S.A. 5000
phone 8212 7965 fax 8212 4911
Email: enquiries@lelibbibo.com.au

DESIGN	NP	DATE	26.04.19
DRAWN	NP	SCALE	1:20@B1
REF. NO	SHEET NO		
190208	D C2		

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Mount Barker District Council
Received
18 APR 2019

Hahndorf Early Learning Centre

Environmental Noise Assessment

April 2019

S5927C4

sonus.

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

Hahndorf Early Learning Centre
Environmental Noise Assessment
S5908C4
April 2019

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Document Title : Hahndorf Early Learning Centre
Environmental Noise Assessment

Document Reference : S5908C4

Date : April 2019

Author : Chris Turnbull, MAAS

Reviewer : Jason Turner, MAAS

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Hahndorf Early Learning Centre
Environmental Noise Assessment
S5908C4
April 2019

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INTRODUCTION

An environmental noise assessment has been made of the proposed early learning centre, to be located at 147 Mount Barker Road, Hahndorf.

The proposed early learning centre comprises an outdoor play area, which will accommodate children at the front of the site, and a carpark at the rear. The site has residences to the immediate east and west and a caravan park to the south. Appendix A shows the location of the site, nearby residences and camping sites.

The assessment considers noise levels at the surrounding residences and camp sites from children playing in the outdoor area, car park activity and mechanical plant operation.

The assessment has been based on the following;

- *Beyondink* drawing of the proposal "Hahndorf Early Learning Centre", dated April 2019, with drawing number "PL01";
- The understanding that;
 - there will be up to 85 children (40 toddlers, 30 Preschoolers, 15 infants) using the outdoor play area;
 - outdoor play areas will not be used prior to 7am; and,
 - the site may operate prior to 7am.

Hahndorf Early Learning Centre
Environmental Noise Assessment
S5908C4
April 2019

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DEVELOPMENT PLAN

The subject site and nearby residences are located in the Residential Policy Area of the Mount Barker Council Development Plan's¹ Township Zone, while the Caravan Park is located within a Caravan and Tourist Park Zone. The Development Plan has been reviewed and the following provisions are considered relevant to the noise assessment.

General Section – Interface Between Land Uses

OBJECTIVES

- 1 *Development located and designed to minimise adverse impact and conflict between land uses.*
- 2 *Protect community health and amenity from adverse impacts of development.*
- 3 *Protect desired land uses from the encroachment of incompatible development.*

PRINCIPLES OF DEVELOPMENT CONTROL

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

...

(b) Noise

...

- 2 *Development should be sited and designed to minimise negative impact on existing and potential future land uses desired in the locality.*
- 6 *Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.*

Noise Generating Activities

- 8 *Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant "Environment Protection (Noise) Policy" criteria when assessed at the nearest noise sensitive premises.*
- 9 *Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.*

¹ Consolidated 8 August 2017

Hahndorf Early Learning Centre
Environmental Noise Assessment
S5908C4
April 2019

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OUTDOOR PLAY AREAS

Preschools, schools, child care centres and playgrounds are often located immediately adjacent to residences and the sound of children playing during the day is rarely of concern. However, in some situations, where adjacent residents are sensitive to the sound of children's voices, the noise can be annoying. For the purposes of this assessment, it has been assumed that the residences and camping sites in the vicinity of the proposed development are sensitive to the sound of children's voices.

Criteria

Principle of Development Control 8 makes reference to the *Environment Protection (Noise) Policy 2007* (the Policy); however, the noise from children playing is excluded from assessment under the Policy. Therefore, predicted noise levels from children playing have been compared against the recommendations of the *Guidelines for Community Noise* published by the World Health Organisation (WHO) to assist in establishing the extent of noise reduction measures to satisfy the relevant Development Plan provisions.

The WHO guidelines include:

"To protect the majority of people from being seriously annoyed during the daytime, the sound pressure level on balconies, terraces and outdoor living areas should not exceed 55 dB L_{Aeq} for a steady continuous noise. To protect the majority of people from being moderately annoyed during the daytime, the outdoor sound pressure level should not exceed 50 dB L_{Aeq} ."

Based on the above, it is proposed that noise reduction measures be designed for the proposal such that the average (L_{Aeq}) sound levels during daytime hours from children playing are no greater than 50 dB(A) at the surrounding noise sensitive locations.

Hahndorf Early Learning Centre
Environmental Noise Assessment
S5908C4
April 2019

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Assessment

The noise from children in outdoor areas has previously been measured at similar early learning centres. Based on these measurements, the noise from the proposed facility has been predicted for the centre operating at full capacity.

Based on the predictions, in order to achieve the 50 dB(A) assessment criterion, the following minimum solid barriers should be constructed;

- A minimum 2.7m high barrier for the extent shown as **RED**;
- A minimum 2.1m high barrier for the extent shown as **BLUE**; and,
- A minimum 1.5m high barrier for the remaining boundaries on the west, south and eastern sides (extending to the front of the site).



The barriers should be constructed from a minimum of 0.42 BMT sheet steel, such as “Colorbond”, or another material with the same or greater surface density such as timber. All Barriers should be sealed airtight at all junctions, including at the joins between any walls, retaining walls, the ground and other fences. This will be particularly important if timber paling fences are used.

With the inclusion of the acoustic treatments described above, the average (L_{Aeq}) noise level from children playing in outdoor areas at the proposed centre is predicted to be less than 50 dB(A) at all residences and camping sites, therefore achieving the WHO guidelines and preventing noise from causing unreasonable interference with the amenity of noise sensitive premises.

Hahndorf Early Learning Centre
Environmental Noise Assessment
S5908C4
April 2019

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CAR PARK ACTIVITY & MECHANICAL PLANT

Criteria

The *Environment Protection (Noise) Policy 2007* (the Policy) is based on preventing adverse impacts on the amenity of a locality and it is therefore considered that where the noise from car park activity and mechanical plant at the facility achieve the Policy, it will also achieve the requirements of the Development Plan relating to environmental noise.

The Policy provides goal noise levels to be achieved at noise sensitive locations, based on the principally promoted land uses of the Development Plan Zones in which the noise source (early learning centre) and the noise receivers (residences and camping sites) are located. Based on the residential land use within the immediate vicinity of the proposal, commercial land use within the Caravan and Tourist Park Zone and the “development” nature of the project, the Policy recommends the following goal noise levels for the development;

- At the residences;
 - an average (L_{eq}) noise level of 47 dB(A) during the day (7am to 10pm);
 - an average (L_{eq}) noise level of 40 dB(A) at night (10pm to 7am); and,
 - a maximum (L_{max}) noise level of 60 dB(A) at night.
- At the camping sites;
 - an average (L_{eq}) noise level of 52 dB(A) during the day (7am to 10pm);
 - an average (L_{eq}) noise level of 45 dB(A) at night (10pm to 7am); and,

When measuring or predicting noise levels for comparison with the Policy, adjustments may be made to the average goal noise levels for each “annoying” characteristic of tone, impulse, low frequency, and modulation of the noise source. The characteristic must be dominant in the existing acoustic environment and therefore the application of a penalty varies depending on the assessment location, time of day, the noise source being assessed, and the predicted noise level. The application of penalties is discussed further in the Assessment section of this report.

Hahndorf Early Learning Centre
Environmental Noise Assessment
S5908C4
April 2019

sonus.

Assessment

The noise levels at the residences and camping sites from the proposed site activity have been predicted based on a range of previous noise measurements and observations at similar facilities. These include:

- general car park activity such as people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from their park position;
- general vehicle movements on site; and,
- mechanical plant serving the building.

As is typical at the development application stage, the proposed mechanical plant units have not yet been designed or selected. Therefore, the assessment of the mechanical plant has been based on two outdoor air conditioning condensing units and an amenity exhaust fan with sound power levels of 76 dB(A) and 67 dB(A) respectively. It has been assumed that the condensing units will be located within the area designated as “mech plant” on the current drawings.

The predictions have also been based on the following assumed activity levels within any 15 minute period²;

- Day Time (after 7:00am)
 - 10 vehicle movements into and out of the car park and corresponding general car park activity at the available car parks; and,
 - Continuous operation of mechanical plant within the specified areas.
- Night Time (before 7:00am)
 - 3 vehicle movements into and out of the car park and corresponding general car park activity at the available car parks; and,
 - Continuous operation of mechanical plant.

Based on the predictions, in order to achieve the assessment criteria, the following acoustic treatment measures are recommended:

- Increase the height of the currently proposed fence shown as **RED** below to 2.4m. The fence should be sealed airtight at all junctions, including at the building walls and constructed from a material

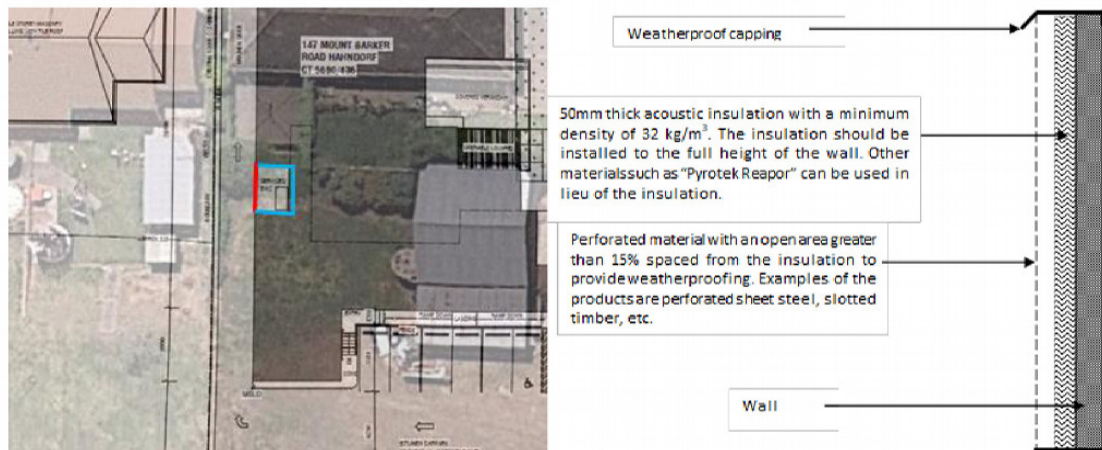
² Default assessment period of the Policy

Hahndorf Early Learning Centre
Environmental Noise Assessment
S5908C4
April 2019

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such as solid timber, as documented, provided the thickness is chosen to ensure a minimum surface density of 4.5kg/m^2 or sheet steel ("Colorbond") of minimum 0.42 BMT

- Install acoustic absorption material in accordance with the following detail to the full extent of the walls highlighted as **Blue**.



- Construct solid barriers in accordance with the Outdoor Play Areas section of this report. In addition, a 2.1m high barrier should be constructed for the extent shown below as **BLUE**, in accordance with the construction details in the previous section.



Hahndorf Early Learning Centre
Environmental Noise Assessment
S5908C4
April 2019

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With the recommended acoustic treatments incorporated, the noise levels at residences and camping sites are predicted to be less than 46 dB(A) after 7am, and 40 dB(A) before 7am. These predictions include a 5 dB(A) penalty for modulating noise character at receiver locations where vehicle activity is predicted to be the dominant noise source. For locations dominated by constant noise sources such as mechanical plant, the predictions have not had a penalty added.

In addition to the above, the maximum noise levels have been predicted at residences within the Residential Zone based on a number of noise measurements at similar facilities including vehicles accelerating quickly, and slamming of car doors. The predicted maximum noise level does not exceed 60 dB(A) at any nearby residences.

Based on the above, the Policy goal noise levels will be achieved at all residences and camping sites.

Hahndorf Early Learning Centre
Environmental Noise Assessment
S5908C4
April 2019

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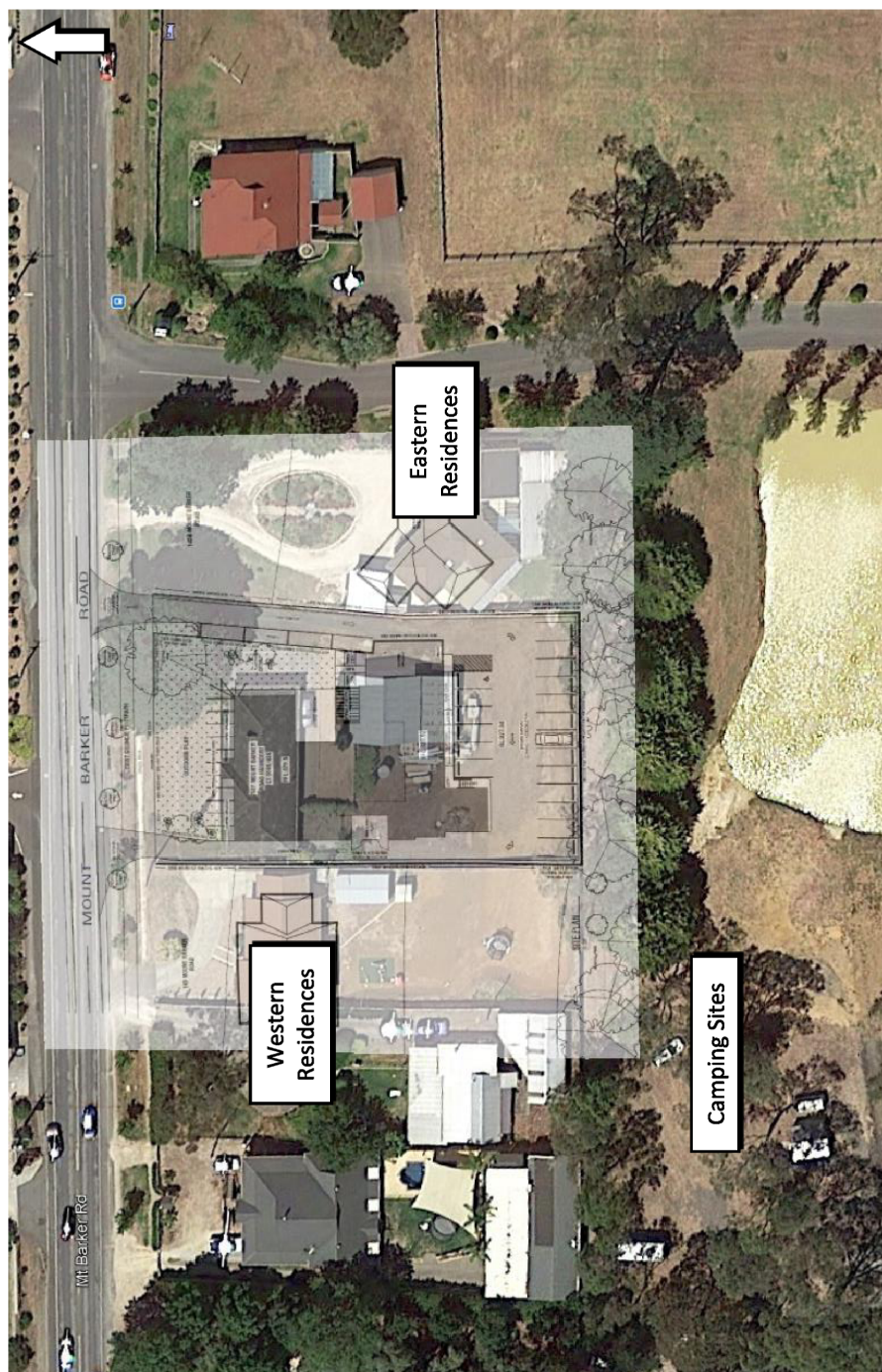
CONCLUSION

An environmental noise assessment has been made of the proposed early learning centre, to be located at 147 Mount Barker Road, Hahndorf. The assessment has considered noise at existing residences and camping sites in the vicinity, from children playing in outdoor areas, car park activity and mechanical plant operation.

Relevant assessment criteria have been established based on the Mount Barker Council Development Plan, *Environment Protection (Noise) Policy 2007* and the World Health Organisation recommendations to protect against annoyance. In order to achieve the noise criteria, acoustic barriers and specific mechanical plant locations have been recommended.

It is therefore considered that the facility has been designed to *minimise adverse impact and conflict between land uses, prevent noise from causing unreasonable interference with the amenity, and will not detrimentally affect the locality by way of noise*, thereby achieving the relevant provisions of the Development Plan related to environmental noise.

APPENDIX A: Site locality and Noise Sensitive Locations.



Mount Barker District Council
Received
18 APR 2019

Hahndorf Early Learning Centre

147 Mount Barker Road, Hahndorf
Transport Impact Assessment

Prepared by: GTA Consultants (SA) Pty Ltd for Beyond Ink
on 17/04/19
Reference: S166810
Issue #: A

Hahndorf Early Learning Centre

147 Mount Barker Road, Hahndorf
Transport Impact Assessment

Client: Beyond Ink

on 17/04/19

Reference: S166810

Issue #: A

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	17/04/2019	Final	Joy Yu	Timothy Jones	David Kwong	

CONTENTS

1. Introduction	1
1.1. Background	1
1.2. Purpose of this Report	1
1.3. References	1
2. Existing Conditions	2
2.1. Subject Site	2
2.2. Road Network	3
2.3. Sustainable Transport Infrastructure	4
3. Development Proposal	6
3.1. Land Uses	6
3.2. Car Parking	6
3.3. Vehicle Access	7
3.4. Bicycle Facilities	7
3.5. Pedestrian Facilities	7
3.6. Bin Storage Area	7
4. Car Parking	8
4.1. Development Plan Car Parking Requirements	8
4.2. Adequacy of Parking Supply	8
4.3. Car Parking Layout	8
5. Loading Facilities	9
5.1. Development Plan Requirements	9
5.2. Proposed Loading and Refuse Collection Arrangements	9
6. Traffic Impact Assessment	10
6.1. Traffic Generation	10
6.2. Traffic Impact	12
7. Conclusion	13

INTRODUCTION

1. INTRODUCTION

1.1. Background

A development consent is being sought for a proposed childcare centre on land located at 147 Mount Barker Road in Hahndorf. The proposed development incorporates a childcare centre with the capacity to accommodate 85 children and associated car parking spaces.

GTA Consultants was commissioned by the applicant to undertake a transport impact assessment of the proposed development.

1.2. Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the proposed development, including consideration of the following:

1. existing traffic and parking conditions surrounding the site
2. parking demand likely to be generated by the proposed development
3. suitability of the proposed parking in terms of supply (quantum) and layout
4. traffic generation characteristics of the proposed development
5. proposed access arrangements for the site
6. transport impact of the development proposal on the surrounding road network.

1.3. References

In preparing this report, reference has been made to the following:

- Mount Barker District Council Development Plan (Consolidated – 8 August 2017)
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2002
- Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- plans for the proposed development prepared by Beyond Ink
- various technical data as referenced in this report
- other documents as nominated.

EXISTING CONDITIONS

2. EXISTING CONDITIONS

2.1. Subject Site

The subject site is located at 147 Mount Barker Road in Hahndorf. The site of approximately 2,250m² has a frontage of 40m to Mount Barker Road. The site is located within a Township Zone. The surrounding properties include a mix of residential, retail and horticultural land uses. The Hahndorf Fruit & Veg Market is located on the northern side of Mount Barker Road opposite the subject site.

The location of the subject site and the surrounding environs is shown in Figure 2.1.

Figure 2.1: Subject Site and its Environs



(PhotoMap courtesy of NearMap Pty Ltd)

EXISTING CONDITIONS

2.2. Road Network

2.2.1. Adjoining Roads

Mount Barker Road

Mount Barker Road is a two-way arterial road aligned in an approximately west/east direction in vicinity of the site. Adjacent the site, it is configured with a two-lane, approximately 6.7-metre-wide sealed carriageway with a minimum 1.5m unsealed shoulder on either side, set within a 20-metre-wide road reserve (approx.). Mount Barker Road is subject to a posted speed limit of 60km/h and carries approximately 8,800 vehicles per day in vicinity of the subject site ¹.

2.2.2. Surrounding Intersections

The following intersections are located in the vicinity of the site:

- Mount Barker Road and the access road to Hahndorf Resort and Adelaide Hills Convention Centre (unsignalised).

2.2.3. Crash History

A review of the reported crash history for the roads and intersections adjoining the subject site has been sourced from DPTI crash database. A summary of the road crashes for the last available five-year period (2013-2017) is presented in Figure 2.2 and Table 2.1.

Figure 2.2: Crash History (2013-2017)



¹ Base year 2018, obtained from DPTI Vehicle Classification Summary Report

EXISTING CONDITIONS

Table 2.1: Road Crash History

Location	Number of Crashes	Types of Crashes	Severity of Crashes
Mount Barker Road along the frontage of the site	2	1 x Right Angle 1 x Rear End	1 x Property Damage Only 1 x Injury

Source: DPTI Road Crashes

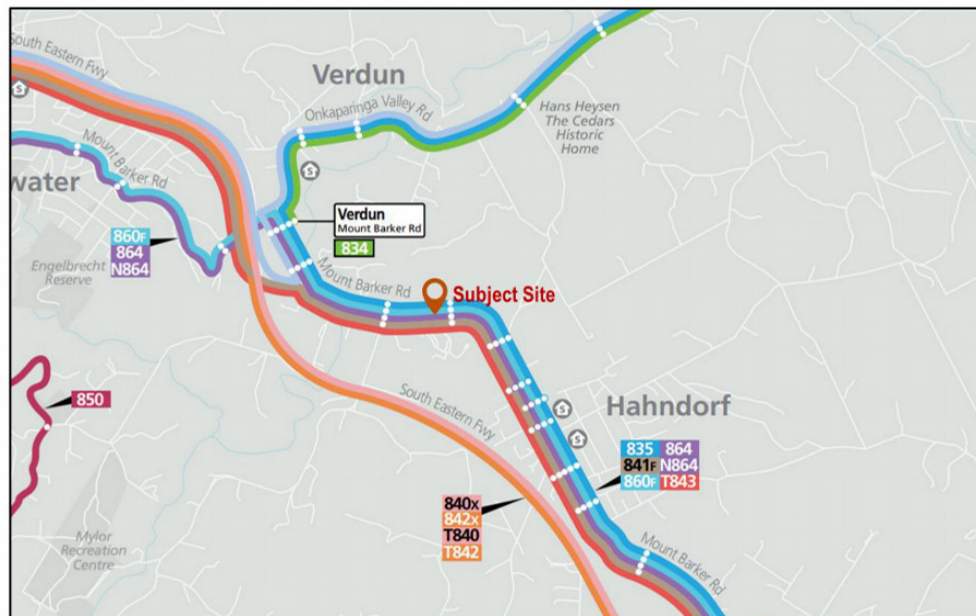
There are two recorded crashes (one right angle crash and one rear end crash) on Mount Barker Road along the frontage of the proposed site in the last available five year period. The rear end crash resulted in a minor injury.

2.3. Sustainable Transport Infrastructure

2.3.1. Public Transport

Figure 2.3 shows the subject site in relation to existing public transport routes within the vicinity. The nearest bus stop is approximately 50m to the west of the subject site providing several bus route services to Stirling, Adelaide, Lobethal and Mount Barker as summarised in Table 2.1.

Figure 2.3: Public Transport Map



Source: AdelaideMetro

EXISTING CONDITIONS

Table 2.2: Road Based Public Transport Provision

Route Nos	Route Description	Significant Destinations On Route
864, 864F, 864H, N864, 860F	Mount Barker to City	Mount Barker, Stirling, Adelaide
835, 835A	Lobethal to Mount Barker	Verdun, Hahndorf, Mount Barker, Lobethal
841F, T843	Nairne to City	Mount Barker, Littlehampton, Hahndorf

2.3.2. Pedestrian Infrastructure

An existing unsealed pedestrian path is located on the southern side of Mount Barker Road.

2.3.3. Cycle Infrastructure

There is currently no bicycle infrastructure in the vicinity of the subject site.

DEVELOPMENT PROPOSAL

3. DEVELOPMENT PROPOSAL

3.1. Land Uses

The proposal includes the construction of a childcare centre with the capacity to accommodate 85 children and 23 car parking spaces, as shown in Figure 3.1.

Figure 3.1: Proposed Childcare Centre Layout



[1] Base Plan Source: [Beyond Ink], dated [15 April 2019].

3.2. Car Parking

The development proposes a total of 23 car parking spaces, which comprises the following:

- 1 car parking space for people with disabilities and associated shared space;
- 4 parallel car parking spaces;
- 18 angled car parking spaces.

DEVELOPMENT PROPOSAL

3.3. Vehicle Access

Vehicle access is proposed via two crossovers on Mount Barker Road. The two crossovers are approximately 33 metres apart from each other, with the eastern crossover facilitating one-way ingress and the western crossover, one-way egress. The eastern crossover will be an upgrade of the existing crossover.

3.4. Bicycle Facilities

The proposed site does not include any provision of bicycle facilities. The number of bicycle trips to the proposed development would be limited due to most children being delivered by private motor vehicle, and some by public transport. Some staff may ride to work, and some children may be delivered by bicycle however overall numbers would be low. If bicycle parking spaces are needed in the future as demand rises, there will be sufficient capacity to allocate bicycle parking spaces within the site.

3.5. Pedestrian Facilities

The proposed development includes pedestrian facilities adjacent the main car park at the rear of the site.

3.6. Bin Storage Area

A bin storage area is proposed at the western side of the building adjacent to the egress driveway.

CAR PARKING

4. CAR PARKING

4.1. Development Plan Car Parking Requirements

Car parking requirements are set out in Table MtB/2 of the Development Plan. The proposed development is located within a Township Zone. The parking rate that is applicable to the proposed development is shown as follows:

Form of Development	Number of Required Car Parking Spaces
<i>Child Care Centre</i>	<i>1 space per 4 children</i>

Based on the above, the proposed childcare centre of 85 children has a Development Plan parking requirement of 22 car parking spaces.

4.2. Adequacy of Parking Supply

Based upon the above analysis, it is clear that the proposed on-site car parking provision of 23 spaces will meet the Development Plan car parking requirement.

4.3. Car Parking Layout

The proposed 23 car parking spaces comprises of 18 angled visitor parking spaces, 4 parallel visitor parking spaces and 1 disabled parking space with its associated shared space. The parking layout has been designed in accordance with Australian Standard/New Zealand Standard for Off Street Car parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).

Some of the key design features are as follows:

- 90-degree angled car parking spaces will be 2.6 metres wide and 5.4 metres long, set within a 6.2-metre-wide aisle, exceeding the requirements for a User Class 3 parking facility.
- Parallel parking spaces will be 2.1 metres wide and 6.3 metres long, set within a 3.0 metre one-way aisle. The end spaces will be 2.1 metres wide and 6.6 metres long, meeting the requirements for parallel parking spaces.
- 300mm clearance will be provided to spaces bounded by obstructions higher than 150mm such as walls, fences and columns
- The parking space for people with disabilities will be 2.4 metres wide and 5.4 metres long and have an associated shared space of the same dimensions. The space has been provided near the main building entrance in accordance with the Australian Standard.
- The roadway grade will be a maximum of 1 in 8.9 (11.25%) for the MRV design vehicle. The rate of change of grade will be a maximum of 1:16 (6.25%) across 7.0 m of travel, in accordance with AS 2890.2 -2002.
- 1 metre clearance to stobie pole will be provided.

LOADING FACILITIES

5. LOADING FACILITIES

5.1. Development Plan Requirements

Principle of Development Control (PDC) 18 of the Transportation and Access sets out requirements relating to loading as follows:

PDC 18: "Development should provide for the on-site loading, unloading and turning of all traffic likely to be generated."

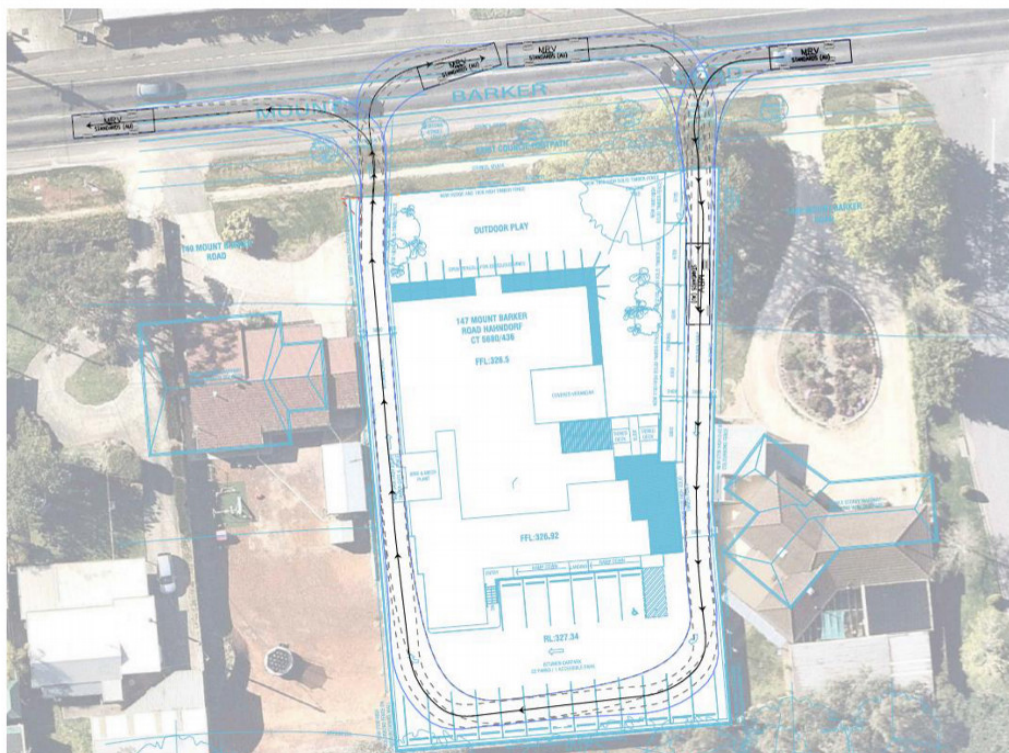
5.2. Proposed Loading and Refuse Collection Arrangements

It is proposed that waste from the site will be collected outside of operating hours by refuse vehicles up to 8.8m Medium Rigid Vehicle (MRV). This is a typical method of operation for waste collection in child care centres when the car park will be typically empty. It is proposed that the vehicle enter the site in a forward motion, collect refuse at the bin storage area from within the egress driveway, and then exit the site in a forward direction.

As is typical with child care centres, deliveries to the proposed development would be made by small delivery vans that would be accommodated within the proposed parking spaces. Any deliveries by vehicles unable to use the on-site car parking spaces would be scheduled to occur outside of business hours when the car park area would be clear of parked vehicles but this is not a common occurrence at child care centres.

An assessment of the site for refuse collection is shown in Figure 5.1.

Figure 5.1: 8.8m Refuse Vehicle Ingress and Egress



TRAFFIC IMPACT ASSESSMENT

6. TRAFFIC IMPACT ASSESSMENT

6.1. Traffic Generation

6.1.1. Design Rates

Traffic generation Traffic generation rates have been sourced from the Roads and Maritime Services of New South Wales (formerly RTA) in the "Guide to Traffic Generating Developments" published in 2002 (henceforth referred to as the RTA Guide). The applicable rates for a childcare development are as follows:

Centre Type	Peak Vehicle Trips / Child	
	7.00am – 9.00 am	4.00 pm – 6.00pm
Long-day Care	0.8 vehicle trips/child	0.7 vehicle trips/child

Based on the proposed capacity of 85 children, the proposed childcare centre would generate 68 trips during the AM peak period (7.00am to 9.00am) and 60 trips during the PM peak period (4.00pm to 6.00pm).

Assuming 70% of the trips occur during network peak hour, the proposed childcare centre would generate approximately 48 trips during AM network peak hour and 42 trips during PM network peak hour.

6.1.2. Distribution and Assignment

The directional distribution and assignment of traffic generated by the proposed development will be influenced by a number of factors, including the:

1. Configuration of the arterial road network in the immediate vicinity of the site
2. Existing operation of intersections providing access between the local and arterial road network
3. Distribution of households in the vicinity of the site
4. Configuration of access points to the site.

Access of the site is proposed via crossovers from Mount Barker Road. Hence, 100% of the site generated traffic will be via Mount Barker Road.

Having consideration to the above, for the purposes of estimating vehicle movements, the following directional distributions have been assumed:

AM

Inbound

- Mount Barker Road (west of the site) 30%
- Mount Barker Road (east of the site) 70%

Outbound

- Mount Barker Road (west of the site) 70%
- Mount Barker Road (east of the site) 30%

PM

Inbound

- Mount Barker Road (west of the site) 70%
- Mount Barker Road (east of the site) 30%

TRAFFIC IMPACT ASSESSMENT

Outbound

- Mount Barker Road (west of the site) 30%
- Mount Barker Road (east of the site) 70%

In addition, the directional split of traffic (i.e. the ratio between the inbound and outbound traffic movements) is assumed to be 50:50 (50% inbound, 50% outbound).

Based on the above, Figure 6.1 and Figure 6.2 have been prepared to show the estimated marginal increase in turning movements in the vicinity of the subject property following full site development.

Figure 6.1: AM Peak Hour Site Generated Traffic Volumes



TRAFFIC IMPACT ASSESSMENT

Figure 6.2: PM Peak Hour Site Generated Traffic Volumes



6.2. Traffic Impact

Due to the nature of childcare centres, a high proportion of the site generated trips would likely to be from the surrounding residential areas and hence would already be using the roads surrounding the childcare centre to travel to and from other destinations (e.g. commuting to/from work). This passing trade effect would typically reduce the net traffic impact of the proposed development by up to 30%.

Childcare centres generate very few trips during the day between peak periods, hence the traffic impact will generally be during the morning and evening child delivery and collection periods respectively.

Based on the above, the additional traffic generated by the proposed development is considered low and could not be expected to compromise the safety or function of the surrounding road network.

CONCLUSION

7. CONCLUSION

Based on the analysis and discussions presented within this report, the following conclusions are made:

1. The proposed childcare centre with capacity of 85 children generates a development plan parking requirement of 22 spaces.
2. The proposed supply of 23 spaces meets the development plan parking requirement and is considered to be appropriate.
3. The proposed parking layout is consistent with the dimensional requirements as set out in the Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).
4. It is recommended that bicycle parking demand is monitored once the development is operating and should bike parking be required, the site will have sufficient space for bicycle rails to be installed.
5. Refuse collection will occur outside of operating hours, with a collection vehicle up to an 8.8 metre MRV. The vehicle can enter the site in a forward direction, collect refuse and then exit in a forward direction.
6. The site is expected to generate up to 48 and 42 vehicle movements in a typical weekday network AM and PM peak hour respectively.
7. The additional traffic generated by the proposed development is considered to be low and the additional development traffic is not expected to compromise the safety or efficiency of the surrounding road network.

Mount Barker District Council
Received
02 JUL 2019

Michael Dickson

From: David Kwong <david.kwong@gta.com.au>
Sent: Tuesday, 2 July 2019 5:19 PM
To: Jordana O'Sullivan
Cc: Timothy Jones
Subject: RE: Hahndorf ELC

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jordana,

Response for your consideration in **green below**. If you need a diagram to illustrate what we are trying to say from the wording, happy to do so.

Regards
David

David Kwong
Associate Director
GTA Consultants
P 08 8334 3600 D 08 8334 3605 M 0477 110 770
Level 5, 75 Hindmarsh Square, Adelaide, SA 5000
david.kwong@gta.com.au
www.gta.com.au



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From: Jordana O'Sullivan <jordana@beyondink.com.au>
Sent: Tuesday, 2 July 2019 3:03 PM
To: David Kwong <david.kwong@gta.com.au>
Subject: Hahndorf ELC

Hi David,

I've just left you a voicemail.

I'm just sending a response to council in response to their RFI and reps. Are you able to provide a few sentences in response to the point below as soon as you can?

8. The Traffic Impact Assessment (TIA) by GTA Consultants has not provided any commentary regarding the proposed access locations and their proximity to the access for the adjacent Fruit and Vegetable Shop. Council's Engineers have noted that the egress in particular creates somewhat of a 4-way junction with the ingress to the Fruit and Vegetable Shop i.e. a parent may drop off/pick up their child from the proposed Early Learning Centre and then drive straight across the road to the Fruit and Vegetable Shop. Could you please include commentary in the TIA regarding this? Council's Engineers have suggested that potentially

swapping which driveway is used for ingress and egress may assist with resolving this issue. This may also be a matter raised by DPTI during their assessment.

While it is noted that the location of the egress crossover is opposite the Fruit and Vegetable shop ingress resulting in somewhat an intersection with four separate intersection legs, it will not operate as a standard 4-way intersection. As the Fruit and Vegetable shop access is ingress only, the number of turning conflicts at the site egress are lower than that of an standard 4-way intersection. Drivers of vehicles exiting the subject site will be required to give way to all vehicles along Mount Barker Road site and vehicles entering the Fruit and Vegetable shop. The proposed childcare centre is anticipated to generate in the order of 48 two-way trips during the AM peak and 42 two-way trips during the PM peak. Therefore, it is expected that up to 24 movements will utilise the egress access during the peak hour, which is low. It is also anticipated that the number of direct movements from the proposed childcare centre to the Fruit and Vegetable are possible but very infrequent or negligible, given the anticipated traffic generated as part of the proposed development will be low.

It is noted that if the ingress and egress were to be swapped, while it would eliminate the direct vehicle movements between the proposed childcare centre and the Fruit and Vegetable shop, it would result in additional turning conflicts at the access location. The change in direction would result in a possible conflict between vehicles turning right into both the proposed Childcare and the Fruit and Vegetable shop.

I also received an email from council confirming that DPTI will be providing an amended response to council. Thanks for that

Kind regards

Jordana Ashcroft O'Sullivan
Operations Manager
Town Planner

BEYONDINK

T +61 8 8388 1179

Have a look at who we are and what we do.
beyondink.com.au

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Attachment Two (2)







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Mount Barker District Council
Received
13 JUN 2019

SUPERSEDED

In reply please quote 2019/00332, Process ID: 576280
Enquiries to Daniel Sladic
Telephone (08) 7109 7872
E-mail dpti.luc@sa.gov.au

12 June 2019

Mr Michael Dickson
Mount Barker District Council
PO Box 54
MOUNT BARKER SA 5251

Dear Mr Dickson

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	580/34/19
Applicant	Beyond Ink
Location	145C-147 Mount Barker Road, Hahndorf
Proposal	Change in use and construction of early learning centre/child care centre.

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

The following response is provided in accordance with Section 37(4)(b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

CONSIDERATION

This application proposes a complete redevelopment of the site into an early learning centre/child care centre. The subject site abuts Mount Barker Road, an arterial road under the care, control and management of the CoH. At this location Mount Barker Road carries approximately 8,000 vehicles per day (7% commercial vehicles) and has a posted speed limit of 60 km/h.

The subject site currently has one access point located on Mount Barker Road. The application proposes to modify the existing access to an ingress only, with all vehicles to leave the site via a newly constructed egress only access point located adjacent to the western boundary. It is the Department of Planning, Transport and Infrastructures (DPTI's) preference that the number of access points onto the arterial road network be minimised in the interest of road safety. Furthermore, the location of the proposed egress is located directly opposite the access point into the adjacent market to the north which has the potential to cause vehicle conflict at this location. Subsequently, in order to minimise the risk of vehicle conflict, it is preferable to have vehicles access the child care centre via a shared driveway only. The shared access should be a minimum of 6 metres wide at the property boundary to allow for two-way simultaneous movements, and located adjacent to the eastern property boundary to maximise separation between the access point on the northern side of Mount Barker Road.



Government of South Australia

Department of Planning,
Transport and Infrastructure

POLICY, STRATEGY AND
PROGRAM DEVELOPMENT

Transport Assessment and
Policy Reform

GPO Box 1533
ADELAIDE SA 5001

ABN 92 366 288 135

2

It is also DPTI's preference that vehicles enter and exit arterial roads in a forward direction in the interest of road safety. Any amended proposal should ensure that sufficient on-site manoeuvring area is provided for all vehicles to conveniently manoeuvre to exit in a forward direction.

ADVICE

Whilst the Department of Planning, Transport and Infrastructure supports the proposed development in principle, the department does not support the application in its current form as it proposes an additional access onto the arterial road. It is recommended that the application be amended as follows:

- The site being served via a single shared access adjacent to the eastern boundary;
- The shared access being a minimum of 6 metres in width at the Mount Barker Road property boundary;
- Sufficient manoeuvring area being provided to ensure all vehicle can enter and exit the site in a forward direction.

Yours sincerely



A/MANAGER, TRANSPORT ASSESSMENT AND POLICY REFORM
for **COMMISSIONER OF HIGHWAYS**

Mount Barker District Council
Received
05 JUL 2019

AMENDED

*In reply please quote 2019/00332, Process ID: 576280
Enquiries to Daniel Sladic
Telephone (08) 7109 7872
E-mail dpti.luc@sa.gov.au*



Government of South Australia

Department of Planning,
Transport and Infrastructure

**POLICY, STRATEGY AND
PROGRAM DEVELOPMENT**

**Transport Assessment and
Policy Reform**

GPO Box 1533
ADELAIDE SA 5001

ABN 92 366 288 135

4 July 2019

Mr Michael Dickson
Mount Barker District Council
PO Box 54
MOUNT BARKER SA 5251

Dear Mr Dickson

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	580/34/19 – Amended Response
Applicant	Beyond Ink
Location	145C-147 Mount Barker Road, Hahndorf
Proposal	Change in use and construction of early learning centre/child care centre.

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

The following response is provided in accordance with Section 37(4)(b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

CONSIDERATION

This application proposes a complete redevelopment of the site into an early learning centre/child care centre. The Department of Planning, Transport and Infrastructure (DPTI) previously provided advice on this application in the letter dated 12 June 2019. The following advice has been updated in response to correspondence received from GTA consultants on 1 July 2019.

Whilst it is DPTI's preference is for a single shared access adjacent to the eastern property boundary, DPTI is prepared to support separate ingress and egress points for the following reasons:

- DPTI understands that there may be issues in constructing a shared access given the significant tree in close proximity to the eastern access.
- The separation between the proposed ingress and egress is considered adequate (approximately 33 metres).
- The relatively low traffic volume of the adjacent section of Mount Barker Road.
- The access point to the market (opposite the proposed egress) allows for ingress movements only.

#14188049

2

ADVICE

The Department of Planning, Transport and Infrastructure supports the proposed development and advises the planning authority to attach the following conditions to any approval:

1. The access points shall be located and constructed in accordance with the site plan provided by Beyond Ink, Sheet No. PL01, dated 15 April 2019.
2. All vehicles must enter and exit the site in a forward direction.
3. All on-site vehicle manoeuvring areas shall remain clear of any impediments.
4. Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of Mount Barker Road. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

Yours sincerely



A/MANAGER, TRANSPORT ASSESSMENT AND POLICY REFORM
for COMMISSIONER OF HIGHWAYS

Mount Barker District Council

Received
30 MAY 2019

Attachment Four (4)

MOUNT BARKER DISTRICT COUNCIL

STATEMENT OF REPRESENTATION FOR CATEGORY 3

Pursuant to Section 38(5) of the Development Act, 1993

TO: Chief Executive Officer
District Council of Mount Barker
PO Box 54
MOUNT BARKER SA 5251

THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A PROPOSED DEVELOPMENT; IF YOU WISH TO DO SO. PLEASE FIND ATTACHED DETAILS OF THE PROPOSED DEVELOPMENT.

DEVELOPMENT NO: 580/34/19
Demolition of the existing dwelling and ancillary structures and the construction of an Early Learning Centre (child care and pre-school) including associated covered verandahs, open pergolas, earthworks, car parking, retaining walls, landscaping and fencing

YOUR DETAILS: (all fields with an asterix * must be completed to ensure that this is a valid representation as per Regulation 35 of the Development Regulation 2008).

* NAME: MR ROBERT + MRS KAYE DEWELL
* HOME ADDRESS: 145B MT. BARKER ROAD, HAHNDORF SA 5245
* POSTAL ADDRESS: AS ABOVE
PHONE NO: (H) 08 8588 7108 + k.dewell@gmail.com
(M) 0439 887 691 EMAIL: RAKDENELLE@gmail.com

My interest/s are affected as: (please tick the following boxes as appropriate)

☒ The owner ^{and} of the occupier of the property located at: 145B MT BARKER RD HAHNDORF SA 5245
☐ Other (please state):

YOUR COMMENTS:

* I/We:

☐ Support the proposal and provide the following comments.
☒ Oppose the proposal and provide the following comments.

(Please note that your comments should demonstrate reasonable particularity)

Please see the attached statement of detail.

.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

* I/We:

☒

Do not wish to be heard by the Council Assessment Panel in support of my representation.

☐

Wish to be heard by the Council Assessment Panel in support of my representation, and I will be:

☐

Appearing personally,

OR

☐

Be represented by the following person:

Contact details:

(Please note, matters raised in your representation will not need to be repeated at the Council Assessment Panel meeting).

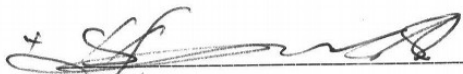

Your written representation must be received by Council no later than 11.59pm on Wednesday 5 June 2019, to ensure that it is a valid representation and taken into account.

If you make representation you will be notified by a separate letter of the date and time of the Council's Assessment Panel (CAP) meeting at which CAP will consider the application.

Representor's Declaration:

I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, agencies and other bodies pursuant to the Development Act 1993 and may be uploaded to the Council's website as an attachment to a Council Assessment Panel agenda.

SIGNED

+ 
+ 

DATE

28/05/2019

Mount Barker District Council

Received
30 MAY 2019

Bob and Kaye Dewell
145B Mt. Barker Road
Hahndorf SA 5245
May 28th 2019

Mr Michael Dickson
SENIOR PLANNER- CITY DEVELOPMENT
Mt. Barker District Council
Local Government Centre
PO Box 54
Mt. Barker SA 5251

145C - 147
Mt Barker Rd, Hahndorf

Mt. Barker DC
File No: 34/19
30 MAY 2019
Doc. No:
Asses No:
Parcel No: 572,573
Prop No:
SCANNED

Dear Michael,

Thank you for your time spent with Kaye and I myself on Thursday of last week in regard to the proposed development of an Early Learning Centre at 147 Mt Barker Road Hahndorf.

We wish to offer the following comments and express some deep concerns about the proposed Palma's venture in regard to not only ourselves, but for neighbours and the general public who will certainly be effected by a major increase in traffic volume if this entity proceeds.

We built our home in Hahndorf in 1970 and since then have seen major additions adjacent to the area where we live with the advent of the Palma Fruit and Vegetable enterprise in recent years across the roadway and, prior to that and since 1974, the establishment and continual development by various owners of the Hahndorf Tourist park now known as the Hahndorf Resort and, where the traffic is constant and increasing in both places and where too, the Resort seems to be expanding with permanent residencies. Continual expansion in these proximities suggests that a pedestrian crossing needs to be considered by Council.

Our observation of the work carried out by the Palma personnel brought about by the congestion as it was, of access and egress to their business by the restructure of the now better parking facilities, has made a vast difference to the safety aspect of pedestrians crossing the main highway with vehicles turning into them both ways, however, the normal traffic volume along the highway allied to the vast increase to and from the almost adjacent Hahndorf Resort to them and us, since its major upgrade, has meant at times one has to wait during business hours for some minutes before being able to enter the main road in front of our dwelling place because of the traffic flow in both directions. To test my thinking on Monday of this week I waited for 5 minutes at our exit point from our home in my car at 8.45am prior to heading towards Hahndorf's centre and in that time 57 vehicles in total passed in front of me, going in either direction.

We understand from enquiries gleaned from the SA Government websites that in 2018 the daily volume of traffic along Mt. Barker road from the Verdun interchange entering into and through Hahndorf was 8,000 vehicles per day, including heavy transports and buses, it appears too

apparently that later data shows that from the Ambleside Road entry to Hahndorf in 2019, that 11,200 vehicles per day enter Hahndorf? We don't imagine that all of these drive past the Palma enterprise and the Hahndorf Resort, but the volume is staggering by its increase, which to us begs the question, "Why on earth would anyone want to build an Early Learning Centre in the midst of or close by to any increasing traffic congestion?"

Another point of concern which is very usual to see, is that traffic brake hard in lines where a driver wishes to turn to his or her right into the Palma business when travelling from Hahndorf towards the freeway, there is scant room to pass to the left of a vehicle in that instance if a car is waiting to turn right, or actually attempts to drive on when oncoming traffic towards Hahndorf occurs, it means that that vehicle has to wait and this is a very frequent event which we doubt is listed in a highways traffic report on road safety.

This is just another factor which will be more major if another 40 or 50 cars per day want to re-enter the main road twice a day and especially, if they wish to turn right back towards the centre of Hahndorf itself of left to wherever when leaving the Centre. The Resort also has situations with caravan traffic waiting to turn in either direction which is more so in a holiday season.

We are given to understand that if the proposed Child Minding Centre does proceed that it will accommodate some 85 children as a maximum during what one imagines will be the hours from say 7.00am through to say, 6.00pm? Simple arithmetic suggests then that if there were say two children to be placed there by respective parents per day, a minimum of 40 to 45 vehicles will enter excluding staff, and leave twice a day which in a small access area to the main highway in peak times will most certainly add to traffic congestion on week days and therefore, add to the increasing danger of accidents as logic says it must do. If a car deposits one child per day as opposed to two or three or four children, then the number of vehicles entering and leaving the entity would be greater.

We have noted the reports of what we understand is to be the official report of vehicle usage on Mt. Barker road and while we are not in a position to question that as such, our findings from the websites seem to indicate that a discrepancy on numbers may be apparent. I think that we who live between the Hahndorf Resort and the proposed entity, are uniquely placed to offer our thoughts as to the overall accuracy of what is stated, which frankly we doubt to some extent, simply by omission.

A huge volume of cars and associated traffic uses the main road daily. Sometimes people park in the clearly defined no parking areas with bland disregard to the relevant no parking signs while they do their fruit and veg shopping and that will need to be addressed, the speed limit if not reduced to say 40 k's per hour will also be a traffic hazard factor.

We expect too or hope that the planners of this entity have noted that there is a frequent daily Mt. Barker to Adelaide bus service through Hahndorf where buses stop just before the Hahndorf Resort and when returning to Mt. Barker, stop adjacent to the Palma fruit and vegetable business, adding to pedestrian numbers in the area. There is also the possibility of parents of children taking advantage of Palma's car park and shopping facility when bringing their children to the Centre which could also add to pedestrian traffic should they cross the roadway.

Other issues of a more personal nature to us.

We note that the proposed access road to the facility when built which is immediately adjacent to our property from the photograph you gave us, depicts a broad area in black. Now the photo may be meant to depict a road access yes, but as it is, it is incorrect as the black area as such encroaches

onto our property by the best part of a metre at the front of it. The very large Oak tree itself is much closer to the main road point of entry than shown on the photo.

No doubt a survey will need to be enacted if it has not already been carried out, to ensure that the road way if and when built does not impact upon us. We see too that the photo obliterates some of our shrubs which is certainly incorrect as when we planted them we ensured that they, along with our mail postbox are well inside our boundary line as we did anticipate at the time of planting them that as we no longer had an interest in the house of which Kaye's parents built in 1963, that the property would at some time be utilized in a different manner to a normal dwelling, which appears to have come to or may pass.

We see too that a higher fence is proposed than the one which was put in place a year or so ago between our two properties. If built, this will certainly cause shading of our lawn area and the lighting to the windows on the western side of our house, where the three bedrooms are situate and as well, the higher fence would not necessarily block out what we imagine to be increased noise from children's activities, vehicles and operatives which it seems will commence on or about 7.00 am. Another matter is the possible damage to our existing garden alongside the lawn and its newly paved areas.

Another point is that if this project is allowed to go ahead, we would not be looking forward to the then noise of the destruction of the existing dwelling and the construction of its replacement.

Finally In the past two years we have spent considerable time and moneys on upgrading our home which has become necessary through wear and tear over the years since 1970, the purpose being to live out our days in our own home in comfort and not be a burden on the taxpayers of this land. We do wonder that if this proposed entity next door does go ahead what difference would it make to our homes value now and, if later on we were forced to sell it by illness or aging?

We are not negative in our thinking to private enterprise at all, but in this instance we believe that the concept of positioning an Early Learning Centre in such a busy area is not in the best interests of ourselves and for the many people who access the Palma business and the Hahndorf Resort.

Yours truly,



Kaye and Bob Dewell.

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Mount Barker District Council
Received
05 JUN 2019

Michael Dickson

From: Melissa Paech <paechm@bigpond.net.au>
Sent: Wednesday, 5 June 2019 8:21 AM
To: DA Representations
Subject: Development Application - 147 Mount Barker Road, Hahndorf - concerns & objections

To:

The Chief Executive Officer
Mount Barker District Council

and

Mr Michael Dickson
Senior Planner - City Development
Mount Barker District Council
Local Government Centre
PO Box 54
Mount Barker SA 5251

Dear Sir/Madam and Mr Dickson

I write regarding the development application at 147 Mount Barker Road, Hahndorf CT 5680/436.

I have sighted the plans for the Hahndorf Early Learning Centre (ELC) drawn up by Beyond Ink and as a Hahndorf resident wish to raise my concerns regarding and subsequent objection to this development.

My concerns are based on three points of objection. The first being the impact this proposed development will have on the significant oak tree located at the front corner of the property, secondly the increased traffic flow, parking and access to and from Mount Barker Road, Hahndorf and thirdly, first impressions to visitors of Hahndorf – differentiating our town, not allowing it to look the same as other suburbs.

The significant oak tree

The plans and concept imagery, which claim 'the tree will be retained and play a pivotal role in the garden area' do not correctly show the placement and true size of this magnificent oak tree, which under the 1993 Development Act legislation is considered a 'significant tree' due to its trunk size. I note an existing residential driveway (gravel) currently exists alongside the oak tree; the proposed plans appear to move the position of the driveway, incorporate earth works around the tree and include a bitumen driveway that will have a very large traffic flow directly over the root system. My concern is that any works and building activity around the tree will jeopardise its root structure and put the health and safety of this significant oak tree at risk.

Having seen the impact site works had on the once beautiful, now long dead and removed, oak tree that used to be present on the grounds at Auchendarroch has heightened my concerns for the care and management of this significant tree and I would call on the Mount Barker District Council to do its duty and ensure the safety of this tree is not put at risk. Too many of our significant trees in the Adelaide Hills area are disappearing for the sake of development, the responsibility to ensure trees of this nature are not lost for the sake of development.

Increased traffic flow in an already congested zone

Two commercial enterprises with main entrances and exits are already located within 50 metres of the proposed ELC's driveways, these being The Hahndorf Fruit and Vegetable Market (directly opposite) and the Hahndorf Resort, which is separated from the proposed ELC by a private residence. Both of these

commercial enterprises have high flows of traffic converging into the one area. To exacerbate this problem further buses stop regularly in this area to pick up and drop off passengers, further affecting the flow of traffic along Mount Barker Road. It is not uncommon to see traffic at a standstill and at times gridlocked in this zone already.

If the development application for an additional commercial enterprise is approved within the same 50m zone, the quantity of 'estimated' traffic entering and exiting Mount Barker Road in this area will be substantially increased (from my calculations based on centre capacity and staff numbers required, this could be in excess of 80 extra vehicles turning into and out of this area twice a day, not including other commercial vehicles such as food trucks, rubbish removal trucks etc.

Furthermore, I do not believe the car parking spaces allowed for in the plans will be sufficient for the staff and customer needs which will generate overflow parking requirements, something that has already been a problem in this area due to the Hahndorf Fruit and Vegetable Market, with vehicles parking on the roadside, despite the signage clearly showing no parking. As most users of child care will be working parents, pick up and drop off will be at the busiest times of day for traffic.

This section of road sees a regular number of vehicle accidents due to the high volume, driveway placements and driver confusion with congestion and road rules, additional vehicles turning onto and off of this road in the same zone will only increase the propensity for accidents.

Visitor impressions of Hahndorf

Hahndorf is a heritage listed town, currently the drive into Hahndorf is picturesque with its hills, trees, dams and lovely residential homes ... a perfect lead into the oldest German village in Australia. A child care centre built at the entrance of our beautiful township will be the first step in chipping away at the uniqueness of Hahndorf and introducing the standardised urban sprawl that has ruined other areas in the Hills and surrounds – we need to embrace our heritage and maintain the village feel that differentiates the Hahndorf township from other suburban areas. Hahndorf already has one dedicated ELC, thankfully in a side road that does not impact on the immediate impressions of our town, and there are several other ELCs within a 5-10 minute drive from Hahndorf – surely this is not something Hahndorf needs, particularly at its entrance.

I appreciate the opportunity to voice my concerns and state my objection to the proposed development and trust your due consideration will be given to the points I have raised.

Should you wish to speak with me, or require anything further, please do not hesitate to contact me.

Best regards

Melissa Paech

THE PAECHS

Michael, Melissa, Keeley & Alexander
P 08 8388 1140 | E paechm@bigpond.net.au
40 English Street, Hahndorf SA 5245

Mount Barker District Council
Received
03 JUL 2019



Tuesday, 2 July 2019

District Council of Mount Barker
PO BOX 54
MOUNT BARKER SA 5251

Attention: Michael Dickson

Dear Michael,

580/34/19 Demolition of existing dwelling and ancillary structures and the construction of an Early Learning Centre (child care and pre-school) including associated covered verandahs, open pergolas, earthworks, retaining walls, carparking, fencing and landscaping at 145C – 147 Mt Barker Road, Hahndorf

Please refer below response to the concerns raised through the public notification of the application described above. We are hope this will alleviate their concerns and we're happy for this response and amended plans to be passed onto the representors.

1 REPRESENTATION: BOB & KAYE DEWELL, 145B MT BARKER ROAD, HAHNDORF

I note that Bob and Kaye Dewell have since withdrawn their representation. Refer copy of letter attached.

Traffic Impacts

Please refer attached comments from GTA Traffic Consultants.

Accuracy of Access Driveway in 'Photo'

The reference to a 'photo' within the representation, we have taken this as referring to the perspectives that are shown on the plans, most visibly on the first/cover page. These are intended to be illustrative only and we have since added this note to the plans to avoid any confusion.

As part of the design process, a survey was undertaken to ensure the design would sit well within the property boundaries. For an accurate location of the access driveway along the eastern boundary, please refer to the site plan.

New Fencing Proposed Along the Eastern Boundary

The fencing has been specified to match the recommendations within the Acoustic Report by Sonus. However, after discussions with this representor and the owner of no.149, they are happy for the 1500mm high fence to be removed, which enables the development to be visibly more open.

2 REPRESENTATION: MELISSA PAECH, 40 ENGLISH STREET, HAHNDORF

Significant Oak Tree

The oak tree is an extremely valuable part of the site and the entrance to Hahndorf. The accurate location of the tree was identified as part of the survey undertaken.

Prior to construction, fencing will be installed around the tree to ensure no unnecessary work or disturbance occurs within the Tree Protection Zone (TPZ).

Refer attached latest plans which show the 15m TPZ and provide detail on how the driveway will be constructed (refer 190208-C1 Rev C and 190208-C2 Rev B in particular). Any work required within the TPZ will be done in a tree sensitive manner to minimise any risk to the tree. For clarification, this has been noted on the aforementioned plans.

Traffic Flow and Congestion

Please refer attached comments from GTA Traffic Consultants.

Visitor Impressions of Hahndorf

We understand the concern for visitor's impressions of Hahndorf, this is something we too value.

The existing dwelling offers no heritage value and adds little to the landscape. It is currently it is set back 8 metres from the front boundary of the property and is approx. 24m in width. The character of the area and its role as the entrance to Hahndorf was very much considered throughout the design process. The building proposed is more narrow (21.3m) and set back further than the existing dwelling (11.6m) to minimise its visual dominance.

Nearby residential development in this area is very varied in scale, style and materials (although masonry is prevalent). The building proposed takes this into account, with predominantly brick, stone and galv (as feature) as the selected materials. To ensure the building is not visually bulky or dominant, architectural features have also been incorporated including a vine covered pergola and variations in roof form.

Yours Sincerely,

Jordana Ashcroft O'Sullivan

Mount Barker District Council
Received
03 JUL 2019



REF: S166810

DATE: 20 June 2019

Beyond Ink
52A Mount Barker Road
HAHNDORF SA 5245

Attention: Ms Jordana Ashcroft O'Sullivan (Operations Manager)

Dear Jordana,

RE: HAHNDORF EARLY LEARNING CENTRE – RESPONSE TO REPRESENTATIONS

I refer to your request for a response to representations made in relation to traffic and parking for the proposed Early Learning Centre at 147 Mount Barker Road in Hahndorf. This letter provided a response to these representations as follows:

Representation 01 – Bob and Kaye Dewell (145B Mt Barker Road, Hahndorf)

1. *We understand from enquiries gleaned from the SA Government websites that in 2018 the daily volume of traffic along Mount Barker Road from the Verdun interchange entering into and through Hahndorf was 8,000 vehicles per day, including heavy transports and buses, it appears too apparently that later data shows that from the Ambleside Road entry to Hahndorf in 2019, that 11,200 vehicles per day enter Hahndorf? We don't imagine that all of these drive past the Palma enterprise and the Hahndorf Resort, but the volume is staggering by its increase, which to us begs the questions, "Why on earth would anyone want to build an Early Learning Centre in the midst of or close by any increasing traffic congestion?"*

The traffic volume adjacent the site is approximately 8,000 vehicles per day based on DPTI traffic data obtained through Location SA in 2018. The volume of 11,200 recorded south of Ambleside Road in 2019 is reflective of traffic data obtained with the Hahndorf Town Centre and doesn't reflect an increase in traffic volume of 3,200 over the space of one year as indicated within the representation.

Notwithstanding, the proposed location of the childcare centre on Mount Barker Road would not be adversely impacted by the traffic volume along the road, especially given childcare centres within the Adelaide Metropolitan area have been operating safely on roads with higher traffic volumes than Mount Barker Road.

2. *Another point of concern which is very usual to see, is that traffic brake hard in lines where a driver wishes to turn to his or her right into the Palma business when travelling from Hahndorf towards the freeway, there is scant room to pass to the left of a vehicle in that instance of a car is waiting to turn right, or actually attempts to drive on when oncoming traffic towards Hahndorf occurs, it means that vehicle has to wait and this is a very frequent event which we doubt is listed in a highway traffic report on road safety.*

Within Section 2.2.3 of the Traffic Report, GTA Consultants carried out a crash history investigation, in which there were two incidents recorded in the vicinity of the proposed childcare centre over a 5 year period, and six (6) in total when extending 100 metres either side of the site. This equates to approximately 1 incident per year within the overall vicinity or 1 every 2.5 years in the immediate vicinity, which is considered low when assessing crash incidents.

Therefore the current operation of Mount Barker Road within the vicinity is generally safe.

3. *We are given to understand that if the proposed Child Minding Centre does proceed that it will accommodate some 85 children as a maximum during what one imagines will be the hours from say 7:00am through to say, 6:00pm? Simple arithmetic suggests then that if there were say two children to be placed there by respective parents per day, a minimum of 40 to 45 vehicles will enter excluding staff, and leave twice a day which in a small access area to the main highway in peak times will most certainly add to traffic congestion on week days and therefore, add to the increasing*

VIC | NSW | QLD | SA | WA
Level 5, 75 Hindmarsh Square
ADELAIDE SA 5000
PO Box 119
RUNDLE MALL SA 5000
t/ +618 8334 3600
ABN 66 137 610 514
www.gta.com.au

danger of accidents as logic says it must do. If a car deposits one child per day as opposed to two or three or four children, then the number of vehicles entering and leaving the entity would be greater.

As per section 6.1.1 of the traffic report, traffic generation rates for the proposed early learning centre have been sourced from the 'Guide to Traffic Generating Developments', which has set a basis for traffic generation rates from empirical evidence at other child care centres throughout Australia.

As such, the site is anticipated to generate 48 trips during the AM Peak Hour and 42 trips during the PM Peak Hour, which includes trips associated with staff. It is further important to note that arrivals and departures for child care centres are typically staggered over a longer period (2 hour peak). Due to the nature of child care centres, a high proportion of trips would be passing trade effectively meaning that a high proportion of traffic would already be on the road network. Therefore, the overall impact on Mount Barker Road would be low and not expected to compromise the safety or function of the surrounding road network.

4. *We have noted the reports of what we understand is to be the official report of vehicle usage on Mount Barker Road and while we are not in a position to question that as such, or findings from the websites seems to indicate that a discrepancy on numbers may be apparent. I think that we who live between Hahndorf Resort and the proposed entity are uniquely placed to offer our thoughts as to the overall accuracy of what is stated, which frankly we doubt to some extent, simply by omission.*

Within the GTA Traffic Report, a traffic volume of 8,800 vehicles per day has been cited, which is 10 % higher than the traffic volumes carried out by DPTI in 2018. In our view, the GTA report has reflected the more conservative approach for this assessment.

5. *A high volume of cars and associated traffic uses the main road daily. Sometimes people park in the clearly defined no parking areas with bland disregard to the relevant no parking signs while they do their fruit and veg shopping and that will need to be addressed, the speed limit if not reduced to say 40 k's per hour will also be a traffic hazard factor.*

Existing parking within prohibited area is matter for the Mount Barker District Council, not the proposed development in this instance.

6. *We expect too or hope that the planners of this entity have noted that there is frequent daily Mt Barker to Adelaide bus service through Hahndorf where buses stop just before the Hahndorf Resort and when returning to Mount Barker Road, stop adjacent to the Palma fruit and vegetable business, adding to pedestrian numbers in the area.*

The movement of pedestrians between the Hahndorf Fruit & Vegetable Market and Bus Stop 52 – South Side is the matter of Mount Barker District Council, not the development in this instance. Notwithstanding, a review of crash statistics has indicated there have been no pedestrian related incidents within the vicinity over the past 5 years.

7. *There is also the possibility of parents of children taking advantage of Palma's car park and shopping facility when bringing their children to the Centre which could also add to pedestrian traffic should they cross the roadway.*

23 car parking spaces have been provided within the development, which exceeds the requirements outlined within Table MtB/2 of the Mount Barker Development Plan. Therefore, the likelihood of overspill into the adjoining site is low given more than sufficient parking will be provided within the development.

Representation 02 – Melissa Paech (147 Mount Barker Road, Hahndorf)

1. *Two commercial enterprises with main entrances and exits are already located within 50 metres of the proposed ELC's driveway, these being The Hahndorf Fruit and Vegetable Market (directly opposite) and the Hahndorf Resort, which is separated from the proposed ELC by a private residence. Both of these commercial enterprises have high flows of traffic converging into the one area. To exacerbate this problem further buses stop regularly in this area to pick up and drop off passengers, further affecting the flow of traffic along Mount Barker Road. It is not uncommon to see traffic at a standstill and at times gridlocked in this zone already.*

The proposed childcare centre has two access points with separate entry and exit proposed, which better dilutes the traffic flow and mitigates conflict with the Hahndorf Fruit & Veg access point. The operation of the bus stops is not a matter for the proposed development, given its location 50 metres east of the site.

2. *If the development application for an additional commercial enterprise is approved within the same 50 metre zone, the quantity of 'estimated' traffic entering and exiting Mount Barker Road in this area will be substantially increased (from my calculations based on centre capacity and staff numbers required, this could be in excess of 80 extra turning into and out of this area twice a day not including other commercial vehicles such as food trucks, rubbish removal trucks etc.*

Refer to Point 3 within Representation 01. The proposed site is anticipated to generate 48 AM Peak Hour Trips and 42 PM Peak Hour Trips. When compared against the existing road network volume and taking into consideration a considerable proportion of these trips will already be on the road network, the overall impact of the proposed child care centre will be low.

3. *Furthermore, I do not believe the car parking spaces allowed for in the plans will be sufficient for the staff and customer needs which will generate overflow parking requirements, something that has already been a problem in this area due to the Hahndorf Fruit and Vegetable Market with vehicles parking on the roadside despite signage clearing showing no parking. At most users of child care will be working parents, pick up and drop off will be at the busiest times of the day for traffic.*

The proposed car parking provision exceeds the requirements set out within Table MtB/2 of the Development Plan. Therefore, the parking provision would sufficiently be accommodated within the site. Existing parking concerns associated with the Hahndorf Fruit & Veg Market is not a matter for the proposed development.

4. *This section of road sees a regular number of vehicle accidents due to the high volume, driveway placements and driver confusion with congestion and road rules, additional vehicles turning onto and off of this road in the same zone will only increase the propensity for accidents.*

As per our response to Point 2 to Representation 01, crash statistics were reviewed within the vicinity of the site indicating the number of incidents (2 within the immediate vicinity) is low.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (08) 8334 3600.

Yours sincerely

GTA CONSULTANTS



David Kwong
Associate Director

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Mount Barker District Council
Received
04 JUL 2019

Attachment Six (6)

Michael Dickson

From: Bob Dewell <rdkdewell@gmail.com>
Sent: Thursday, 4 July 2019 3:15 PM
To: Michael Dickson
Subject: A response to the comments made re our stance in relation to the proposed developments at 147 Mt Barker road, Hahndorf.barkert

Dear Michael,

Thank you for forwarding the responses to us from Mr Ashcroft 's business to yourself and the Council relevant to Kaye's and my own concerns about the proposed development at 147 Mt. Barker road, Hahndorf.

We were some what surprised and rather disappointed with at least two of these responses given in that, when we observed the drawings of some changes made from the original ones we have noted that it appears to us that the area to the west of our property where a fence line exists, is shown to be right to the edge of our boundary, rather than the existing fence.

We are not sure if it has been mentioned to you or not by Mr Ashcroft's firm, but the fact is that when he and Angelo Palma visited Kaye and myself some days ago, and, after observing where the existing fence is, Mr Ashcroft stated in very strong terms that the fence would have to be replaced but, if we were prepared to withdraw our possible opposition to the proposed development, the fence where situate could remain.

Mr Ashcroft then drafted a statement to that effect which was offered to Angelo Palma for signature if we all agreed to it. Having been put on the spot, our immediate reaction was that we did not want to see the paving that we had put in place with drainage and the base of a small storage shed to be disturbed, with some future expense if that was to occur. When the fence was erected, we paid half of the cost as is usual and the Palma's the balance. Mr Ashcroft already had a typed statement of withdrawal for us to sign, then drafted another in agreeance of the fence arrangements for Angelo Palma to sign, afterwards photographing both signed statements with his mobile phone, later emailing the copies to us and we expected that he made copies available to you for verification purposes..

We felt some relief believing that contract would be in place, so we were startled to see that that agreement seems to have been overlooked by what we see on the revised plans. If that is the case, then we would most certainly wish to retract our stance in not objecting to the development.

We do earnestly hope that Mr Ashcroft and Angelo Palma have overlooked the agreement in place re the existing fence on their revised plans and that potential unpleasantness can be avoided. We get on very well with the Palma's and sincerely hope that circumstance will continue.

A second matter we wish to raise is this: The person from GTA Consultants who responded to the points raised by us re the traffic volumes in the area of where we live and next door to us, has stated that in places where Early Learning Centre's exist in the city and urban areas, traffic volumes are much greater and are not a cause for alarm. Well that may be the case in the city and suburban areas where a controlled traffic flow exists with varying speed limits, with pedestrian crossings, with traffic lights, and intersections and stop signs, but, such things do not exist in front of 147 Mt Barker Road, Hahndorf on the road into and out of Hahndorf.

Further to this, we dispute the statement made by the Consultant in relation to the "dilution of the traffic flow by two access points of separate exit and entry proposed by the ELC, mitigating conflict with the Hahndorf fruit and vegetable business access point", because the ELC exit is almost directly opposite the entry into the Palma Fruit and vegetable business. We were told by Mr Ashcroft that the traffic flow would be diverted one way only, in the am and pm, how then will this be controlled, especially for people coming

from and wishing to return back into Hahndorf and /or deciding to cross over to shop as well as people coming towards Hahndorf from the freeway to turn into the ELC and exit towards Hahndorf?

Is it correct that Councils have the responsibility for the verges of main arterial roads in towns etc, and what happens on the main roads is not their concern? Reason for asking this question is that GTA Consultants referred to the existing parking within the prohibited area in front of the ELC as a District Council matter, does the same apply to the buses parking on the verge bus stop (12 during peak hours) almost diagonally opposite the ELC entrance (not 50 metres as stated)? In one sense both are surely relevant to traffic congestion in this area, the speed limit of 60 k's applies along this road yes, but that is all, and very frequently that is not observed by motorists. It is our very strong belief that if this development does proceed it is very much in the interests of all to have the speed limit reduced to 50 k's and it should be from the Verdun interchange and on the areas of the main road until where the 40k signs are situate in the Hahndorf town areas.

Michael,

Kaye and I are quite disturbed as we have stated about the possible recanting of the agreement in relation to the existing fence and the ramifications to us if it comes down and our existing paving is disturbed. We have agreed in good faith to withdrawing any opposition to the development on the basis of the existing fence remaining as is, if that is to be taken down then all bets are off and we will exercise our right to be heard at the D/Council. We do not wish to be seen as obstructive to what is proposed in principle, but at the same time we wish to protect our own interests.

One final point is about the attitude of Mr Ashcroft who stated to us that as our daughter had expressed her concerns to the Council that we could ask her to withdraw her concerns as well as us. We dispute that Mr.Ashcroft had the right to make that suggestion to us..

Yours faithfully

Kaye and Bob Dewell OAM;

Mount Barker District Council
Received
09 JUL 2019

Michael Dickson

From: Melissa Paech <paechm@bigpond.net.au>
Sent: Tuesday, 9 July 2019 10:19 PM
To: Michael Dickson
Subject: RE: Applicant's response to your representation regarding DA 580/34/19 at 145C-147 Mount Barker Road HAHNDORF

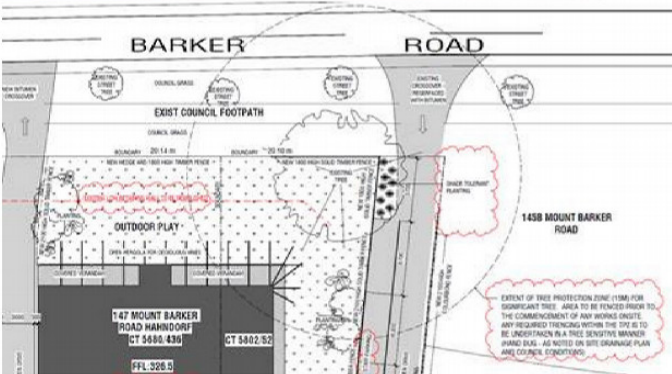
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Michael

Thank you for your email and for providing a response from the applicant to my representation.

I have read the letter of response, the supporting information from the engaged traffic consultants and viewed the amended plans for the proposed development, and appreciate the opportunity to respond further.

1. The significant oak tree



Proposed concept image
19/4/2019

Amended plan

Google Maps image

I am pleased to see that "any required work within the TPZ will be done in a tree sensitive manner to minimise any risk to the tree" and that "for clarification" this has been noted on the aforementioned plans. However, a note on a plan does not provide me with comfort nor guarantee the future health of the tree when substantial changes will still occur to the tree's existing environment.

A large section of the tree's root zone will still be subject to duress, from earthworks and greatly increased traffic flow as well as being covered with bitumen. Unfortunately history shows that developers don't particularly care for rules, or show consideration for notes on plans, as progress continues despite valid objections, and when the outcome envisaged by the objectors does occur, the developers say 'it wasn't our fault', we're sorry (which often time they are not) and then pay the fines! There are no real deterrents or consequences for their actions and something is subsequently lost that can never be replaced. ie The Burnside Village gum tree, the Auchendarroch oak tree

Will the same situation occur here? Will this oak tree perish because a sub-contractor didn't read the note, digs too deeply in their tree sensitive manner and nicks or severs a root; or causes undue stress to the tree when branches are removed? I note there has been no reference to branch removal on the tree, however a simple comparison of a recent photograph of the tree, compared to the concept plans submitted, would to my untrained eye require substantial pruning just to get trucks and equipment under the canopy. No

doubt when the damage has been done, the developer will blame a sub-contractor and the developer will side step responsibility for the loss. A note on a plan will not stop the potential destruction of one of Hahndorf's significant trees.

2. Traffic flow and congestion

I believe the point has been missed regarding traffic volume and flow on Mount Barker Road. The consultants engaged to respond have noted "*the proposed location of the childcare centre on Mount Barker Road would not be adversely impacted by the traffic volume along the road*", my concern is not for the childcare centre, but for the increase in road traffic the centre will bring, with an additional 48 AM and 42 PM peak hour trips/vehicles estimated as entering and exiting onto an already congested section of road. I must admit, I find these estimated numbers confusing as the consultants propose more vehicles will be entering than exiting the area per day, which leads me to my point regarding insufficient parking. Having utilised a number of child care facilities in the past I am well aware of when the busy periods occur, and parking at these times is always at a premium. If the development goes ahead, then only time will tell whether the parking provisions that 'exceed requirements set out within the Table MtB/2 of the Development Plan' will prove to be sufficient.

My concern was that insufficient parking would see any overflow parking occur on the roadside and/or across Mount Barker Road at the Hahndorf Fruit and Vegetable Market. This would mean greater pedestrian numbers crossing an already busy road where there are no safe crossing points. I would have thought the developers have a duty of care and a responsibility for potential safety issues arising from this development? They should have a plan in place to combat these issues. If it is not the responsibility of the developer, then does this potential safety issue fall to the Mount Barker District Council (MBDC) to investigate and consider the management of pedestrian safety in this zone?

3. Visitor impressions of Hahndorf

I concede the concept imagery of the proposed building is not visually unattractive and could almost pass as residential in nature, so from that perspective visitor impressions of Hahndorf may not alter based just on the building. However, it is not just the building that is the issue, I note there is absolutely no reference to future signage which one can only assume will be prominently displayed at the site entrance. It is the signage, together with the fencing (which may be used to display future children's artwork, as happens at other centres) that I believe will detract from visitors first impressions of Hahndorf as a unique village in the Hills, and set the scene as being just another suburb of Adelaide. The open spaces along the frontages of homes in this area are a wonderful introduction to the township and a great lead into our leafy main street. To see this uniqueness marred by metropolitan signage and unattractive visual barriers is the first step towards the destruction of Hahndorf's unique identity. As the saying goes, you never get a second chance to make a first impression, and maintaining the uniqueness of Hahndorf is paramount to its future.

Based on the above, I do not wish to withdraw my representation as my concerns have not been alleviated by the response provided. However, should the MBDC be able to guarantee: 1. there will be absolutely no risk to the tree's health and future; 2. that future traffic flow, congestion and pedestrian safety will not be an issue; and, 3. that signage and fencing will not mar the uniqueness of the village of Hahndorf and it's visitors first impressions, then I would consider withdrawing my objection.

Thank you for your assistance and for helping to protect the unique and beautiful village of Hahndorf and one of its significant tree's for future generations to enjoy.

Best regards

MELISSA PAECH BBusSt
40 English Street
Hahndorf SA 5245
0409 457 797

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Mount Barker District Council
Received
05 JUL 2019

Attachment Seven (7)

Michael Dickson

From: Jordana O'Sullivan <jordana@beyondink.com.au>
Sent: Friday, 5 July 2019 11:53 AM
To: Michael Dickson
Cc: John Ashcroft; rdkdewell@gmail.com
Subject: RE: Representors' further comments - 580/34/19

Hi Michael,

Thanks for sending through Mr and Mrs Dewell's further comments. While we don't want to get into a back and forth over the issue of their encroachment over the property boundary, we do want to make a few comments as it appears that the underlying boundary issue is clouding the application process, in our view this falls outside of the assessment of the proposal.

- John Ashcroft and Angelo Palma met with the Mr and Mrs Dewell to discuss their concerns, with the view of working with them to achieve a resolution that would suit all involved. As is mentioned in Mr and Mrs Dewell's email, it was agreed that the owners of #147 (the Palma family) would work with them along their shared boundary which would allow them continued use of the Palma's land (through agreed upon methods). For clarity, the Palma family have allowed Mr and Mrs Dewell to encroach into their property with the fence line, paving etc. Given their encroachment into the subject site would require rethought on our behalf as to the impacts on the carpark and fence lines, we had hoped to address this as part of a later amendment to the application, we apologise if this method was not made clear once it was resolved on our end.
- The agreement described above was on the proviso that Mr and Mrs Dewell withdraw their representation and opposition to the project. While they had agreed to withdraw their representation at the time, it appears as though there are still matters unresolved leaving their opposition in place.
- The Palma's want to continue the good relationship with their neighbours, however, this has put them in a tough situation. We were unaware of the encroachment into their property until John and Angelo met with Mr and Mrs Dewell on the 19th June. The proposed development has been designed to sit within the property boundaries. All of which the Palma's have the legal right to develop.
- If the application is successful, we intend to treat the boundary matter in one of two ways;
 1. If we can effectively work within the constraints of the fence area without reducing car parking spaces, we will lodge an amendment to the application taking into account the neighbour's encroachment into the site
 2. If we cannot work within the constraints of the fenced area, we will relocate the fence to the boundary and make good any paving or services currently located within the encroachment at the Palma's cost
- We are content to leave the representation made by the Dewells in place and proceed to the CAP meeting as soon as possible.

Kind regards

Jordana O'Sullivan
Operations Manager
Town Planner

BEYONDINK

T +61 8 8388 1179

Have a look at who we are and what we do.
beyondink.com.au

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5.3. CATEGORY 2 APPLICATIONS

Nil.

5.4. CATEGORY 1 APPLICATIONS

Nil.

6. INFORMATION REPORTS

Nil.

7. CONFIDENTIAL REPORTS

Nil.

8. POLICY MATTERS ARISING FROM THIS AGENDA

Nil.

9. OTHER BUSINESS

Nil.

10. CLOSE