

# **City of Charles Sturt**

**Findon Road, Kidman Park Mixed Use  
(Residential and Commercial) Development  
Plan Amendment (Privately Funded)**


## **Summary of Consultation and Proposed Amendments (SCPA) Report**

**September 2019**

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## Introduction

This report is provided in accordance with Section 25(13) of the Development Act 1993 to identify matters raised during the consultation period and any recommended alterations to the amendment. The report also provides details of the consultation process undertaken by Council.

The SCPA Report should be read in conjunction with the consultation version of the DPA. Where relevant, any new matters arising from the consultation process are contained in this Report.

The Amendment reflects the recommendations of Council contained in this Report.

## Consultation

### Consultation Process

Statutory consultation with agencies and the public was undertaken in accordance with DPA process B and in accordance with Section 25(6) of the Development Act 1993; Regulations 10 and 11 of the Development Regulations 2008; and the agreed Statement of Intent.

The following Local Member(s) of Parliament were consulted on the DPA:

- (a) Member for Cheltenham - Hon Joe Szakacs
- (b) Member for West Torrens - Hon Tom Koutsantonis
- (c) Member for Colton – Hon Matt Cowdrey OAM
- (d) Federal member for Hindmarsh - Steve Georganas MP

The response(s) are included within **Attachment A**.

The consultation period ran from **21 March 2019 to 23 May 2019**.

### Public Notification

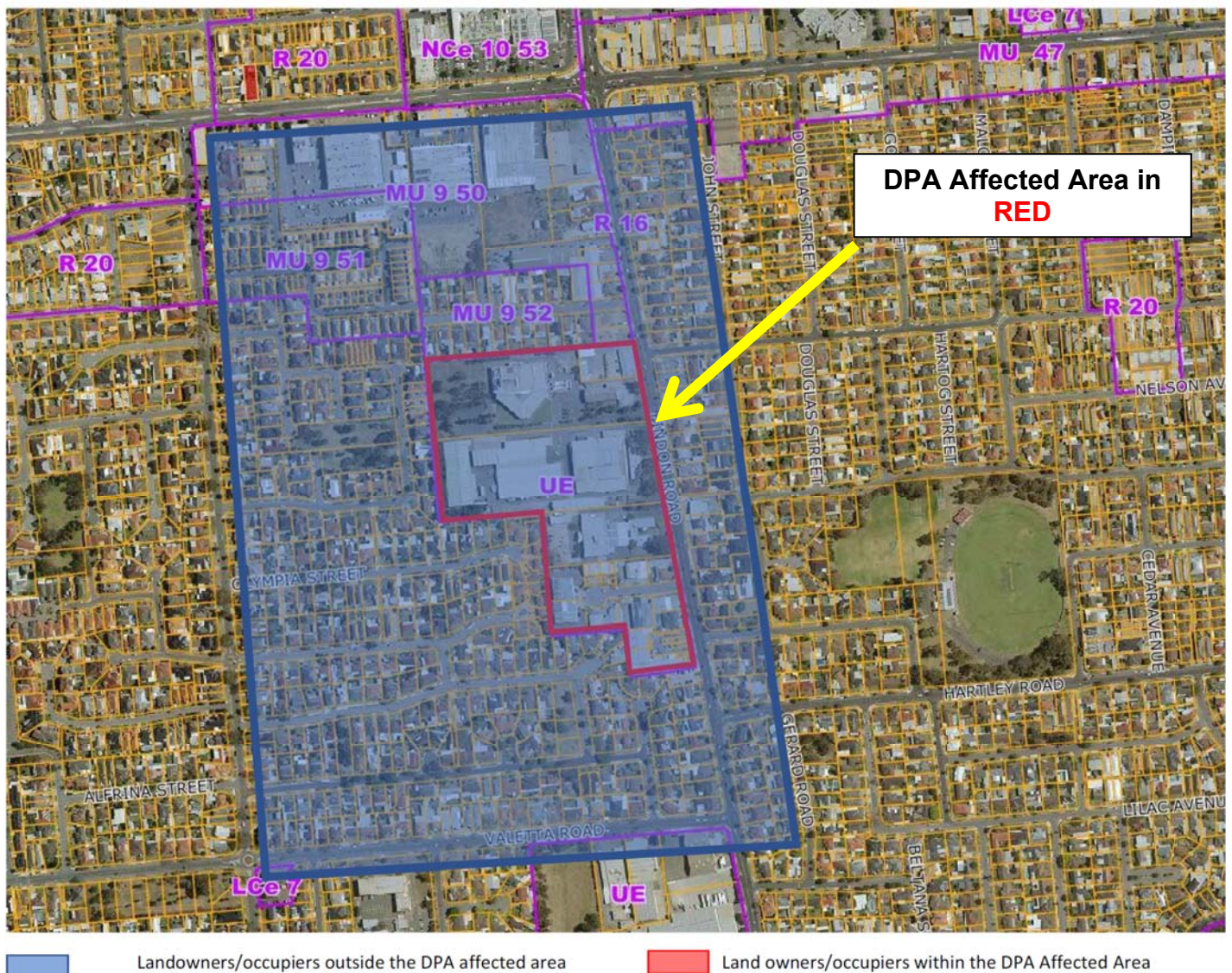
Notices were published in the 'The Advertiser' and the Government Gazette on 21 March 2019, and the 'Messenger' (Westside Weekly and City editions) on 20 March 2019. A notice was also placed in the Charles Sturt Council column of the 'Messenger' (both editions) on 20 March 2019 and a further reminder notice on 17 April and 15 May 2019.

Council also had a web page dedicated to this project on the [www.yoursaycharlessturt.com.au](http://www.yoursaycharlessturt.com.au) public consultation website, which included links to the DPA, Investigations Report and information brochure, as well as the ability to ask online questions and/or submit an online submission.

In addition, Council wrote to approximately **834 property owners and occupants** within and adjacent to the Affected Area (see **Figure 1**). The letter and information brochure provided details of the DPA and consultation process and dates.

The DPA documents were also made available at Council's Civic Centre and five libraries.

A copy of the DPA was forwarded to the Department of Planning, Transport and Infrastructure on 12 March 2019.



**Figure 1:** Extent of Mail-out to Owners and Occupants

## Public and Agency Submissions

### Public Submissions

Nine (9) public submissions were received. Key issues raised in the submissions are summarised as follows:

- (a) Potential for negative impacts on the amenity of existing adjoining residential properties to the west and south by new built form.

(In addition to existing provisions in the Development Plan that seek to limit the impact of overshadowing, overlooking and the like, these concerns have been addressed by the inclusion of further policy to seek greater setbacks and/or greater allotment depths to minimise interface impacts.).

- (b) Potential for noise impacts on existing adjacent residential properties.

(Current policies contained in the Development Plan can be applied in the development assessment process to limit noise impact. Further, the subject land is proposed to be included as a 'Noise and Air Emissions Designated Area'. Such a designation means that the specific noise and air quality provisions will also apply in the assessment process for future development applications.)

- (c) Concerns that the proposed rezoning to a Mixed Use Zone will permit the development of sensitive land uses such as dwellings that may limit the operation of the existing and approved non-residential land uses.

(Proposed Development Plan policy within the Zone and the proposed application of the Noise and Air Emissions Overlay and existing the Interface Between Land Uses aim to protect existing non-residential land uses from future sensitive uses such as residential development. This policy approach has been verified/supported by the EPA.)

A report on each submission (summary, comments, and action taken in response to each submission) is included in **Attachment A**.

## Agency Submissions

Eight (8) responses were received from agencies. Key issues raised in the responses are summarised as follows:

- (a) DPTI raised concern about the degree of saturation for certain vehicle movements at the intersection of Findon and Grange Roads.

(CIRQA Traffic Consultants have advised that the proposed development will, in fact, improve the degree of saturation at this intersection as proven in their revised SIDRA modelling.)

- (b) The Desired Character statement for the Mixed-Use Zone, the Noise and Air Emissions Overlay and the Interface Between Land Uses sections of the Development Plan applicable to the proposed Mixed Use Zoning are supported by the EPA as being sufficient in addressing interface issues.

- (c) DPTI advised that Concept Plans proposed in the DPA will not form part of the future Planning and Design Code.

(The draft DPA only proposes amendments to existing Concept Plan. While the features shown on the Concept Plan are discussed in various PDCs, its retention is considered worthwhile as it provides a visual representation of the intent of the policy words. This issue will be considered further as the Development Plan is transitioned to the Planning and Design Code in 2020.)

## Review of Submissions and Public Meeting

Copies of all submissions were made available for public review from 24 May 2019 and remain publicly available on the Council consultation website ([www.yoursaycharlessturt.com.au](http://www.yoursaycharlessturt.com.au)) and at the Council offices.

Two (2) submitters requested to be heard, and therefore a public meeting was held on 18 February 2018. A summary of verbal submissions made at the public meeting are included in **Attachment B**.

## Additional Matters and Investigations (Delete this section if not applicable and update your table of contents)

The following additional matters were identified and the following investigations conducted after the consultation process:

- (a) A detailed survey of levels in the South-Western corner of the affected land prepared by State Survey to inform the existing amount of build-up in relation to likely levels desired for the drainage of stormwater to Findon Road.
- (b) Additional traffic advice from CIRQA traffic and parking consultants dated 16 July 2019.
- (c) Additional advice received from the Environment Protection Authority (EPA, dated 1 July 2019).



A copy of additional investigations and documents is provided in **Attachment F**

## Timeframe Report

A summary of the timeframe of the DPA process relative to the agreed Statement of Intent timetable is located at **Attachment C**.

The DPA has generally proceeded in accordance with the agreed timetable. However, delays did occur during the investigations stage, mainly due to personnel changes and delays in receiving required information from service authorities.

## CEO's Certification

The consultation process has been conducted and the final amendment prepared in accordance with the requirements of the Act and Regulations as confirmed by the CEO's Certifications provided in **Attachment D** (Schedule 4A Certificate) and **Attachment E** (Schedule 4B Certificate).

## Summary of Recommended Changes to the Amendment following Consultation

The following is a summary of the key changes recommended to the Amendment following consultation and in response to public submissions and/or agency comments:

- (a) Amendments to the proposed new Desired Character statement for the Urban Village Findon Policy Area 9 and a proposed new PDC in Precinct 50 Village Employment and Living to include:
  - Reinforcing the mixed use nature of the precinct and the need for new sensitive land uses to reduce potential impacts from existing non-residential land uses through siting and design.
  - Acknowledging varied topography due to existing fill and the need for development including land division to be sited and designed to minimise interface issues.
- (b) Inclusion of affordable housing as an envisaged land use.
- (c) Inclusion of rear and side setbacks for residential development.
- (d) Reinforcing existing PDC 15 within the Mixed Use Zone applying to non-residential development consistent with policy contained in the existing Urban Employment Zone.
- (e) Minor amendments to Overlay Map 19 – Affordable Housing and Overlay Map 19 – Noise and Air Emissions.

## Attachment A – Summary and Response to Public Submissions

Report on each public submission received (including summary, comments and action taken in response)

Sub No.	Name and Address	Submission Summary	Comment	Council Response
1.	Karren Cummings Manager City Development City of Port Adelaide Enfield 163 St Vincent Street, Port Adelaide SA 5015	<i>1.1 The Council raised no objections to the draft DPA's policy amendments.</i>	1.1 Noted.	1.1 No changes proposed to the draft DPA.
2.	Mr R and Ms H Ceniuch (Address not provided) Kidman Park SA 5025	<i>2.1 The submission acknowledged that while future development has not been specifically determined, they have a number of concerns with potential future development. These are discussed in more detail below.</i>	<p>2.1 As a general comment, which will also apply to some later submissions, it is important to note that the proposed rezoning from Urban Employment Zone to Mixed Use Zone has the potential to result in less impacting activities being established.</p> <p>As discussed in the Analysis section of the draft DPA, Objective 1 for the Urban Employment Zone currently seeks 'A mixed use employment zone that accommodates a range of industrial land uses together with other related employment and business activities', and Objective 5 seeks 'The effective location and management of activities at the interface of industrial / commercial activity with land uses that are sensitive to these operations.'</p> <p>By contrast, the proposed rezoning to Mixed Use Zone – Urban Village Findon Policy Area 9 contains Objective 1 'An urban village offering an attractive urban environment and an inner metropolitan lifestyle', Objective 3 – 'Medium to high density, compact, affordable and adaptable housing choices', Objective 4 – 'Activities that generate employment and economic viability for the community' and Objective 7 –</p>	2.1 Policy amendments are proposed to the consultation version of the draft DPA to provide greater policy guidance to manage interface issues.

City of Charles Sturt  
Draft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan  
Amendment (Privately Funded) *Attachment A — Summary and Response to Public Submissions*

Sub No.	Name and Address	Submission Summary	Comment	Council Response
			<p><i>'Development that respects the amenity of traditional residential areas'.</i></p> <p>This potential for less impacting activities to be established in the area is supported by the envisaged land uses listed in PDC 1 for Policy Area 9 such as dwelling (non-complying in the Urban Employment Zone) and light industry, in contrast to more intense general industry which is envisaged in the Urban Employment Zone. Other land uses such as consulting rooms, offices, service trade premises and warehouses are envisaged in both Zones.</p> <p>The Environment Protection Authority (EPA) in their submission has confirmed that some land uses in the Urban Employment Zone that would normally have significant environmental impacts such as general industry, road transport terminals, public service depots and fuel depots are not envisaged in the Mixed Use Zone.</p> <p>Further, the EPA has stated that it considers the proposed inclusion of the Noise and Air Emissions Overlay set to cover the draft DPA Affected Area, together with proposed Desired Character policy, will be sufficient to address interface issues.</p> <p>There are also a number of existing Development Plan policies currently contained in the Charles Sturt Council Development Plan that require consideration of impacts of new development on existing development, including:</p> <ul style="list-style-type: none"> <li>• General Section, Industrial Development – Objective 3, PDCs 2, 4, 6, and 7.</li> <li>• General Section, Interface between Land Uses – Objectives 1 and 2, PDCs 1, 3, 6, 8, 9, 12 and 13.</li> <li>• General Section, Land Division – PDCs 1 and 8.</li> <li>• General Section., Medium and High Rise Development (3 or more storeys) – PDC 9.</li> <li>• General Section, Natural Resources – PDC 10.</li> </ul>	



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**Draft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan  
Amendment (Privately Funded) Attachment A — Summary and Response to Public Submissions**

Sub No.	Name and Address	Submission Summary	Comment	Council Response
			<ul style="list-style-type: none"> <li>General Section, Residential Development – PDCs 22 and 24.</li> <li>Mixed Use Zone – Objective 3, Desired Character, PDCs 4 and 15.</li> <li>Urban Village Findon Policy Area 9 – Objectives 1 and 7, Desired Character, PDCs 7 and 10.</li> </ul> <p>The Mixed Use Zone also contains policy within the Desired Character statement which seeks development to minimise impacts on the amenity of properties in Residential Zones. Desired Character statement policy in the Urban Village Findon Policy Area 9 also seeks development to integrate with adjacent neighbourhoods.</p> <p>The draft DPA also proposes a number of additional policies that will be able to be used in the development assessment process to minimise interface impacts. These in summary include:</p> <ul style="list-style-type: none"> <li>Two storey limitation on residential development adjacent to existing residential areas (25m distance).</li> <li>Provide guidance on setbacks from rear and side boundaries, with upper storeys requiring increased setbacks.</li> </ul> <p>In this context, there is considered to be sufficient existing and proposed policy to ensure all key impacts can be considered during a future development assessment process.</p>	
		2.2 Raised concerns regarding the adjoining / cumulative noise impacts generated from the affected DPA area.	2.2 The potential for impact from noise from new development can be considered at the development proposal stage. Current policies in the Charles Sturt Council Development Plan that can be applied in the assessment process including General Section Interface between Land Uses (PDCs 1(b), 6, 8 and 9), Industrial Development (PDC 6), Residential Development (PDC 24) and Mixed Use Zone (Desired Character).	2.2 No changes proposed to the draft DPA.

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Draft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan  
Amendment (Privately Funded) *Attachment A — Summary and Response to Public Submissions*

Sub No.	Name and Address	Submission Summary	Comment	Council Response
			<p>In addition, noise impacts can be considered under general amenity provisions as discussed more specifically under section 2.6 below.</p> <p>Noise is also regulated in an ongoing manner by the Environment Protection Authority with assistance from Councils under the <i>Environment Protection (Noise) Policy 2007</i>.</p> <p>In this context, no further policies are considered necessary on this issue.</p>	
		2.3 <i>Raised concerns with the adjoining / cumulative impact of hours of operations of future types of development from the Affected DPA area.</i>	<p>2.3 The hours of operation of new development can be considered at a future development proposal stage. Current policies within the Development Plan under General Section Interface between Land Uses (PDC 1(g) and Industrial Development (PDC 6) specifically enable this issue to be considered in the assessment process.</p> <p>In addition, any cumulative impacts associated with the hours of operation of different activities can be considered in the assessment process e.g. if the cumulative noise, both in terms of level and extended overall hours of operation, exceeds EPA guidelines new development should be restricted or refused.</p> <p>In this context, no further policies are considered necessary on this issue.</p>	2.3 No changes proposed to the draft DPA.
		2.4 <i>Raised concerns over potential loss of privacy.</i>	<p>2.4 The potential for loss of privacy from new development can be considered at a future development proposal stage. Current policies contained in the Charles Sturt Council Development Plan that can be applied in the assessment process are included within the General Section, Design and Appearance (PDC 11), Interface between Land Uses (PDC 3), Land Division (PDC 8(e)) and Residential Development (PDC 22).</p>	2.4 Additional policy is proposed to the consultation version of the draft DPA to manage interface in the Desired Character statement for the Urban Village Findon Policy Area 9 and a new

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**Draft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan  
Amendment (Privately Funded) Attachment A — Summary and Response to Public Submissions**

Sub No.	Name and Address	Submission Summary	Comment	Council Response
			<p>In addition, potential loss of privacy can also be considered under general amenity provisions as discussed more specifically under section 2.6 below.</p> <p>The Mixed Use Zone also contains policy within the Desired Character statement which seeks development to minimise impacts on the amenity of properties in Residential Zones. Desired Character statement policy in the Urban Village Findon Policy Area 9 also seeks development to integrate with adjacent neighbourhoods.</p> <p>The draft DPA also proposes a number of additional policies that will be able to be used in the development assessment process to minimise interface impacts. These in summary include:</p> <ul style="list-style-type: none"> <li>• Two storey limitation on residential development adjacent to existing residential areas (25m distance).</li> <li>• Provide guidance on setbacks from rear and side boundaries, with upper storeys requiring increased setbacks.</li> </ul> <p>Additional policy is proposed in the Desired Character statement for the Urban Village Findon Policy Area 9 and a proposed new PDC in Precinct 50 Village Employment and Living to minimise impacts from development where topography is varied.</p> <p>It is considered that there is sufficient existing and proposed policy to ensure potential privacy issues can be considered during a future development assessment process.</p>	PDC in Precinct 50 Village Employment and Living.

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Draft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan  
Amendment (Privately Funded) *Attachment A — Summary and Response to Public Submissions*

Sub No.	Name and Address	Submission Summary	Comment	Council Response
		<p>2.5 <i>Raised concerns on the impact of 8.5 metres building heights (e.g. air conditioning units) and proximity to their home.</i></p>	<p>2.5 It is important to note the current policies that apply for the draft DPA affected area within the existing Urban Employment Zone:</p> <ul style="list-style-type: none"> <li>• PDC 15 provides for a maximum building height of 12 metres.</li> <li>• PDC 16 requires a 3 metre building setback from a shared boundary with a residential zone or, alternatively, be sited on the shared boundary.</li> <li>• PDC 17 requires a building, where sited on the zone boundary, to be restricted to a height of 3 metres on the boundary and then at a plane projected at 31 degrees above the horizontal into the development site from that 3 metre height.</li> </ul> <p>The proposed Mixed Use Zone will limit the height of residential development to two storeys which do not exceed 8.5 metres building height for dwellings located within 25 metres of the northern, southern and western boundary of Precinct 50 Village Employment and Living i.e. a lower overall height limit.</p> <p>In relation to potential air conditioning noise, this issue is discussed in Point (1) above, with a number of policies able to be used for this issue in the assessment process. Additional to this, complaints about noisy air conditioners can be directed to Council for consideration, with limits on the operation of noisy air conditioners (exceeding 45 dB) able to be imposed between 7 am and 10 pm.</p>	<p>2.5 No changes proposed to the draft DPA.</p>
		<p>2.6 <i>Raised concerns over deterioration of residential amenity due to adjoining/cumulative impacts.</i></p>	<p>2.6 Residential amenity is an encompassing term that comprises a number of elements. Some aspects can be regulated to an extent under the planning system (i.e. noise, hours of operation, privacy, building appearance, air quality, etc), while other aspects are reliant on individual landowners (i.e. upkeep of the buildings, establishment and maintenance of landscaping, personal behaviours, etc).</p>	<p>2.6 Additional policy is proposed to the consultation version of the draft DPA to manage interface in the Desired Character statement for the Urban Village Findon Policy Area 9 and a new</p>

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**Draft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan  
Amendment (Privately Funded) Attachment A — Summary and Response to Public Submissions**

Sub No.	Name and Address	Submission Summary	Comment	Council Response
			<p>There are a number of current policies in the Charles Sturt Council Development Plan that can be applied in the assessment process in relation to amenity, having both a direct and indirect reference to amenity. Policies contained within the General Section of the Development Plan with a direct reference include Design and Appearance (PDC 11), Industrial Development (Objectives 3 and 5), Interface between Land Uses (Objective 2, PDCs 1, 3, 6, 9 and 12), Landscaping, Fences and Walls (Objective 1, PDC 4), Medium and High Rise Development (3 or more storeys) (Objective 2), and within the Mixed Use Zone (Objectives 2 and 3, Desired Character) and Urban Village Findon Policy Area 9 (Objective 7).</p> <p>Additional policy is also proposed in the Desired Character statement for the Urban Village Findon Policy Area 9 and a proposed new PDC in Precinct 50 Village Employment and Living to minimise impacts from development where topography is varied.</p>	PDC in Precinct 50 Village Employment and Living.
		2.7 Raised concerns regarding the potential for structural damage to their home and property.	2.7 This issue is not one which can be dealt with under this draft DPA process. Concerns that new development works being undertaken may cause, or may threaten, damage to a property should be dealt with by discussions with Council's building staff, the owner/developer of the development and where not satisfied with the response consider gaining legal advice in relation to rights and what future action may need to be taken.	2.7 No changes proposed to the draft DPA.

**City of Charles Sturt**  
**Draft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan**  
**Amendment (Privately Funded) Attachment A — Summary and Response to Public Submissions**

<b>Sub No.</b>	<b>Name and Address</b>	<b>Submission Summary</b>	<b>Comment</b>	<b>Council Response</b>
		<i>2.8 Raised an issue regarding fencing. Indicated that there are currently two fences separating residents from property at 344 -354 Findon Road.</i>	2.8 The usual practice is to fence along the property boundary. Some fences require development approval (i.e. when exceeding 2.1 metres in height or when a retaining wall exceeding 1 metre in height is involved). Current policies that can be applied in the assessment process in relation to fences include within the Development Plan under the general section, Landscaping, Fences and Walls (Objective 2 and PDC 4). In this context, no further policies are considered necessary on this issue.	2.8 No changes proposed to the draft DPA.
		<i>2.9 Indicated that the existing landscaped mounds to enhance visual aesthetics between zones are ineffective if not maintained / watered.</i>	2.9 This issue is not one which can be dealt with under this DPA process. The comment appears to be in relation to an existing circumstance. If the landscaped mound was established as a result of a condition of approval it would depend on the wording of the condition as to what ongoing maintenance was required. If the condition is not being met then Council could seek remediation measures. In this context, no further policies are considered necessary on this issue as part of this draft DPA process.	2.9 No changes proposed to the draft DPA.
		<i>2.10 Indicated that they have experienced Gum trees dropping branches on their home and garage and consider them a safety issue.</i>	2.10 This issue is not one which can be dealt with under this draft DPA process. Disputes between neighbours about trees (and fences) are civil matters and advice is provided in publications produced by the Legal Services Commission. In this context, no further policies are considered necessary on this issue as part of this draft DPA process.	2.10 No changes proposed to the draft DPA.

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**BDraft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan  
Amendment (Privately Funded) Attachment A — Summary and Response to Public Submissions**

Sub No.	Name and Address	Submission Summary	Comment	Council Response
		2.11 <i>Raised an issue regarding the adverse impact from water runoff.</i>	<p>2.11 New development has an obligation to appropriately manage its stormwater and to not cause adverse impact to other properties. Specific stormwater advice has been provided by FMG engineering on this matter as discussed in the Analysis section of the draft DPA. In addition, there are a number of current policies contained within the Development Plan, General Section, that can be applied in the assessment process in relation to stormwater management, including Infrastructure (PDC 1(c)), Land Division (PDCs 1(a), 14(e)), Natural Resources (Objective 7, PDCs 7(b), 10, 11, 12), Residential Development (PDC 1(d)).</p> <p>If site levels are to be modified so that stormwater drains in an easterly direction towards Findon Road, then additional provisions have been included to ensure that any buildings development on top of the increased ground levels are appropriately setback from existing residential interfaces.</p>	2.11 No changes proposed to the draft DPA.
		2.12 <i>Indicated that they were not involved in the proponent's preliminary consultation in 2012 involving a 'face to face' survey to then proposed rezoning. Outlined that since the 2012 survey new residents have moved into some adjoining properties.</i>	<p>2.12 The submissions comments are noted. Little emphasis can be placed on a 2012 survey other than as background information. The public consultation process associated with this draft DPA was a statutory process and is of relevance. All land owners and occupiers within and surrounding the draft DPA affected area were directly notified in writing (approximately 834 letters) and provided with a brochure detailing the nature of the draft DPA, the consultation process and dates.</p> <p>Notices were published in the 'The Advertiser' and the Government Gazette on 21 March 2019, and the 'Messenger' (Westside Weekly and City editions) on 20 March 2019. A notice was also placed in the Charles Sturt Council column of the 'Messenger' (both editions) on 20 March 2019 and a further reminder notice on 17 April and 15 May 2019.</p> <p>Council also had a web page dedicated to this project on the <a href="http://www.yoursaycharlessturt.com.au">www.yoursaycharlessturt.com.au</a> public consultation</p>	2.12 No changes proposed to the draft DPA.



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Sub No.	Name and Address	Submission Summary	Comment	Council Response
			<p>website, which included links to the draft DPA, Investigations Report and information brochure, as well as the ability to ask online questions and/or submit an online submission.</p> <p>The draft DPA documents were also made available at Council's Civic Centre and five libraries.</p>	
3.	Mr G Candelli 25 Olympia Street Kidman Park SA 5025	<p>3.1 <i>Indicated that his premises was located at the southern end of the DPA. Indicated that the ground levels along the southern boundary are already higher than adjoining residential areas and therefore concerned that new development will:</i></p> <p style="padding-left: 40px;">1/ Tower over his property 2/ Result in loss of his privacy as well as to other residents.</p> <p><i>Seeking clarity on site levels for Precinct 50 and whether the sites are to be dropped to the current surrounding residential levels.</i></p>	<p>3.1 Following a review of the issues raised a detailed survey was undertaken of the levels of the existing site in the south-western corner of the affected area. The survey indicates that this part of the draft DPA affected area does sit higher than the adjoining residential properties.</p> <p>The potential for loss of privacy from new development can be considered at a future development proposal stage. Current policies contained in the Charles Sturt Council Development Plan that can be applied in the assessment process are included within the General Section, Design and Appearance (PDC 11), Interface between Land Uses (PDC 3), Land Division (PDC 8(e)) and Residential Development (PDC 22).</p> <p>Additional policy is proposed in the draft DPA within the Desired Character statement for the Urban Village Findon Policy Area 9 and a proposed new PDC in Precinct 50 Village Employment and Living to minimise impacts from development where topography is varied.</p>	3.1 Additional policy is proposed to the consultation version of the draft DPA to manage interface in the Desired Character statement for the Urban Village Findon Policy Area 9 and a new PDC in Precinct 50 Village Employment and Living.
4.	Mr H Button 23 Olympia Street Kidman Park SA 5025	<p>4.1 <i>Indicated a preference for any future proposed two storey buildings on the southern boundary to run north south only and be on individual lots to enable reasonable setbacks to minimise shading on his backyard</i></p>	<p>4.1 The potential for overshadowing from new development can be considered at a future development proposal stage. Current policies contained in the Charles Sturt Council Development Plan that can be applied in the assessment process are included within the General Section, Design and Appearance (PDC 2, 9, 10), Interface between Land Uses (PDC 3), Land Division (PDC 8(e)).</p> <p>The Mixed Use Zone contains policy within the Desired Character statement which seeks development to minimise</p>	4.1 Additional policy is proposed to the consultation version of the draft DPA to manage interface in the Desired Character statement for the Urban Village Findon Policy Area 9 and a new PDC in Precinct 50

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**Draft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan  
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Sub No.	Name and Address	Submission Summary	Comment	Council Response
			<p>impacts on the amenity of properties in residential zones. Urban Village Findon Policy Area 9 seeks development to integrate with adjacent neighbourhoods.</p> <p>The draft DPA also proposes a number of additional policies that will be able to be used in the development assessment process to minimise interface impacts. These in summary include:</p> <ul style="list-style-type: none"> <li>• Two storey limitation on residential development adjacent to existing residential areas (25m distance).</li> <li>• Provide guidance on setbacks from rear and side boundaries, with upper storeys requiring increased setbacks.</li> </ul> <p>Following a review of the issues raised a detailed survey was also undertaken of the levels of the existing site in the south-western corner of the affected area. The survey indicates that this part of the draft DPA affected area does sit higher than the adjoining residential properties.</p> <p>Additional policy is therefore proposed in the draft DPA within the Desired Character statement for the Urban Village Findon Policy Area 9 and a proposed new PDC in Precinct 50 Village Employment and Living to minimise impacts from development where topography is varied.</p> <p>It is considered that there is sufficient existing and proposed policy to ensure potential overshadowing issues can be considered during a future development assessment process.</p>	Village Employment and Living.
		4.2 Indicated that there is a site level difference between his backyard and adjoining development and future works should be kept to a minimum. Need retaining wall if	4.2 Following a review of the issues raised a detailed survey was undertaken of the levels of the existing site in the south-western corner of the affected area. The survey indicates that this part of the draft DPA affected area does sit higher than the adjoining residential properties.	4.2 Additional policy is proposed to the consultation version of the draft DPA to manage interface in the Desired

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Amendment (Privately Funded) *Attachment A — Summary and Response to Public Submissions*

Sub No.	Name and Address	Submission Summary	Comment	Council Response
		<i>more than 0.5 metre, resulting in back fence of 2.5 metres and unappealing appearance</i>	<p>Additional policy is proposed in the draft DPA within the Desired Character statement for the Urban Village Findon Policy Area 9 and a proposed new PDC in Precinct 50 Village Employment and Living to minimise impacts from development where topography is varied.</p> <p>There are also a number of current policies in the Charles Sturt Council Development Plan that can be applied in the assessment process in relation to amenity, having both a direct and indirect reference to amenity. Policies contained within the General Section of the Development Plan with a direct reference include Design and Appearance (PDC 11), Industrial Development (Objectives 3 and 5), Interface between Land Uses (Objective 2, PDCs 1, 2, 3, 6), Landscaping, Fences and Walls (Objective 1, PDC 4 (g)), and within the Mixed Use Zone (Objectives 2 and 3, Desired Character) and Urban Village Findon Policy Area (Objective 7, Desired Character statement, and PDC 10).</p> <p>It is considered that there is sufficient existing and proposed policy to ensure potential interface issues can be considered during a future development assessment process.</p>	Character statement for the Urban Village Findon Policy Area 9 and a new PDC in Precinct 50 Village Employment and Living.
		<i>4.3 Outlined that given adjoining higher site levels, stormwater drainage will need to be pumped to Findon Road. Pumps would not cope in 1:100 year rain event and need to be tested.</i>	<p>4.3 New development has an obligation to appropriately manage its stormwater and to not cause adverse impact to other properties. Specific stormwater advice has been provided by FMG engineering on this matter as discussed in the Analysis section of the draft DPA. In addition, there are a number of current policies contained within the Development Plan, General Section, that can be applied in the assessment process in relation to stormwater management, including Infrastructure (PDC 1(c)), Land Division (PDCs 1(a), 14(e)), Natural Resources (Objective 7, PDCs 7(b), 10, 11, 12), Residential Development (PDC 1(d)).</p> <p>If site levels are to be modified so that stormwater drains in an easterly direction towards Findon Road, then additional</p>	4.3 No changes proposed to the draft DPA.

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			<p>provisions have been included to ensure that any buildings development on top of the increased ground levels are appropriately setback from existing residential interfaces.</p> <p>It is considered that there is sufficient policy contained within the Development Plan to assess stormwater management during a future development assessment process.</p>	
5	Mr R Forozandeh 32 Fergusson Avenue Kidman Park SA 5025	<i>5.1 Concerns raised regarding the potential for tall / large structures that could be built directly behind his property and close to his boundary.</i>	<p>4.2 Following a review of the issues raised a detailed survey was undertaken of the levels of the existing site in the south-western corner of the affected area. The survey indicates that this part of the draft DPA affected area does sit higher than the adjoining residential properties.</p> <p>Additional policy is proposed in the draft DPA within the Desired Character statement for the Urban Village Findon Policy Area 9 and a proposed new PDC in Precinct 50 Village Employment and Living to minimise impacts from development where topography is varied.</p>	5.1 Additional policy is proposed to the consultation version of the draft DPA to manage interface in the Desired Character statement for the Urban Village Findon Policy Area 9 and a new PDC in Precinct 50 Village Employment and Living.
		<i>5.2 Raised concerns that he could be negatively impacted by excessive noise from commercial activities in close proximity.</i>	5.2 The potential for impact from noise from new development can be considered at the development proposal stage. Current policies in the Charles Sturt Council Development Plan that can be applied in the assessment process including General Section Interface between Land Uses (PDCs 1(b), 6, 8 and 9), Industrial Development (PDC 6), Residential Development (PDC 24) and Mixed Use Zone (Desired Character).	5.2 No changes proposed to the draft DPA.

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			<p>Noise is also regulated in an ongoing manner by the Environment Protection Authority with assistance from Councils under the <i>Environment Protection (Noise) Policy 2007</i>.</p> <p>In this context, no further policies are considered necessary on this issue.</p>	
		<p>5.3 <i>Raised concerns that natural sunlight into his backyard could be blocked by allowing 8.5 metres high buildings in close proximity to his boundary.</i></p>	<p>5.3 The potential for overshadowing from new development can be considered at a future development proposal stage. Current policies contained in the Charles Sturt Council Development Plan that can be applied in the assessment process are included within the General Section, Design and Appearance (PDC 2, 9, 10), Interface between Land Uses (PDC 3), Land Division (PDC 8(e)).</p> <p>The Mixed Use Zone contains policy within the Desired Character statement which seeks development to minimise impacts on the amenity of properties in Residential Zones. Urban Village Findon Policy Area 9 seeks development to integrate with adjacent neighbourhoods.</p> <p>The draft DPA also proposes a number of additional policies that will be able to be used in the development assessment process to minimise interface impacts. These in summary include:</p> <ul style="list-style-type: none"> <li>• Two storey limitation on residential development adjacent to existing residential areas (25m distance).</li> <li>• Provide guidance on setbacks from rear and side boundaries, with upper storeys requiring increased setbacks.</li> </ul> <p>Following a review of the issues raised a detailed survey was also undertaken of the levels of the existing site in the south-western corner of the affected area. The survey indicates that this part of the draft DPA affected area does sit higher than the adjoining residential properties.</p>	<p>5.3 Additional policy is proposed to the consultation version of the draft DPA to manage interface in the Desired Character statement for the Urban Village Findon Policy Area 9 and a new PDC in Precinct 50 Village Employment and Living.</p>

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			<p>Additional policy is therefore proposed in the draft DPA within the Desired Character statement for the Urban Village Findon Policy Area 9 and a proposed new PDC in Precinct 50 Village Employment and Living to minimise impacts from development where topography is varied.</p> <p>It is considered that there is sufficient existing and proposed policy to ensure potential overshadowing issues can be considered during a future development assessment process.</p>	
6	Mr Terry Buss PSM Chief Executive Officer City of West Torrens 165 Sir Donald Bradman Drive Hilton SA 5033	<i>6.1 The submission noted the use of a Concept Plan within the draft DPA and considers it important that such plans be retained within the new Planning and Design Code. Considered that the visual representation of the Concept Plan works together with written policy to provide clear and easily understood provisions for the public, developers and assessing authorities.</i>	6.1 The comments are noted. This comment appears more aimed at DPTI decisions in relation to the content of the new Planning and Design Code rather than the draft DPA. The Concept Plan already exists within Council's Development Plan and has been amended by this draft DPA to reflect the additional area proposed to be included within the Policy Area.	6.1 No changes proposed to the draft DPA.
		<i>6.2 Suggested the need to clarify potential ambiguity between building height limits – storeys versus metres.</i>	<p>6.2 Existing policies for the Urban Village Policy Area 9 already contain references to building heights in both metres and storeys (i.e. PDC 11 for Precinct 50 Village Employment and Living sets a building height of '15 metres (4 storeys)').</p> <p>Other policies of a similar nature are contained elsewhere within the Development Plan. This approach is also in accord with SAPPL practices. No change is considered necessary.</p>	6.2 No changes proposed to the draft DPA.
		<i>6.3 Indicated that the draft DPA is unlikely to result in adverse traffic impact on the City of West Torrens' local road network.</i>	6.3 Noted.	6.3 No changes proposed to the draft DPA.

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		<i>6.4 Outlined that considering the rezoning of the 'Metcash' site further to the south along Findon Road, the traffic impact assessment for that DPA should consider traffic implications on major intersections in the City of West Torrens and on the local road network.</i>	6.4 Potential traffic implications have been considered as part of this draft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) DPA. The matter raised is an issue to consider for a separate DPA investigation process and is not an issue for this draft DPA process.	6.4 No changes proposed to the draft DPA.
7	Mr D Fraterman Director Leander Investments Pty Ltd PO Box 54 Highgate SA 5063	<i>7.1 Submission by Leander Investments, the owner of land at 344 – 354 Findon Road and the proponents behind the privately funded draft DPA.</i>	7.1 Noted.	7.1 No changes proposed to the draft DPA.
		<p><i>7.2 Considers the draft DPA has significant merits and will positively contribute to the future development and amenity of the neighbourhood through:</i></p> <ul style="list-style-type: none"> <li>• <i>Creating a walkable neighbourhood.</i></li> <li>• <i>Increasing housing choice, including at increased densities.</i></li> <li>• <i>Providing interface policies to reduce impacts from overlooking, overshadowing and visual impact.</i></li> <li>• <i>Encouraging mixed use development providing complementary commercial uses to service proposed residential uses and potential employment opportunities.</i></li> <li>• <i>Environmental improvements through the development of less impacting activities (i.e. reduction in noise, truck activities on site and along Findon Road).</i></li> <li>• <i>Economic benefit, via a more compact and efficient urban form, better utilisation of infrastructure and services, supporting activity nodes along Findon and Grange Roads and providing increased population mass in proximity to services.</i></li> </ul>	7.2 The comments are provided by the owner of portion of the land proposed for rezoning and who is also the proponent funding the DPA. In general, these comments are supported although some minor amendments are proposed to policies in response to other submissions.	7.2 No changes proposed to the draft DPA.



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8	Ms J Caruso 291 Findon Road, Flinders Park SA 5025	8.1 <i>Outlined they were an owner of a group of residences immediately adjacent to the draft DPA affected area.</i>	8.1 Noted.	8.1 No changes proposed to the draft DPA.
		<p>8.2 <i>Concerned with privacy and overshadowing issues, particularly with the Fraterman site.</i></p> <p><i>Indicated that the adjacent site is approximately one metre higher than her residential land.</i></p> <p><i>Seeking greater setbacks for future residential and other buildings to address the site level issues.</i></p>	<p>8.2 The potential for loss of privacy and overshadowing from new development can be considered at a future development proposal stage. Current policies in relation to privacy issues contained in the Charles Sturt Council Development Plan that can be applied in the assessment process are included within the General Section, Design and Appearance (PDC 11), Interface between Land Uses (PDC 3), Land Division (PDC 8(e)) and Residential Development (PDC 22). Current policies in relation to overshadowing issues contained in the Development Plan that can be applied in the assessment process are included within the General Section, Design and Appearance (PDC 2, 9, 10), Interface between Land Uses (PDC 3), Land Division (PDC 8(e)).</p> <p>The Mixed Use Zone also contains policy within the Desired Character statement which seeks development to minimise impacts on the amenity of properties in Residential Zones. Urban Village Findon Policy Area 9 seeks development to integrate with adjacent neighbourhoods.</p> <p>The draft DPA also proposes a number of additional policies that will be able to be used in the development assessment process to minimise interface impacts. These in summary include:</p> <ul style="list-style-type: none"> <li>• Two storey limitation on residential development adjacent to existing residential areas (25m distance).</li> <li>• Provide guidance on setbacks from rear and side boundaries, with upper storeys requiring increased setbacks.</li> </ul>	8.2 Additional policy to manage potential amenity impacts for existing adjoining residential properties has been included in the Desired Character statement for the Urban Village Findon Policy Area 9 and a new PDC in Precinct 50 Village Employment and Living.

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			<p>Following a review of the issues raised a detailed survey was also undertaken of the levels of the existing site in the south-western corner of the affected area. The survey indicates that this part of the draft DPA affected area does sit higher than the adjoining residential properties.</p> <p>Additional policy is therefore proposed in the draft DPA within the Desired Character statement for the Urban Village Findon Policy Area 9 and a proposed new PDC in Precinct 50 Village Employment and Living to minimise impacts from development where topography is varied.</p> <p>It is considered that there is sufficient existing and proposed policy to ensure potential privacy and overshadowing issues can be considered during a future development assessment process.</p>	
		<i>8.3 Also owns a property opposite the current exit from the Fraterman site – considers this access onto Findon Road is poorly designed and results in dangerous / unsafe manoeuvres by large trucks.</i>	8.3 The traffic investigations undertaken as part of this draft DPA identify the desired future access points to Findon Road which DPTI supports and which, in turn, are reflected on the Concept Plan. The existing provisions in the Development Plan within the General Section - Transportation and Access addresses safe and convenient access in the design of future development proposals.	8.3 No changes proposed to the draft DPA.
9	George Manos Principal Botten Levinson acting on behalf of DCI Data Centers Level 1 Darling Building 28 Franklin Street Adelaide SA 5001	<p>9.1 <i>The DCI land is within the Affected Area for the DPA.</i></p> <p>9.2 <i>Outlined that approval has been given for demolition of existing warehouse and construction of a two-storey data centre and associated offices, carparking and landscaping. Demolition, construction of a car park and provision of dedicated services is commencing.</i></p>	<p>9.1 Noted.</p> <p>9.2 Noted.</p>	<p>9.1 No changes proposed to the draft DPA.</p> <p>9.2. No changes proposed to the draft DPA.</p>

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Sub No.	Name and Address	Submission Summary	Comment	Council Response
		9.3 <i>Indicated this is a significant development and upon completion more than 100 people will be employed in the new building.</i>	9.3 Noted.	9.3 No changes proposed to the draft DPA.
		9.4 <i>Indicated that the draft DPA may significantly impact future development of the land.</i>	9.4 The proposed Mixed Use Zone envisages non-residential land uses such as DCI. Development Plan policy within the Desired Character statement, the Interface Between Land Uses and the Noise and Air Emissions Overlay seeks to protect existing non-residential land uses such as DCI from future sensitive uses such as residential development. This policy approach has been verified/supported by the EPA. Additional policy is proposed in the Desired Character statement to strengthen the acknowledgement of existing non-residential land uses in the locality and the need for future sensitive land uses to be sited and designed to reduce the potential for adverse impacts from existing land uses.	9.4 Additional policy to strengthen the acknowledgement of existing non-residential land uses in the locality has been included in the Desired Character statement for the Urban Village Findon Policy Area 9.
		9.5 <i>Indicated that his client DCI opposes the draft DPA in particular the rezoning of its land from Urban Employment Zone to a Mixed Use Zone. Considers the draft DPA is largely designed to facilitate medium density residential uses.</i>  <i>Outlined that while his client DCI has a legal right to establish the new building the proposed rezoning could have an adverse effect on the future use of the new building.</i>	9.5 The proposed rezoning to Mixed Use in no way prevents DCI from continuing existing operations or from proceeding to develop any existing Development Approvals, noting that the proposed Mixed Use Zone also anticipates a range of non-residential land uses.	9.5 No changes proposed to the draft DPA.
		9.6 <i>Indicated that the adverse impact is likely through changing the zoning from Urban Employment to Mixed Use Zone which is to 'facilitate residential development at a high level of density' – reinforced by application of an 'Affordable Housing' Overlay over all of the Affected Area. This is considered to</i>	9.6 The Mixed Use Zone contemplates a range of land uses, not just residential. For the reasons detailed previously, a range of land uses including residential can be accommodated on the land without threatening existing and future potential operations of existing businesses such as DCI.	9.6 No changes proposed to the draft DPA

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		<i>be inconsistent with what exists / will occur on the ground.</i>		
		9.7 <i>Outlined that the current Urban Employment Zone is most receptive to the type of development underway by DCI and although not specifically envisaged would generally fit within the expectations of the Zone.</i>	9.7 The proposed Mixed Use Zone expressly anticipates the range of following land uses: <ul style="list-style-type: none"> <li>▪ community facility</li> <li>▪ consulting room</li> <li>▪ detached dwelling</li> <li>▪ institutional facility</li> <li>▪ light industry</li> <li>▪ low traffic generating uses</li> <li>▪ medium density housing</li> <li>▪ motor repair station</li> <li>▪ office</li> <li>▪ service trade premises</li> <li>▪ semi-detached dwelling</li> <li>▪ shop or group of shops where the gross leasable area is less than 250 square metres</li> <li>▪ warehouse.</li> </ul> It is considered that the DCI activities would be specifically or generally complementary to this list of anticipated land uses.	9.6 No changes proposed to the draft DPA
		9.8 <i>Outlined that the current policies seek to limit buildings to a maximum height of 12 metres (PDC 15) and contains some traditional set-back provisions.</i>	9.8 PDC 15 seeks to limit development next to sensitive land use such dwellings to within a building envelope similar to the building envelope within the existing Urban Employment Zone, with a maximum height of 15m (3m taller than the 12m maximum height guideline in the Urban Employment Zone).	9.8 Minor amendment to PDC 15 proposed to refer to non-residential development only. Rear and side setbacks for potential residential development are proposed as a separate PDC to ensure consistency with policy contained in the Residential Zone for similar development type.

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		9.9 <i>Considers that the draft policy intent is clearly focussed on residential development and fails to take into account DCI's land use and existing uses in the southern portion of the Affected Area.</i>	9.9 The Mixed Use Zone contemplates a range of land uses, not just residential. For the reasons detailed previously, a range of land uses including residential can be accommodated on the land without threatening existing and future potential operations of existing businesses such as DCI.	9.9 No changes proposed to the draft DPA
		9.10 <i>Questions why the land is to be rezoned if there is a 'degree of contamination', particularly for sensitive land uses which may require a higher level of remediation.</i>	9.10 Preliminary Site Investigations have been undertaken across the almost 8ha of land proposed for rezoning. These investigations indicate that there may be some contamination, but the site can be rehabilitated (if necessary) to accommodate the most sensitive land use anticipated which is residential. The EPA also supports the draft DPA and associated Development Plan provisions as a means of managing any potential contamination issues that may arise during the development assessment process.	9.10 No changes proposed to the draft DPA
		9.11 <i>Outlines that a statement on page 36 of the DPA 'very much understates the position' in relation to the occurrence of employment generating activities under the Mixed Use Zone.</i>	9.11 Employment land uses anticipated for the Mixed Use Zone include: <ul style="list-style-type: none"> <li>▪ consulting rooms</li> <li>▪ institutional facilities</li> <li>▪ light industries</li> <li>▪ motor repair stations</li> <li>▪ offices</li> <li>▪ service trade premises</li> <li>▪ shop or group of shops where the gross leasable area is less than 250 square metres</li> <li>▪ warehouses</li> </ul> <p>Existing employment based land uses will also have existing use rights allowing them to continue operation.</p>	9.11 No changes proposed to the draft DPA
		9.12 <i>Claims that in the Mixed Use Zone the level of noise that may be emitted is somewhat lower than for the Urban Employment Zone (akin to a General Industry) and that the existing and proposed activities on the DCI land 'may well be curtailed' because a number of sensitive land uses 'will be</i>	9.12 The proposed Desired Character statement refers to protection of existing employment generating activities that will remain from sensitive land uses, ensuring that such sensitive land uses are sited and designed to reduce the potential for adverse impacts from existing uses.	9.12 Additional policy to strengthen the acknowledgement of existing non-residential land uses in the locality has been included in the Desired Character

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		<i>introduced in the vicinity’ – to the south and north.</i>	<p>Amendments are proposed with this policy to further strengthen the acknowledgement of existing non-residential land uses in the locality and the need for future sensitive land uses to be sited and designed to reduce the potential for adverse impacts from existing land uses.</p> <p>The proposed policies within the Noise and Air Emissions Overlay will also assist in this regard, and the EPA is satisfied with this approach.</p>	statement for the Urban Village Findon Policy Area 9.
		<i>9.13 Claims proposed height restrictions and setbacks will curtail the ability to develop the DCI land in the future.</i>	9.13 PDC 15 seeks to limit development next to sensitive land use such as dwellings to within a building envelope similar to the building envelope within the existing Urban Employment Zone, with a maximum height of 15m (3m taller than the 12m maximum height guideline in the Urban Employment Zone). This arguably provides greater flexibility than existing policy.	9.13 No changes proposed to the draft DPA
		<i>9.14 Indicates that the Mixed Use Zone specifically encourages dwellings as per proposed PDC 14 for Precinct 50 – resulting in curtailment of future development opportunities.</i>	9.14 Proposed PDC 14(a) is as existing policy and PDC 14 (b) simply makes it clear that residential development can occur without necessarily being associated with commercial land uses.	9.14 No changes proposed to the draft DPA
		<i>9.15 Indicates that the ‘rezoning can have the consequences of (in a sense) ‘sterilising land’ making the site an ‘orphan site’ in that it stands alone without similar supporting development... making it much more difficult to seek approval for an expanded use / larger facility...’.</i>	<p>9.15 Non-residential land uses anticipated for the Mixed Use Zone include:</p> <ul style="list-style-type: none"> <li>▪ consulting rooms</li> <li>▪ institutional facilities</li> <li>▪ light industries</li> <li>▪ motor repair stations</li> <li>▪ offices</li> <li>▪ service trade premises</li> <li>▪ shop or group of shops where the gross leasable area is less than 250 square metres</li> <li>▪ warehouses</li> </ul> <p>Some of these land uses have similar impacts to the existing DCI activities.</p>	9.15 No changes proposed to the draft DPA

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		9.16 <i>Outlines that the rezoning can also impact on the operation of the existing facility by introducing sensitive land uses that will have an impact in terms of noise that is generated.</i>	<p>9.16 The proposed Desired Character statement refers to protection of existing employment generating activities that will remain from sensitive land uses, ensuring that such sensitive land uses are sited and designed to reduce the potential for adverse impacts such as noise from existing uses.</p> <p>Amendments are proposed with this policy to further strengthen the acknowledgement of existing non-residential land uses in the locality.</p> <p>The policies proposed with the application of the Noise and Air Emissions Overlay will also assist in this regard, and the EPA is satisfied with this approach.</p>	9.16 Additional policy to strengthen the acknowledgement of existing non-residential land uses in the locality has been included in the Desired Character statement for the Urban Village Findon Policy Area 9.



## Attachment B – Summary and Response to Public Meeting Submissions

Two (2) submitters requested to be heard, and therefore a public meeting was held on 17 June 2019. A total of four (4) people chose to address the meeting on the night. Some of the issues raised were the same as or similar to those raised in the written submissions. In these cases reference should be made to **Attachment A** above for Council's more detailed response.

Sub No.	Name of Respondent	Summary of Verbal Submission/Issues Raised	Council Response
1.	Mr Tom Game Principal lawyer Botten Levinson Lawyers Level 1 Darling Building 28 Franklin Street Adelaide SA 5001 Acting on behalf of DCI Data Centres 338 – 342 Findon Road, Kidman Park	<ul style="list-style-type: none"> <li>Indicated his client was fundamentally opposed to the draft DPA.</li> </ul>	Noted, no changes proposed to the draft DPA.
		<ul style="list-style-type: none"> <li>Indicated it was unusual that the proponent only owns one parcel of land within the draft DPA affected area.</li> </ul>	Noted, no changes proposed to the draft DPA.
		<ul style="list-style-type: none"> <li>Indicated his client has an established land use on their site at 338 – 342 Findon Road, Kidman Park and is embarking on a \$50m development on the site, which has received approval.</li> <li>The new development would result in 100 being employed on the site.</li> <li>Indicated that the existing land use and the new development does and will generate noise primarily through the use of generators to ensure power to the site at all time, particularly in times of black-outs.</li> <li>Indicated other land-use related noise issues relate to 24-house operations, the employee movements to and from the site, the car parking areas.</li> <li>Lighting is also a potential nuisance to adjacent sensitive land uses.</li> </ul>	<p>Noted, no changes proposed to the draft DPA.</p> <p>Noted, no changes proposed to the draft DPA.</p> <p>The proposed Mixed Use Zone envisages non-residential land uses such as DCI. Development Plan policy within the Desired Character statement, the Interface Between Land Uses and the Noise and Air Emissions Overlay seeks to protect existing non-residential land uses such as DCI from future sensitive uses such as residential development. This policy approach has been verified/supported by the EPA.</p>
		<ul style="list-style-type: none"> <li>Indicated his client purchased the land while it was an Industry Zone and was then subsequently rezoned to an Urban Employment Zone, which was fundamentally similar in nature.</li> </ul>	Noted, no changes proposed to the draft DPA.

		<ul style="list-style-type: none"> <li><i>Suggested that the proposed rezoning to a Mixed Use Zone is more associated with residential land uses.</i></li> <li><i>Indicated that the Mixed use Zone is similar to the Urban Employment Zone encouraging commercial land uses and considers that the residential component is what is being sought.</i></li> </ul>	It is acknowledged that residential development is anticipated in the Mixed Use Zone and not in the Urban Employment Zone. However, the Mixed Use Zone also contemplates a range of land uses, not just residential.
		<ul style="list-style-type: none"> <li><i>Indicated that the proposed rezoning would likely impact on current and future operations through potential complaints from future residents (south of the site).</i></li> </ul>	The proposed Mixed Use Zone envisages non-residential land uses such as DCI. Development Plan policy within the Desired Character statement, the Interface Between Land Uses and the Noise and Air Emissions Overlay seeks to protect existing non-residential land uses such as DCI from future sensitive uses such as residential development. This policy approach has been verified/supported by the EPA.
		<ul style="list-style-type: none"> <li><i>Indicated that the issue of noise is particularly important with regards to the potential rezoning as the EPA Noise policy for their site will change if there is a change to the zoning.</i></li> <li><i>Indicated that the current land use is at the threshold of the EPA Noise Policy.</i></li> </ul>	The proposed Mixed Use Zone envisages non-residential land uses such as DCI. Development Plan policy within the Desired Character statement, the existing Interface Between Land Uses and the proposed application of the Noise and Air Emissions Overlay seeks to protect existing non-residential land uses such as DCI from future sensitive uses such as residential development. This policy approach has been verified/supported by the EPA.
		<ul style="list-style-type: none"> <li><i>Indicated that the City needs places for people to work not just live and it is critical that employment lands are preserved.</i></li> </ul>	Noted. The draft DPA does not undermine that intent. The proposed Mixed Use Zone also contemplates a range of non-residential land uses, not just residential.
		<ul style="list-style-type: none"> <li><i>Indicated their concerns on policy that would restrict their current height limit requirements under the current zone.</i></li> </ul>	PDC 15 seeks to limit development next to sensitive land use such dwellings to within a building envelope similar to the building envelope within the existing Urban Employment Zone, with a maximum height of 15m (3m taller than the 12m maximum height guideline in the Urban Employment Zone).
		<ul style="list-style-type: none"> <li><i>Indicated that, if the draft DPA was going to proceed, it is important to protect existing land uses and their potential for expansion on their current operations.</i></li> </ul>	DCI has existing use rights. The proposed Mixed Use Zone envisages non-residential land uses such as DCI. There is also a range of planning policy

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		<ul style="list-style-type: none"> <li><i>Indicated that they would want to see appropriate policy amendments put in place to address their concerns.</i></li> </ul>	<p>proposed that will ensure different land uses co-exist harmoniously.</p> <p>The draft DPA proposes policy in the Desired Character statement referring to protection of existing employment generating activities that will remain from sensitive land uses, ensuring that such sensitive land uses are sited and designed to reduce the potential for adverse impacts such as noise from existing uses.</p> <p>Further amendments are proposed with this policy to further strengthen the acknowledgement of existing non-residential land uses in the locality.</p> <p>Development Plan policy within the Desired Character statement, the existing Interface Between Land Uses and the Noise and the proposed application of the Air Emissions Overlay seeks to protect existing non-residential land uses such as DCI from future sensitive uses such as residential development. This policy approach has been verified/supported by the EPA.</p>
2.	Mr Grazio Maiorano URPS – Director 12/154 Fullarton Road Rose Park SA 5067 Acting on behalf of Mr D Fraterman (the Proponent) Director Leander Investments Pty Ltd 344 – 354 Findon Road, Kidman Park	<ul style="list-style-type: none"> <li><i>Outlined that the Mixed Use Zone is not a Residential Zone.</i></li> <li><i>Indicated that the primary objective of the Mixed Use Zone was to create a functional and diverse area to accommodate a mix of light industry, warehouse, commercial and residential land uses.</i></li> <li><i>Outlined that Policy Area 9 envisages land uses that provide employment opportunities and the Precinct titled 'Village and Employment' envisages land uses that provide employment opportunities.</i></li> </ul>	<p>Noted, no changes proposed to the draft DPA.</p> <p>Noted, no changes proposed to the draft DPA.</p> <p>Noted, no changes proposed to the draft DPA.</p>
		<ul style="list-style-type: none"> <li><i>Outlined that the land owner currently has no development plans to determine what is going to happen at this rezoning process.</i></li> </ul>	<p>Noted, no changes proposed to the draft DPA.</p>
		<ul style="list-style-type: none"> <li><i>Emphasised that the existing land uses in the DPA affected area have existing land use rights.</i></li> </ul>	<p>Noted, no changes proposed to the draft DPA.</p>

		<ul style="list-style-type: none"> <li>Does not consider that the proposed expansion of the neighbouring data centre is threatened as it has existing approval.</li> </ul>	Noted, no changes proposed to the draft DPA.
		<ul style="list-style-type: none"> <li>Suggested that the data centre approval in 2016 was required to have regard to adjacent residential land uses to the north and west and considers that the draft DPA poses no material change.</li> <li>The approval was supported based on two separate noise assessments from the applicant and Council.</li> </ul>	Noted, no changes proposed to the draft DPA.
		<ul style="list-style-type: none"> <li>Outlined that the draft DPA proposes a Noise and Air Emissions Policy Overlay over the draft DPA affected area.</li> <li>The proposed policy requires future sensitive development to have regard to existing adjacent non -residential land uses by way of design through the planning assessment and through the building assessment via Section 78B Ministers Specification.</li> <li>Outlined that the EPA has not objected to the draft DPA.</li> </ul>	Noted, no changes proposed to the draft DPA.
		<ul style="list-style-type: none"> <li>The issue of building heights are noted from the submissions received and happy to review these matters.</li> </ul>	Noted and addressed in existing PDC 15.
		<ul style="list-style-type: none"> <li>Outlined with regards to the issue of ground level and stormwater management further investigations are proposed to be undertaken to understand the likely anticipated fill to dispose of stormwater.</li> </ul>	<p>Following a review of the issues raised in submissions relating to site levels a detailed survey was also undertaken of the levels of the existing site in the south-western corner of the affected area. The survey indicates that this part of the draft DPA affected area does sit higher than the adjoining residential properties.</p> <p>Additional policy is therefore proposed in the draft DPA within the Desired Character statement for the Urban Village Findon Policy Area 9 and a proposed new PDC in Precinct 50 Village Employment and Living to minimise impacts from development where topography is varied.</p>

**City of Charles Sturt**

**Draft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan  
Amendment (Privately Funded) Attachment B – Summary and Response to Public Meeting Submissions**

			It is considered that there is sufficient existing and proposed policy to ensure potential privacy and overshadowing issues can be considered during a future development assessment process.
3.	Ms Josephine Caruso 291 Findon Road Flinders Park SA 5025	<ul style="list-style-type: none"> <li>Indicated that she owned land direct adjacent to the proponent's land on the eastern side of Findon Road as well as the southern side on Olympia Street.</li> </ul>	Noted, no changes proposed to the draft DPA.
		<ul style="list-style-type: none"> <li>Outlined that everyone has interface issues and does not have a fundamental objection to the draft DPA and rezoning to a Mixed Use Zone.</li> </ul>	Noted, no changes proposed to the draft DPA.
		<ul style="list-style-type: none"> <li>Outlined her biggest issues is the truck movements from the DPA affected area that impact on her land now.</li> </ul>	Noted. The proposed Mixed Use Zone will still encourage both non-residential land uses as well as residential uses. However, more intensive land uses such as general industry and road transport terminals are not envisaged in this proposed zone.
		<ul style="list-style-type: none"> <li>Outlined there is an issue on the ground level of the proponent's land.</li> <li>Indicated that some time ago the proponent's land was filled by one metre from her land on Olympia Street.</li> <li>Concerned with future development and the impact of built form and height given the difference in levels with regards to privacy and overshadowing.</li> </ul>	<p>The potential for loss of privacy and overshadowing from new development can be considered at a future development proposal stage. Current policies in relation to privacy issues contained in the Charles Sturt Council Development Plan that can be applied in the assessment process are included within the General Section, Design and Appearance (PDC 11), Interface between Land Uses (PDC 3), Land Division (PDC 8(e)) and Residential Development (PDC 22). Current policies in relation to overshadowing issues contained in the Development Plan that can be applied in the assessment process are included within the General Section, Design and Appearance (PDC 2, 9, 10), Interface between Land Uses (PDC 3), Land Division (PDC 8(e)).</p> <p>The Mixed Use Zone also contains policy within the Desired Character statement which seeks development to minimise impacts on the amenity of properties in Residential Zones. Urban Village Findon Policy Area 9 seeks development to integrate with adjacent neighbourhoods.</p>

			<p>The draft DPA also proposes a number of additional policies that will be able to be used in the development assessment process to minimise interface impacts. These in summary include:</p> <ul style="list-style-type: none"> <li>• Two storey limitation on residential development adjacent to existing residential areas (25m distance).</li> <li>• Provide guidance on setbacks from rear and side boundaries, with upper storeys requiring increased setbacks.</li> </ul> <p>Following a review of the issues raised a detailed survey was also undertaken of the levels of the existing site in the south-western corner of the affected area. The survey indicates that this part of the draft DPA affected area does sit higher than the adjoining residential properties.</p> <p>Additional policy is therefore proposed in the draft DPA within the Desired Character statement for the Urban Village Findon Policy Area 9 and a proposed new PDC in Precinct 50 Village Employment and Living to minimise impacts from development where topography is varied.</p> <p>It is considered that there is sufficient existing and proposed policy to ensure potential privacy and overshadowing issues can be considered during a future development assessment process.</p>
		<ul style="list-style-type: none"> <li>• <i>Outlined that the nature of Findon Road was changing with DPTI preparing new bike lanes and turning lanes.</i></li> <li>• <i>Concerned with the additional traffic congestion from the draft DPA affected area onto Findon Road and that alternative access should be considered.</i></li> </ul>	<p>Noted.</p> <p>Road frontage for land contained within the draft DPA affected area is predominantly via Findon Road only with the exception of several parcels which have frontage to Keele Place that connects to Findon Road. DPTI's submission did not raise access onto Findon Road as an issue. The draft policy envisages two key access points from the draft DPA affected area and encourages the provision of an internal road</p>

**City of Charles Sturt**

**Draft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan  
Amendment (Privately Funded) Attachment B – Summary and Response to Public Meeting Submissions**

			<p>network from future development to access these points.</p> <p>In relation to the issue of traffic congestion, further information was also prepared by CIRQA in the form of a revised SIDRA analysis based on the DPTI's submission comments. Given the overall improvement in the Degree of Saturation, there is opportunity to alter the traffic light phasing times, which would reduce the saturation for the Findon Road (south) right turn movement to 0.889 (i.e. less than 1.0). Importantly, this also means that traffic volumes do not result in any single movement increasing above a Degree of Saturation of 1.0. Those movements that exceed 1.0 already do so and will not be worsened. CIRQA concluded in its advice that given the improvement to traffic conditions associated with the subject DPA, it not does not consider that there are upgrade warrants associated with the proposed rezoning.</p> <p>The findings from the CIRQA traffic investigations have confirmed that anticipated additional traffic can be accommodated on Findon Road.</p>
		<ul style="list-style-type: none"> <li><i>Indicated preference for less industrial land uses and more residential land uses.</i></li> </ul>	<p>Noted. The proposed Mixed Use Zone encourages both non-residential land uses as well as residential uses. However, more intensive land uses such as general industry and road transport terminals are not envisaged in this proposed zone.</p>
4.	Mr Trevor Smith 9 Olympia Street Kidman Park SA 5025	<ul style="list-style-type: none"> <li><i>Raised an issue about urban infill occurring within his neighbourhood and the impacts he is experiencing on the quality of life such as increased traffic congestion and increased on-street car parking.</i></li> </ul>	<p>Development on the land proposed for rezoning will be separated from Olympia Street (i.e. the streets will not connect), so that there will be negligible impact on this street in terms of traffic and parking.</p>
		<ul style="list-style-type: none"> <li><i>Indicated that his objection to the draft DPA is the residential component.</i></li> </ul>	<p>Noted. The proposed Mixed Use Zone encourages both non-residential land uses as well as residential uses.</p>
		<ul style="list-style-type: none"> <li><i>Outlined his frustrations with accessing nearby arterial roads such as Grange Road and Findon Road.</i></li> </ul>	<p>Noted. The findings from the CIRQA traffic investigations highlights that the potential redevelopment of the affected area resulting from the</p>

**City of Charles Sturt**

**Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan Amendment (Privately Funded)**

***Attachment B – Summary and Response to public Meeting Submissions***

		<ul style="list-style-type: none"><li>• <i>Seeking access from the draft DPA only from Findon Road and not Frogmore Road.</i></li><li>• <i>Indicated that a lot of traffic flows onto Frogmore Road to avoid the Findon Road and Grange Road intersection.</i></li></ul>	<p>draft DPA will improve the overall efficiency the Findon/Grange Roads intersection.</p> <p>Vehicular access from land contained within the draft DPA affected area will be from Findon Road and not from Frogmore Road.</p> <p>Noted.</p>
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## Attachment C – Timeframe Report

### SCPA Timeframe Report: Process B – without consultation approval / 1 Step

The SOI was agreed by the Minister and Council on 9 October 2018.

Key steps	Period agreed to in SOI	Actual time taken	Reason for difference (if applicable)
Investigations conducted and DPA prepared	12 Weeks	23 Weeks	
Agency and public consultation period (report on any delays incurred by agencies)	8 weeks	8 weeks	N/A
Public Hearing held, submissions summarised and DPA amended in accordance with Council's assessment of submissions. <i>Summary of Consultations and Proposed Amendments</i> submitted to Minister for approval.	8 weeks	13 weeks	Additional advice/investigations were undertaken after the Public Meeting to respond to matters raised through the submissions received.

## Schedule 4a Certificate

**CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER  
DEVELOPMENT REGULATIONS 2008  
SCHEDULE 4A**

*Development Act 1993 – Section 25 (10) – Certificate - Public Consultation*

**CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A  
DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC CONSULTATION**

I Paul Sutton, as Chief Executive Officer of the City of Charles Sturt, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

- (a) accord with the Statement of Intent (as agreed between the City of Charles Sturt and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the *Development Regulations 2008*; and
- (b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and
- (c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
- (d) complement the policies in the Development Plans for adjoining areas; and
- (e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the *Development Act 1993*.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act:

- Jim Gronthos, Senior Policy Planner

DATED this 1 day of MARCH 2019

  
.....  
Chief Executive Officer

## Attachment E – Schedule 4B Certificate

### Schedule 4B—Certificate—section 25(14)(b)

#### **Certificate of chief executive officer that an amendment to a Development Plan is suitable for approval**

I, Paul Sutton, as Chief Executive Officer of the City of Charles Sturt, certify, in relation to the proposed amendment or amendments to Charles Sturt Council Development Plan as last consolidated on 13 September 2018, referred to in the report accompanying this certificate—

- (a) that the Council has complied with the requirements of section 25 of the Development Act 1993 and that the amendment or amendments are in a correct and appropriate form; and
- (b) in relation to any alteration to the amendment or amendments recommended by the Council in its report under section 25(13)(a) of the Act, that the amendment or amendments (as altered)—
  - (i) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that relates to the amendment or amendments has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the report of the Council; and
  - (ii) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and
  - (iii) complement the policies in the Development Plans for adjoining areas; and
  - (iv) satisfy the other matters (if any) prescribed under section 25(14)(b)(ii) of the Development Act 1993; and
- (c) that the report by the Council sets out a comprehensive statement of the reasons for any failure to complying with any time set for any relevant step under section 25 of the Act; and
- (d) that the following person or persons have provided professional advice to the Council for the purposes of section 25(13)(a) of the Act:

Date:

.....

Paul Sutton  
Chief Executive Officer

## **Attachment F – Additional Matters and Investigations**

**Ref: 18270|BNW**

16 July 2019

Mr Dennis Chung  
IBS Planning and Projects  
PO Box 111  
BURNSIDE SA 5066

Dear Dennis,

## **DEVELOPMENT PLAN AMENDMENT FINDON ROAD, KIDMAN PARK NORTH**

I refer to the Development Plan Amendment (DPA) proposed for land adjacent Findon Road, Kidman Park North. Specifically, this letter provides additional information in relation to the transport investigations prepared in support of the DPA.

A previous Transport Investigations report was prepared by CIRQA in February 2019 in support of the proposed rezoning of the subject land. Following receipt of the DPA investigations, the Transport Assessment section of the Department of Planning, Transport and Infrastructure (DPTI) provided a response to Traffic matters associated with the proposal. Specifically, DPTI noted that there were Degrees of Saturation above 1.0 for intersections associated with the Scenario 1 modelling (subject DPA only) and the Scenario 2 modelling (subject DPA plus ALDI and Metcash DPAs). Accordingly, DPTI requested that additional analysis be provided to identify treatments to ameliorate the conditions and identify apportioning of the associated costs between each DPA proponent.

Primarily, in response to the DPTI comments, it is noted that DPTI raised concern regarding the identified oversaturation of the Findon Road/Grange Road intersection for both Scenario 1 and Scenario 2. However, DPTI (in its response) did not acknowledge the existing capacity constraints identified for the 'base case' modelling (i.e. a number of movements were also identified as being oversaturated for this existing situation). In fact, the previous analysis suggested that the rezoning of the site and full ultimate development would actually improve overall conditions at the intersection of Findon Road/Grange Road (due to reduced commercial vehicle movements and alterations in the distribution of movements resulting from future development).

While conditions associated with some of the movements were worsened in Scenario 2, this was associated with the Metcash and ALDI DPAs (in fact the subject rezoning and subsequent redevelopment would result in an overall slight increase in capacity to accommodate the Metcash and ALDI related traffic volumes).

Subsequent to the provision of the DPTI comments, a meeting was held with representatives of DPTI (both planning and transport), the City of Charles Sturt, the planning consultant (IBS Planning and Projects) and CIRQA. The DPTI comments and CIRQA's response regarding consideration of the 'base case' were discussed. It was agreed by all parties that CIRQA would provide a subsequent supplementary letter (this letter) detailing further information regarding the impacts of the proposal on the intersection of Findon Road/Grange Road. In particular, DPTI identified a preference for improved conditions associated with the right turn movement on Findon Road (south) during the am period (the only movement identified in the modelling that was below a Degree of Saturation of 1.0 in the 'base case', but was higher than 1.0 in the Scenario 1 modelling). DPTI was comfortable with the outcomes of the assessment in relation to the other intersections assessed.

In order to illustrate the (generally positive) impacts of the rezoning (and subsequent redevelopment), Tables 1 and 2 summarise the difference in Degrees of Saturation for each movement during the am and pm peak hours, respectively, at the subject intersection for the base case and Scenario 1 models (as identified from the models presented in the original DPA transport investigations report).

**Table 1 – Summary of AM peak hour Degree of Saturation results**

Arm	Movement	Base Case	Scenario 1	Difference
		Degree of Saturation (v/c)	Degree of Saturation (v/c)	
Findon Road (South)	L	0.412	0.403	-0.009
	T	1.389	1.357	-0.032
	R	0.797	1	0.203
Grange Road (East)	L	0.659	0.672	0.013
	T	0.659	0.672	0.013
	R	0.507	0.507	0
Findon Road (North)	L	0.548	0.491	-0.057
	T	1.36	1.219	-0.141
	R	0.726	0.726	0
Grange Road (West)	L	1.092	1.083	-0.009
	T	1.092	1.083	-0.009
	R	0.733	0.757	0.024
Overall Intersection		1.389	1.357	-0.032

*Table 2 - Summary of PM peak hour Degree of Saturation results*

Arm	Movement	Base Case	Scenario 1	Difference
		Degree of Saturation (v/c)	Degree of Saturation (v/c)	
Findon Road (South)	L	0.377	0.37	-0.007
	T	1.271	1.246	-0.025
	R	0.508	0.502	-0.006
Grange Road (East)	L	1.097	1.139	0.042
	T	1.097	1.139	0.042
	R	0.681	0.755	0.074
Findon Road (North)	L	0.6	0.588	-0.012
	T	1.489	1.458	-0.031
	R	1.151	1.076	-0.075
Grange Road (West)	L	0.71	0.729	0.019
	T	0.71	0.729	0.019
	R	0.8	0.95	0.15
Overall Intersection		1.489	1.458	-0.031

Notably, the table identifies the following key outcomes:

- 8 and 6 of the 12 possible movements for the am and pm peak hours, respectively, are either improved or not changed in Scenario 1 compared to the base case;
- of the remaining (worsened) movements, the increases in Degree of Saturation are generally low (typically increases of 0.15 or less with the exception of the southern Findon Road approach right turn);
- the overall Degree of Saturation for the am and pm peak hours are both improved in Scenario 1 (i.e. the rezoning and ultimate development improve overall intersection capacity).

As noted by DPTI, the only movement that is currently below saturation but reaches oversaturation in the Scenario 1 is the right turn from Findon Road (south) in the am period. It should be noted that the original SIDRA modelling did not include alterations of the existing intersection phasing arrangements. Given the overall improvement in the Degree of Saturation there is opportunity to reassign phase times at the intersection. Notably, there is additional capacity associated with the 'G' signal phase which relates to diamond overlap right turns from the two Grange Road approaches.

A revised SIDRA analysis has been prepared on the basis of reassignment of a small proportion of phase time for "G" to phase "E" (which includes the right turn from the southern Findon Road approach). These phasing alterations result in the Degree of Saturation for the Findon Road (south) right turn movement to 0.889 (compared to the

previous Scenario 1 result of 1.0). The right turns on both Grange Road approaches remain with Degrees of Saturation of less than 0.9. Notably, there is additional overall improvement to conditions when comparing the revised Scenario 1 model to the base case results. The updated am period modelling results are summarised in Table 2 (full SIDRA output sheets are attached).

*Table 3 - Revised AM peak hour modelling results based on altered phasing*

Arm	Movement	Base Case	Scenario 1	Difference
		Degree of Saturation (v/c)	Degree of Saturation (v/c)	
Findon Road (South)	L	0.412	0.392	-0.02
	T	1.389	1.321	-0.068
	R	0.797	0.889	0.092
Grange Road (East)	L	0.659	0.691	0.032
	T	0.659	0.691	0.032
	R	0.507	0.6	0.093
Findon Road (North)	L	0.548	0.486	-0.062
	T	1.36	1.205	-0.155
	R	0.726	0.665	-0.061
Grange Road (West)	L	1.092	1.083	-0.009
	T	1.092	1.083	-0.009
	R	0.733	0.869	0.136
Overall Intersection		1.389	1.321	-0.068

On the basis of the above, it can be seen that the Scenario 1 traffic volumes do not result in any single movement increasing above a Degree of Saturation of 1.0. The only movements above 1.0 in the am and pm peak hours are already above this level in the 'base case' models. Furthermore, it is reiterated that overall conditions are improved in the Scenario 1 peak hours compared to the 'base case'.

In summary, it is considered that the findings of the original transport investigations remain valid and are reinforced by the additional analysis undertaken. Notably, the analysis indicates that the Scenario 1 volumes result in an overall improvement to the intersection of Findon Road/Grange Road. The revised analysis indicates that changes to the phasing arrangements could also address the oversaturation previously identified for the right turn from the southern approach of Findon Road during the am peak (noted by DPTI as its primary concern). Given the improvement to traffic conditions associated with the subject DPA, I do not consider that there are upgrade warrants associated with the proposed rezoning. While Scenario 2 modelling had identified additional traffic impacts, these were primarily associated with the assumed Metcash DPA volumes which can be more appropriately addressed through the separate transport investigations associated with that DPA.



Please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,



**BEN WILSON**

Director | CIRQA Pty Ltd

# INTERSECTION SUMMARY



**Site: TS048 [Grange Rd / Findon Rd - AM -SV +SD - Phase adjustment]**

AM -SV +SD

Signals - Actuated Isolated Cycle Time = 120 seconds (User-Given Phase Times)

Intersection Performance - Hourly Values			
Performance Measure	Vehicles	Pedestrians	Persons
Travel Speed (Average)	19.5 km/h	1.9 km/h	19.2 km/h
Travel Distance (Total)	4114.6 veh-km/h	8.1 ped-km/h	4945.5 pers-km/h
Travel Time (Total)	211.1 veh-h/h	4.3 ped-h/h	257.6 pers-h/h
Demand Flows (Total)	4035 veh/h	211 ped/h	5052 pers/h
Percent Heavy Vehicles (Demand)	3.6 %		
Degree of Saturation	1.321	0.044	
Practical Spare Capacity	-31.9 %		
Effective Intersection Capacity	3055 veh/h		
Control Delay (Total)	131.78 veh-h/h	2.58 ped-h/h	160.72 pers-h/h
Control Delay (Average)	117.6 sec	44.2 sec	114.5 sec
Control Delay (Worst Lane)	338.9 sec		
Control Delay (Worst Movement)	305.4 sec	48.7 sec	305.4 sec
Geometric Delay (Average)	2.3 sec		
Stop-Line Delay (Average)	115.3 sec		
Idling Time (Average)	115.2 sec		
Intersection Level of Service (LOS)	LOS F	LOS E	
95% Back of Queue - Vehicles (Worst Lane)	73.6 veh		
95% Back of Queue - Distance (Worst Lane)	532.2 m		
Queue Storage Ratio (Worst Lane)	0.65		
Total Effective Stops	4882 veh/h	181 ped/h	6040 pers/h
Effective Stop Rate	1.21 per veh	0.86 per ped	1.20 per pers
Proportion Queued	0.96	0.86	0.96
Performance Index	607.0	5.3	612.3
Cost (Total)	6735.86 \$/h	108.47 \$/h	6844.33 \$/h
Fuel Consumption (Total)	582.9 L/h		
Carbon Dioxide (Total)	1380.3 kg/h		
Hydrocarbons (Total)	0.141 kg/h		
Carbon Monoxide (Total)	1.402 kg/h		
NOx (Total)	2.006 kg/h		

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Intersection Performance - Annual Values			
Performance Measure	Vehicles	Pedestrians	Persons
Demand Flows (Total)	1,936,674 veh/y	101,053 ped/y	2,425,061 pers/y
Delay	63,255 veh-h/y	1,240 ped-h/y	77,146 pers-h/y
Effective Stops	2,343,546 veh/y	86,716 ped/y	2,898,971 pers/y
Travel Distance	1,974,993 veh-km/y	3,865 ped-km/y	2,373,857 pers-km/y
Travel Time	101,334 veh-h/y	2,066 ped-h/y	123,667 pers-h/y
Cost	3,233,213 \$/y	52,065 \$/y	3,285,278 \$/y
Fuel Consumption	279,795 L/y		
Carbon Dioxide	662,547 kg/y		
Hydrocarbons	68 kg/y		
Carbon Monoxide	673 kg/y		
NOx	963 kg/y		

# MOVEMENT SUMMARY



**Site: TS048 [Grange Rd / Findon Rd - AM -SV +SD - Phase adjustment]**

AM -SV +SD

Signals - Actuated Isolated Cycle Time = 120 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Findon Road (S)											
1	L2	169	5.0	0.392	30.4	LOS C	7.0	51.2	0.82	0.80	40.2
2	T1	502	3.8	1.321	305.4	LOS F	73.6	532.2	0.98	1.98	9.7
3	R2	293	4.0	0.889	59.8	LOS E	17.2	124.5	0.99	0.87	29.9
Approach		964	4.0	1.321	182.6	LOS F	73.6	532.2	0.96	1.44	14.6
East: Grange Road (E)											
4	L2	160	5.9	0.691	53.2	LOS D	15.0	109.8	0.93	0.93	32.6
5	T1	481	3.9	0.691	43.0	LOS D	16.5	119.3	0.91	0.82	34.9
6	R2	147	2.1	0.600	37.2	LOS D	5.5	39.2	0.96	0.78	36.7
Approach		788	4.0	0.691	44.0	LOS D	16.5	119.3	0.92	0.83	34.7
North: Findon Road (N)											
7	L2	117	1.8	0.486	51.3	LOS D	10.3	74.0	0.88	0.89	33.2
8	T1	500	3.6	1.205	198.1	LOS F	53.3	384.2	0.97	1.58	13.7
9	R2	236	4.5	0.665	56.0	LOS E	13.0	94.2	0.95	0.82	30.9
Approach		853	3.6	1.205	138.7	LOS F	53.3	384.2	0.96	1.28	17.9
West: Grange Road (W)											
10	L2	248	3.0	1.083	107.4	LOS F	50.4	362.6	1.00	1.19	17.7
11	T1	882	3.3	1.083	121.5	LOS F	53.2	383.2	1.00	1.35	18.1
12	R2	299	2.1	0.869	38.7	LOS D	12.5	88.8	0.98	0.87	36.1
Approach		1429	3.0	1.083	101.7	LOS F	53.2	383.2	1.00	1.23	20.1
All Vehicles		4035	3.6	1.321	117.6	LOS F	73.6	532.2	0.96	1.21	19.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	40.1	LOS E	0.1	0.1	0.82	0.82	
P2	East Full Crossing	53	47.8	LOS E	0.2	0.2	0.89	0.89	
P3	North Full Crossing	53	40.1	LOS E	0.1	0.1	0.82	0.82	
P4	West Full Crossing	53	48.7	LOS E	0.2	0.2	0.90	0.90	
All Pedestrians		211	44.2	LOS E			0.86	0.86	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Ref: S42534 / 263705

27/08/2019

Dennis Chung  
Leander Investments Pty Ltd  
PO Box 111  
BURNSIDE SA 5066

Dear Dennis

**Re: Preliminary finished level for proposed development at 344-354 Findon Road, KIDMAN PARK, SA 5025**

FMG Engineering (FMG) has been engaged by Leander Investment to undertake a preliminary finished level investigation for 344-354 Findon Road, Kidman Park. The subject site is currently the operation hub for Hunter Self Storage, Hunter Express, Central Freight Management Services and The West Movement. The subject site fronts Findon Road and is approximately 2.62 hectares in total area.

This site is part of a number of properties currently undergoing development plan amendment (DPA) and as such, the purpose of this investigation is to provide a preliminary finished level for this parcel of land. Council has requested that the landowner provide:

- Information on the existing finished site levels of the subject land which will provide an indication on whether there will be a need for a retaining wall and how high the retaining wall would be in order to assess its overall impact of the new dwellings to be built on the new allotments abutting the western and southern property boundaries;

A survey of the site was obtained and is attached as Appendix A for reference.

FMG had cut a few cross sections along the northern, western and southern boundary of the subject site, as attached in Appendix B. Additionally, FMG had prepared two cross sections across the site along the west – east (Section A-A) and north – south (Section B-B).

It should be noted that currently there is no proposed division layout plan available for an in-depth assessment. Therefore, FMG had made some assumptions on the overall layout of the proposed development.

FMG had assumed the following;

1. The longest run of road carriageway for the site is assumed to be an L-shape configuration from the south-western corner of this site, along the western boundary, and towards northern boundary toward Findon Road. This is approximately 280m of longest length of road.
2. Assumed allotment size of 300m<sup>2</sup>.

3. Assumed that the stormwater generated to the site is to discharge onto Findon Road, with watertable level around 8.10.
4. Assume min site gradient of 0.50% for drainage purposes.

Council has previously provided 5 queries, FMG's responses are in blue for reference;

Q1: Current level at the boundary

R1: Level at the

- Western boundary – 8.10 (from the south) to 7.60 (to the north)
- Northern boundary – 7.60 (from the west) to 8.35 (to the east, or Findon Road)
- Eastern boundary (Findon Road) – 8.35 (from the north) to 8.80 (to the south)
- Southern boundary – 8.80 (from Findon Road) to 8.10 (to the west)

Q2: Current level of mound

R2: Top of mound varies from 9.60 (south) to 9.20 (north)

Q3: Current level of existing industrial building.

R3: Varies from 8.50 to 8.80 as FFL

Q4: Proposed level of future development to grade stormwater to Findon Road.

R4: Based on the assumption as stated prior, the furthest allotment from Findon Road would be at approximately 9.90 FFL.

Q5: Overall height difference between future FFL and the level at the rear boundary (is it 200mm from the top of existing mound?)

R4: Using Section Line 1 as a reference, the overall height difference between future development and the existing level at the western properties is about 1.80m in difference. The mound at this point is approximately 9.60, therefore the final future FFL is about 200mm higher than the current level of the mound.

FMG has also undertaken an assessment of possible means to reduce the height of the retaining wall along the western boundary, and below is the summary of the required set back distance based on a batter of 1 in 3, refer to Appendix C for clarification

1. At retaining wall height of 0.5m, the set back required is close to 4m
2. At retaining wall height of 0.6m, the set back required is approximately 3.6m
3. At retaining wall height of 1m, the set back required is about 2.4m.

However, with the back of the allotment being battered back to reduce the retaining wall height, there is a need for adequate draining to ensure that the adjacent property will not be inundated with stormwater. Possible means of undertaking this could be either to collect the runoff from the back of the allotments along the western boundary and connect it to an existing drainage easement on the north-western corner (as shown in Appendix D, Certificate of title). The alternative would be to drain this to a pump sump at the north western corner and pump the stormwater runoff to the street water table on Findon Road.

Client: Leander Investments Pty Ltd  
Site: 344-354 Findon Road, KIDMAN PARK, SA 5025

This investigation is limited to the required finished level for the site based on FMG's previous experience and technical expertise. This preliminary investigation was undertaken in absence of any proposed division plan and therefore is subject to further assessment. The levels as stated in this investigation are preliminary in nature and is therefore subject to further design refinement and should be taken as a high level information.

Yours sincerely

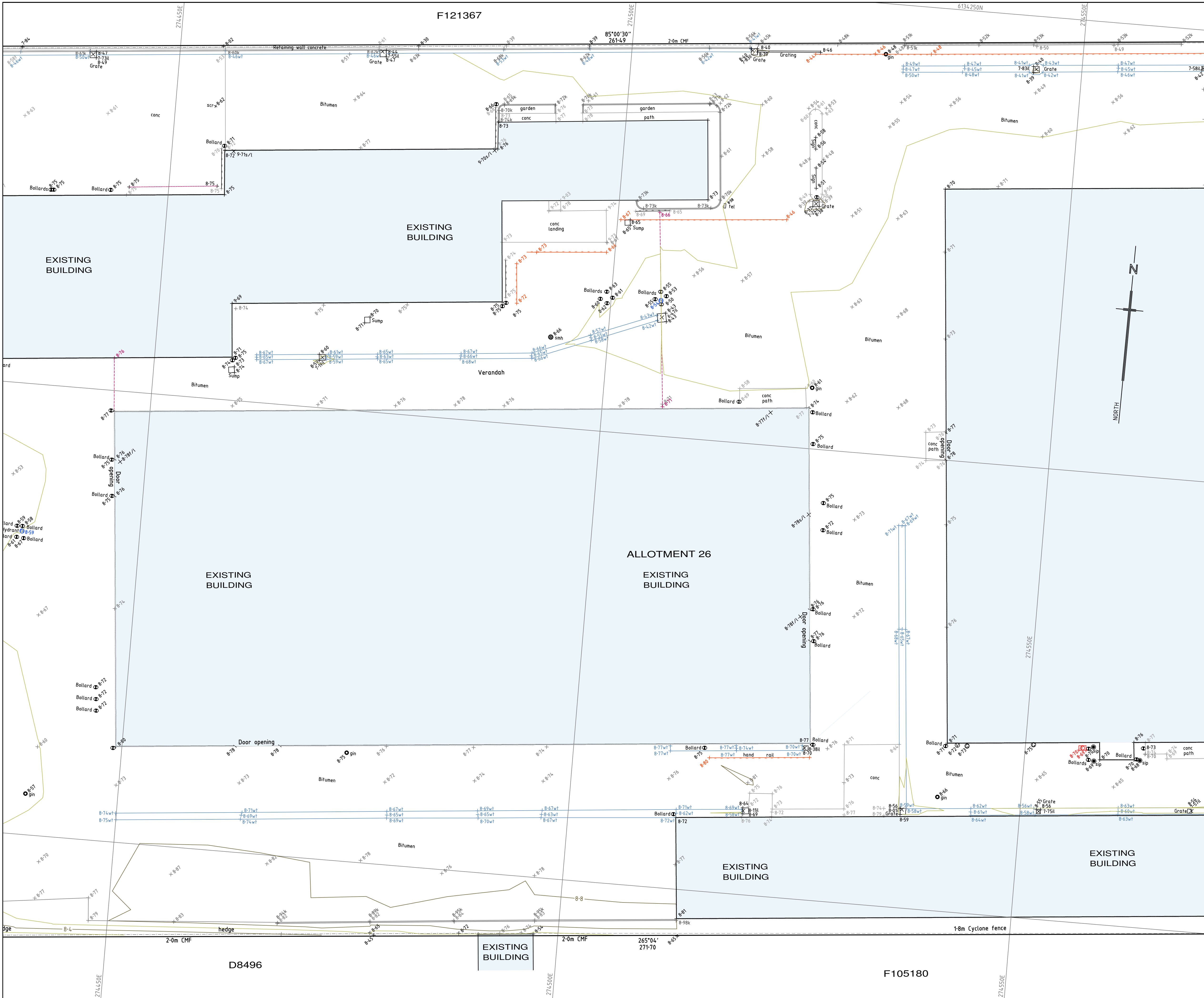


**Hong-Yip Ng**  
Civil Team Leader  
FMG Engineering

Enclosed

- Appendix A – Site Survey
- Appendix B – Sections
- Appendix C – Retaining wall variations
- Appendix D – Certificate of title





### LEGEND

Permanent survey mark

Temporary bench mark

Peg

Spike

Metal pin

GI nail

Masonry nail

Drill hole

Scribe

Text

Picket

Spot height

Unknown point

Grated inlet pit

Domestic outlet

Invert

Downpipe - open

Downpipe - underground

Sump

Stormwater IP

Stormwater manhole

Sign

Letter box

Traffic light

Speed camera

TSA junction box

Bollard

Phone box

Floor level

Step level

Waterable level

Back of kerb

Rubbish bin

Flagpole

Column centres

Stable pole

Light pole

ETSA pillar

ETSA service

ETSA cable marker

ETSA earth

Telstra JB

Telstra pillar

Telstra cable marker

Communication JB

Gas meter

Gas service

Gas marker

Sewer manhole

Sewer IP

Sewer IO

Gully trap

Sewer vent

Sewer marker

Stop valve

Fire hydrant

Control valve

Fire hose

Water meter

Tap

Garden control

Sprinkler

Bore

Water marker

Railway signal pole

Railway signal box

Railway signal marker

Fuel pump

Fill point

Dip point

Air vent

Cathodic Protection

Wooden pole

Offset line

Grid line

Top of bank

Bottom of bank

Change of grade

Top of levee bank

Bottom of levee bank

Edge of vegetation

Centreline creek/drain

Edge of water

Stormwater pipe

Bridge deck

Edge of bitumen

Edge of unmade road/track

Edge of shoulder

Waterable

Back of kerb

Edge of gravel

Edge of concrete

Edge of pavers

Underground TSA

Building

Building GI

Verandah/Pergola

Landing

Carport

Door opening

Eaves

Roof outline

Edging sleeper/log/concrete

Underground ETSA

Overhead ETSA

Underground Telstra

Overhead Telstra

U/G communication cables

O/H communication cables

Underground gas

Underground sewer pipe

Above-ground sewer pipe

Underground water pipe

Above-ground water pipe

Railway track

Underground railway cables

Above-ground railway cables

Underground fuel pipe

Above-ground fuel pipe

Unknown trench, service etc

Brick fence

Stone fence

Cyclone fence

Post & wire fence

Brush fence

Picket fence

Tabular fence

GI fence

Colorbond fence

Log fence

Guardrail

Giveaway line

Continuity

Lane line 9x3

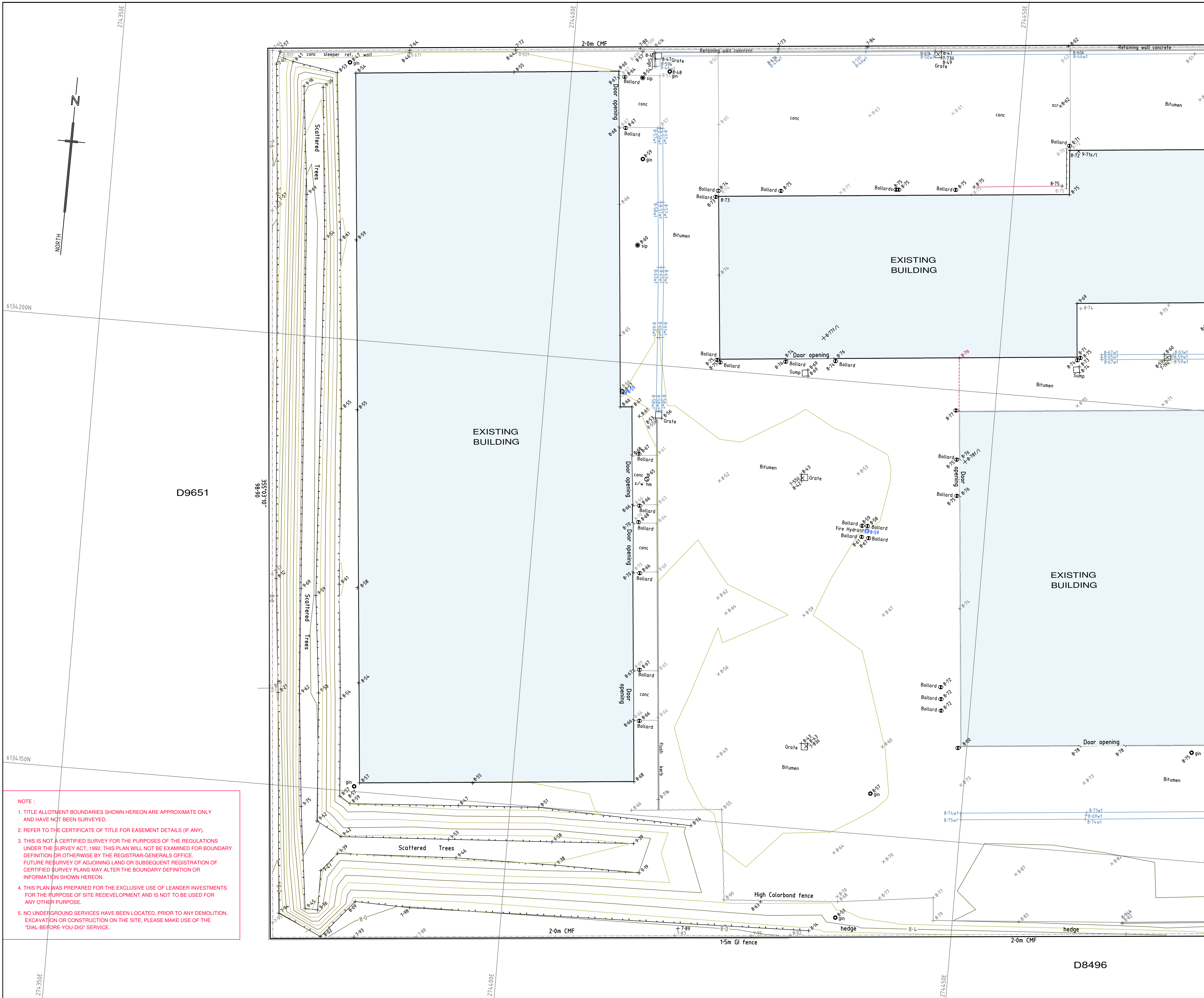
Lane line 6x6

**DIAL1100**  
BEFORE YOU DIG

REV.	DATE	DESCRIPTION	LC (Y/N)	BY
Client	LEANDER INVESTMENTS			
Project Description				
DETAIL SURVEY				
No. 344 FINDON ROAD				
KIDMAN PARK				
ALLOTMENT 26 IN F120845				
THIS IS SHEET 2 OF 3 SHEETS				
Drawing Scale 1 : 200m		Original Sheet Size A1		
0 4 8 12 16 20		Metres		
Notes				
Contour interval = 0.2				
Levels are based on the Australian Height Datum derived from P.S.M. 6628/8378				
Adopted elevation = 8.133m				
		465b South Road Kewick 5035 South Australia		
Phone		(08) 8293 2939		
Facsimile		(08) 8293 2949		
Email		info@statesurveys.com.au		
Coord. Datum: M.G.A.		Surveyed: NP/AP/EF 12.07.19		
Height Datum: A.H.D.		Calculated: EF 15.07.19		
CALC File: 19225 DETAIL		Drawn: AP 15.07.19		
DWG File: 19225 DETAIL		Checked:		
Job Number		Revision		

19225





### LEGEND

Permanent survey mark

Temporary bench mark

Peg

Spike

GI nail

Masonry nail

Drill hole

Scribe

Text

Picket

Spot height

Unknown point

Grated inlet pit

Domestic outlet

Invert

Downpipe - open

Downpipe - underground

Sump

Stormwater IP

Stormwater manhole

Sign

Letter box

Traffic light

Speed camera

TSA junction box

Bollard

Phone box

Floor level

Step level

Waterable level

Back of kerb

Rubbish bin

Flagpole

Column centres

Stable pole

Light pole

ETSA pillar

ETSA service

ETSA cable marker

ETSA earth

Telstra JB

Telstra pillar

Telstra cable marker

Communication JB

Gas meter

Gas service

Gas marker

Sewer manhole

Sewer IP

Sewer IO

Gully trap

Sewer vent

Sewer marker

Stop valve

Fire hydrant

Control valve

Fire hose

Water meter

Tap

Garden control

Sprinkler

Bore

Water marker

Railway signal pole

Railway signal box

Railway signal marker

Fuel pump

Fill point

Dip point

Air vent

Cathodic Protection

Wooden pole

Offset line

Grid line

Top of bank

Bottom of bank

Change of grade

Top of levee bank

Bottom of levee bank

Edge of vegetation

Edge of lawn

Centreline creek/drain

Edge of water

Stormwater pipe

Bridge deck

Edge of bitumen

Edge of unmade road/track

Edge of shoulder

Waterable

Back of kerb

Edge of gravel

Edge of concrete

Edge of pavers

Underground TSA

Building

Building GI

Verandah/Pergola

Landing

Carport

Door opening

Eaves

Roof outline

Edging sleeper/log/concrete

Underground ETSA

Overhead ETSA

Underground Telstra

Overhead Telstra

U/G communication cables

O/H communication cables

Underground gas

Underground sewer pipe

Above-ground sewer pipe

Underground water pipe

Above-ground water pipe

Railway track

Underground railway cables

Above-ground railway cables

Underground fuel pipe

Above-ground fuel pipe

Unknown trench, service etc

Brick fence

Stone fence

Cyclone fence

Post & wire fence

Brush fence

Picket fence

Tubular fence

GI fence

Colorbond fence

Log fence

Guardrail

Gateway line

Continuity

Lane line 9x3

Lane line 6x6

Fence post

Stump

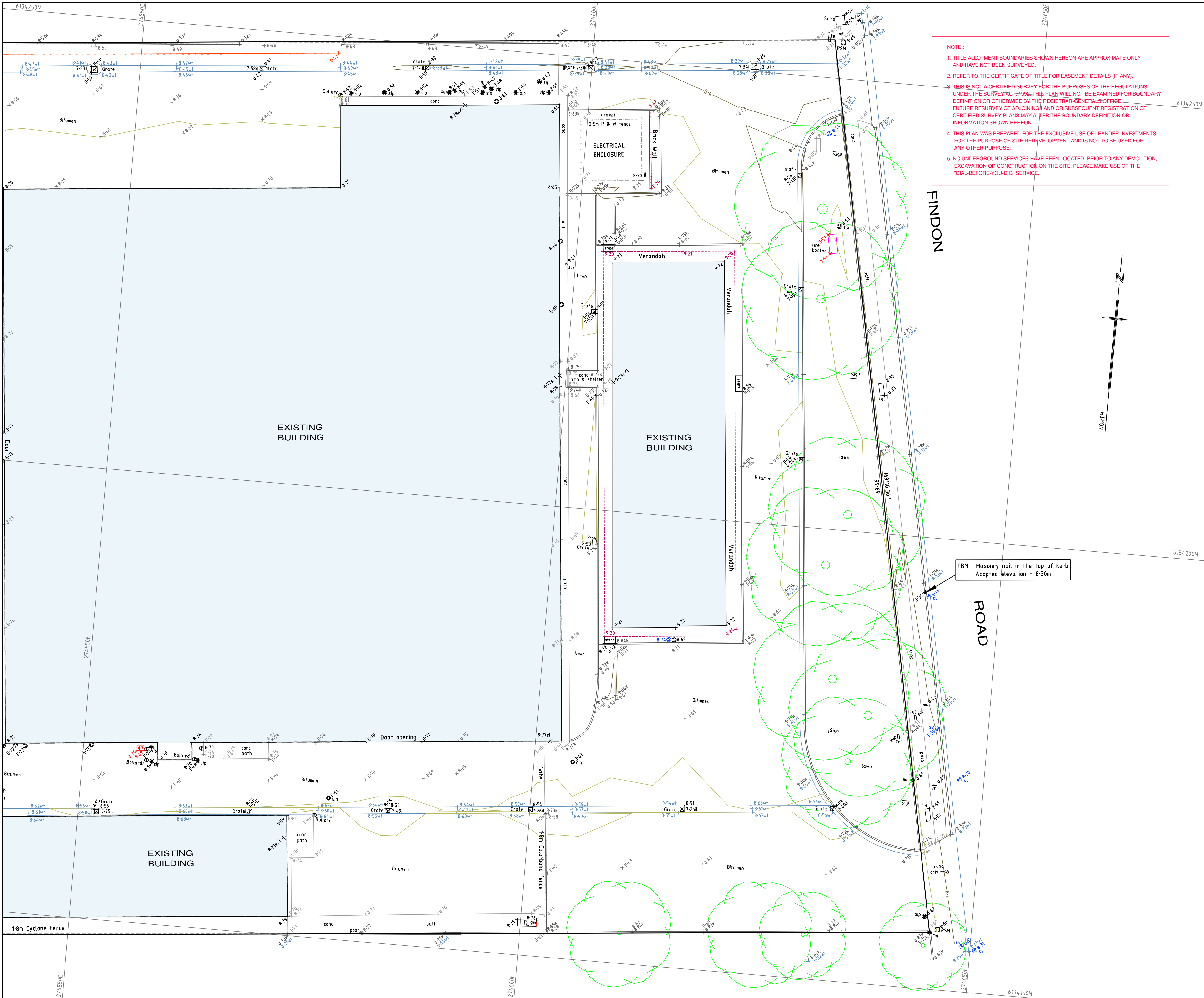
Tree

Shrub

REV.	DATE	DESCRIPTION	LC (Y/N)	BY
Client	LEANDER INVESTMENTS			
Project Description				
DETAIL SURVEY				
No. 344 FINDON ROAD				
KIDMAN PARK				
ALLOTMENT 26 IN F120845				
THIS IS SHEET 1 OF 3 SHEETS				
Drawing Scale 1 : 200m				
Original Sheet Size A1				
0 4 8 12 16 20				
Scale Metres				
Notes				
Contour interval = 0.2				
Levels are based on the Australian Height Datum derived from P.S.M. 6628/8378				
Adopted elevation = 8.133m				
STATE SURVEYS				
465b South Road				
Kewwick 5035				
South Australia				
Phone (08) 8293 2939				
Facsimile (08) 8293 2949				
Email info@statesurveys.com.au				
Coord. Datum: M.G.A.				
Surveyed: NP/AP/EF 12.07.19				
Height Datum: A.H.D.				
Calculated: EF 15.07.19				
CALC File: 19225 DETAIL				
Drawn: AP 15.07.19				
DWG File: 19225 DETAIL				
Checked:				
Job Number				
Revision				

19225





NOTE:

1. TITLE ALLOTMENT BOUNDARIES SHOWN HEREON ARE APPROXIMATE ONLY AND HAVE NOT BEEN SURVEYED.
2. REFER TO THE CERTIFICATE OF TITLE FOR EASEMENT DETAILS (IF ANY).
3. THIS IS NOT A CERTIFIED SURVEY FOR THE PURPOSES OF THE REGULATIONS UNDER THE SURVEY ACT, 1992. THIS PLAN WILL NOT BE EXAMINED FOR BOUNDARY DEFINITION OR OTHERWISE BY THE REGISTRAR GENERAL'S OFFICE. FUTURE RESURVEY OF ADJOINING LAND OR SUBSEQUENT REGISTRATION OF CERTIFIED SURVEY PLANS MAY ALTER THE BOUNDARY DEFINITION OR INFORMATION SHOWN HEREON.
4. THIS PLAN WAS PREPARED FOR THE EXCLUSIVE USE OF LEANDER INVESTMENTS FOR THE PURPOSE OF SITE REDVELOPMENT AND IS NOT TO BE USED FOR ANY OTHER PURPOSE.
5. NO UNDERGROUND SERVICES HAVE BEEN LOCATED. PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON THE SITE, PLEASE MAKE USE OF THE "DIAL-BEFORE-YOU-DIG" SERVICE.

LEGEND	
	Permanent survey mark
	Temporary bench mark
	Peg
	Spike
	Metal pin
	GI nail
	Masonry nail
	Drill hole
	Scribe
	Text
	Picket
	Spot height
	Unknown point
	Grated inlet pit
	Domestic outlet
	Invert
	Downpipe - open
	Downpipe - underground
	Sump
	Stormwater IP
	Stormwater manhole
	Sign
	Letter box
	Traffic light
	Speed camera
	TSA junction box
	Ballard
	Phone box
	Floor level
	Step level
	Waterable level
	Back of kerb
	Rubbish bin
	Flagpole
	Column centres
	Stable pole
	Light pole
	ETSA pillar
	ETSA service
	ETSA cable marker
	ETSA earth
	Telstra JB
	Telstra pillar
	Telstra cable marker
	Communication JB
	Gas meter
	Gas service
	Gas marker
	Sewer manhole
	Sewer IP
	Sewer IO
	Gully trap
	Sewer vent
	Sewer marker
	Stop valve
	Fire hydrant
	Control valve
	Fire hose
	Water meter
	Tap
	Garden control
	Sprinkler
	Bore
	Water marker
	Railway signal pole
	Railway signal box
	Railway signal marker
	Fuel pump
	Fill point
	Dip point
	Air vent
	Cathodic Protection
	Wooden pole
	Offset line
	Grid line
	Top of bank
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	Change of grade
	Top of levee bank
	Bottom of levee bank
	Edge of vegetation
	Centreline creek/drain
	Edge of lawn
	Edge of water
	Stormwater pipe
	Bridge deck
	Edge of bitumen
	Edge of unmade road/track
	Edge of shoulder
	Waterfable
	Back of kerb
	Edge of gravel
	Edge of concrete
	Edge of pavers
	Underground TSA
	Building
	Building GI
	Verandah/Pergola
	Landing
	Carport
	Door opening
	Eaves
	Roof outline
	Edging sleeper/log/concrete
	Underground ETSA
	Overhead ETSA
	Underground Telstra
	Overhead Telstra
	U/G communication cables
	Overhead communication cables
	Underground gas
	Underground sewer pipe
	Above-ground sewer pipe
	Underground water pipe
	Above-ground water pipe
	Railway track
	Underground railway cables
	Above-ground railway cables
	Underground fuel pipe
	Above-ground fuel pipe
	Unknown trench, service etc
	Brick fence
	Stone fence
	Cyclone fence
	Post & wire fence
	Brush fence
	Picket fence
	Tubular fence
	GI fence
	Colorbond fence
	Log fence
	Guardrail
	Giveaway line
	Continuity
	Lane line 9x3
	Lane line 6x6
	Fence post
	Stump
	Tree
	Shrub

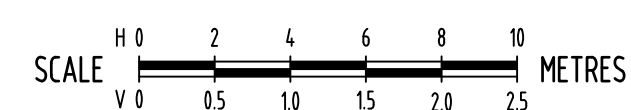
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Client <b>LEANDER INVESTMENTS</b>				
Project Description <b>DETAIL SURVEY</b> <b>No. 344 FINDON ROAD</b> <b>KIDMAN PARK</b> <b>ALLOTMENT 26 IN F120845</b>				
THIS IS SHEET 3 OF 3 SHEETS				
Drawing Scale 1 : 200m		Original Sheet Size A1		
Notes Contour interval = 0.2				
Levels are based on the Australian Height Datum derived from P.S.M. 6628/8378 Adopted elevation = 8.133m				
		465b South Road Kewick 5035 South Australia Phone (08) 8293 2939 Facsimile (08) 8293 2949 Email info@statesurveys.com.au		
Coord. Datum: M.G.A.		Surveyed: NP/AP/EF 12.07.19		
Height Datum: A.H.D.		Calculated: EF 15.07.19		
CALC File: 19225 DETAIL		Drawn: AP 15.07.19		
DWG File: 19225 DETAIL		Checked:		
Job Number <b>19225</b>				







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REV	DESCRIPTION		DATE	INIT	APP



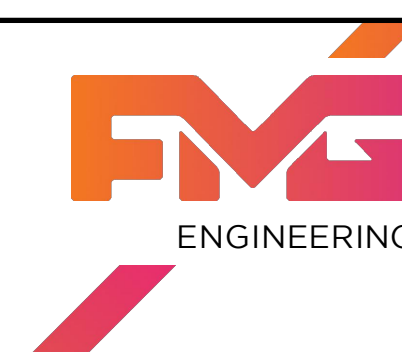
**Engineering  
your success.** | ADELAIDE  
MELBOURNE  
SYDNEY

**fmgengineering.com.au**

**P** 08 8132 6600 | 67 Greenhill Rd, Wayville SA 5034

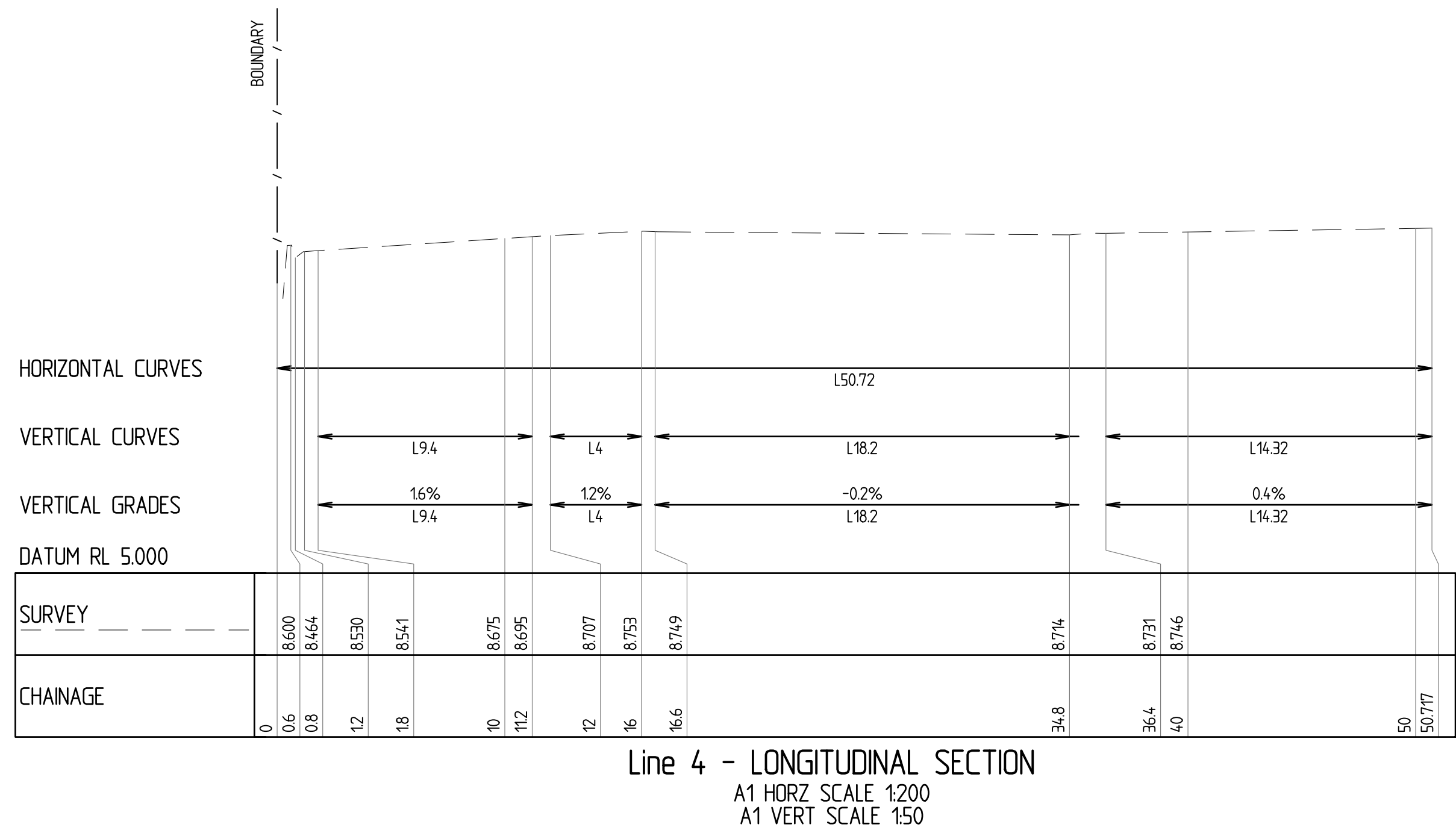
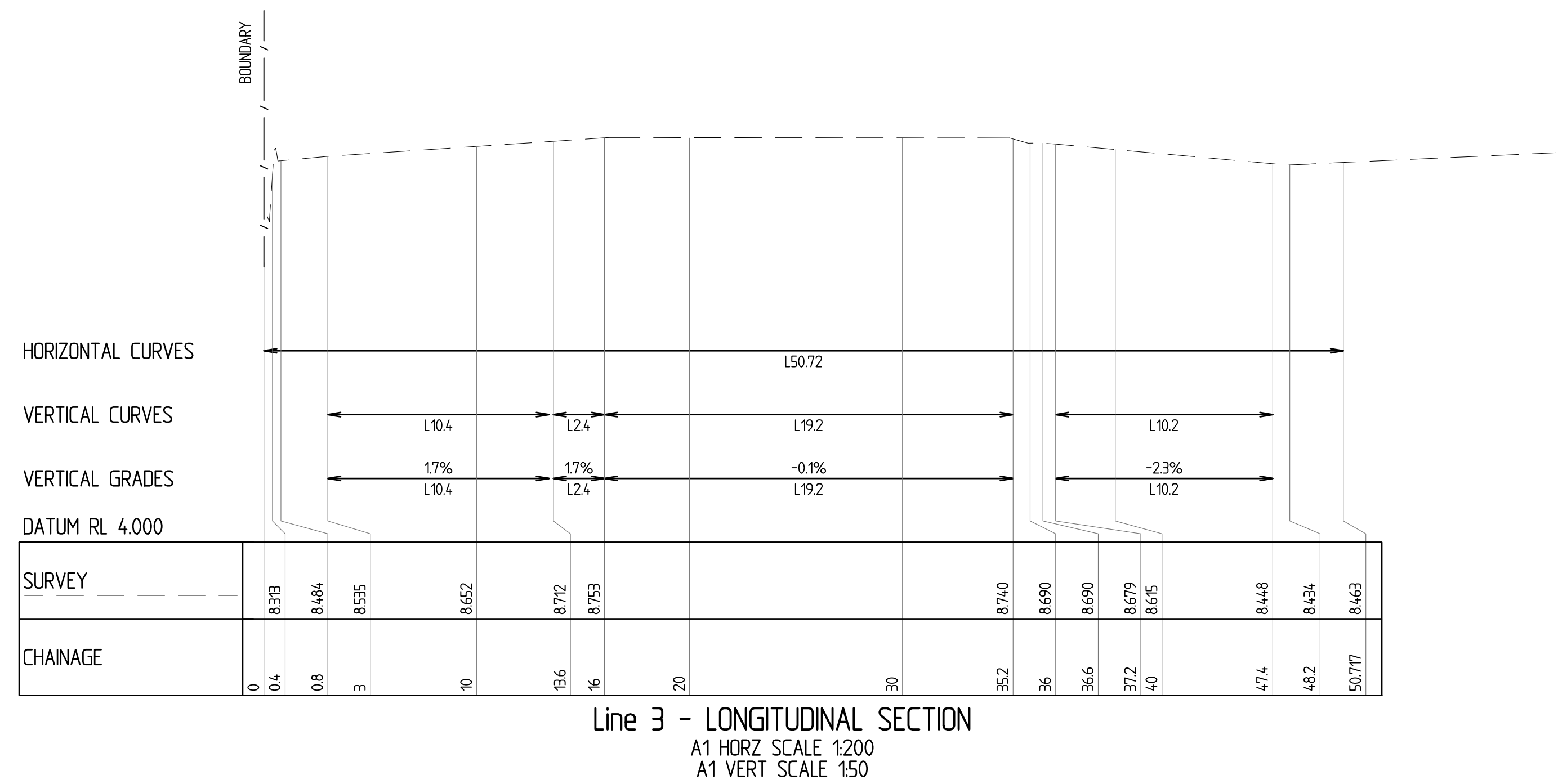
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Quality Management Systems ISO 9001 Certified



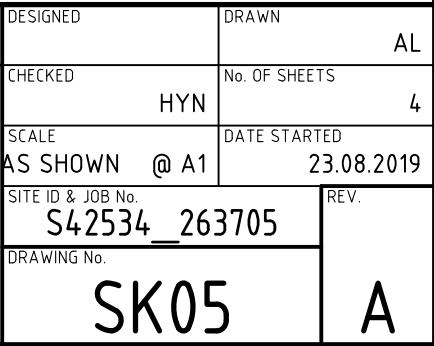
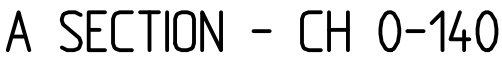
CLIENT	LONGITUDINAL SECTIONS--SHEET 1 OF 3
PROJECT TITLE	KIDMAN PARK DEVELOPMENT
SITE ADDRESS	344-354 Findon Road, KIDMAN PARK, SA 5025
DRAWING TITLE	SECTIONS--SHEET 1 OF 3

DESIGNED	DRAWN		AL
CHECKED	No. OF SHEETS		4
HYN			
SCALE	DATE STARTED		23.08.2019
AS SHOWN @ A1			
SITE ID & JOB No.	REV.		
S42534_263705			
DRAWING No.			
SK02			A



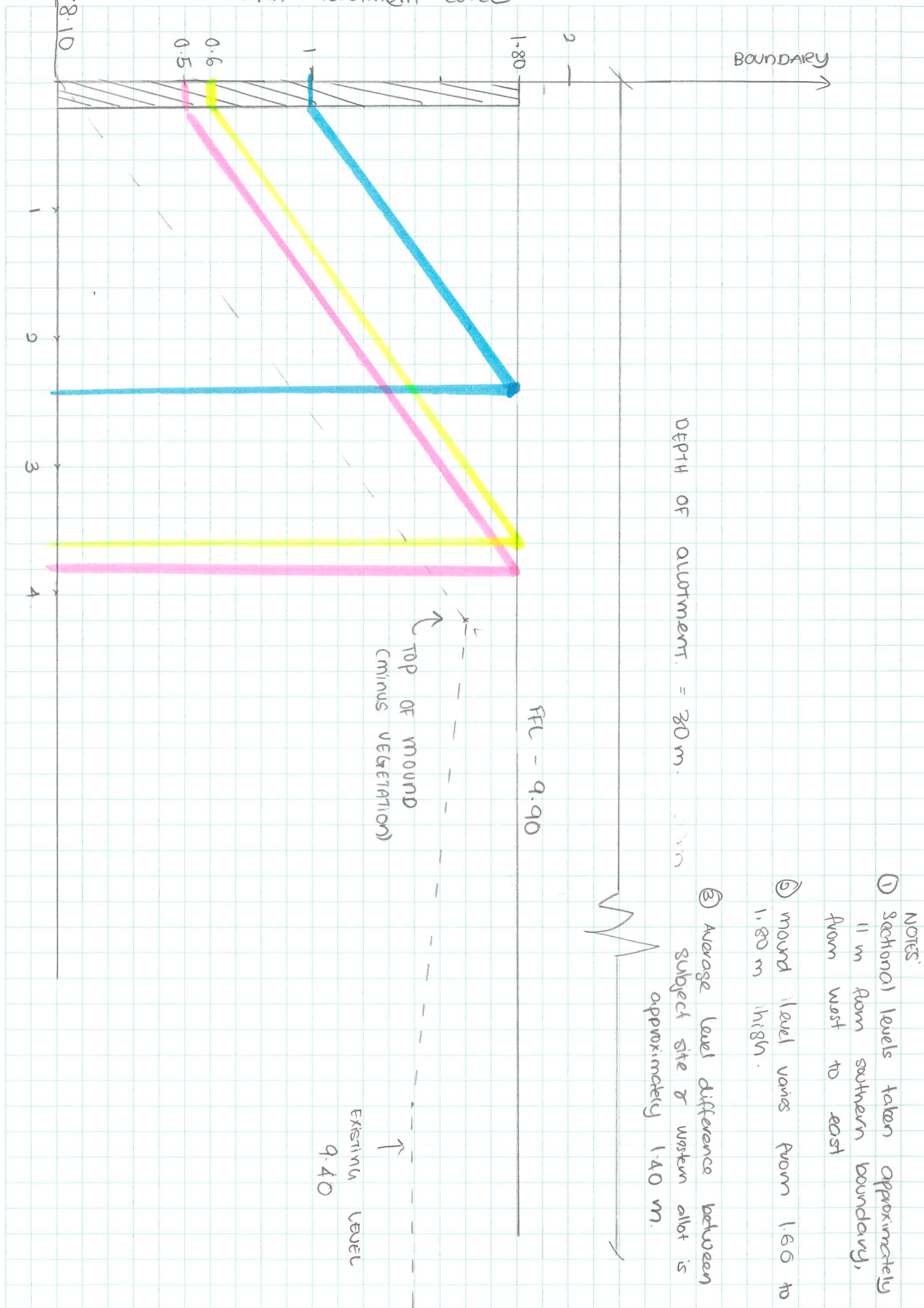


DESIGNED	DRAWN		AL
CHECKED	HYN	No. OF SHEETS	4
SCALE	DATE STARTED		
AS SHOWN @ A1	23.08.2019		
SITE ID & JOB No. S42534_263705			REV.
DRAWING No. SK04			A





WESTERN ALLOTMENT LEVEL



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 5302 Folio 193

**Parent Title(s)** CT 4327/844  
**Creating Dealing(s)** CONVERTED TITLE  
**Title Issued** 24/10/1995 **Edition** 34 **Edition Issued** 09/01/2019

## Estate Type

FEE SIMPLE

## Registered Proprietor

NINEZERO DC SUB TC II PTY. LTD. (ACN: 618 512 986)  
OF L 22 135 KING STREET SYDNEY NSW 2000

## Description of Land

ALLOTMENT 1 FILED PLAN 121367  
IN THE AREA NAMED KIDMAN PARK  
HUNDRED OF YATALA

## Easements

TOGETHER WITH EASEMENT(S) OVER THE LAND MARKED A FOR DRAINAGE PURPOSES (T 6595595)

## Schedule of Dealings

Dealing Number	Description
11915310	LEASE TO NINEZERO DC SUB TC II PTY. LTD. (ACN: 618 512 986) COMMENCING ON 30/12/2012 AND EXPIRING ON 29/12/2020 OF PORTION (K, HH, J, H, P, N, FF AND C IN GP 147/2000) (KK AND ZZ IN FP 47965)
11915311	UNDERLEASE OF LAND IN LEASE 11915310 TO IBM AUSTRALIA LTD. COMMENCING ON 30/12/2012 AND EXPIRING ON 28/12/2020
13000950	LEASE TO HOSTWORKS PTY. LTD. (ACN: 087 307 695) COMMENCING ON 29/12/2017 AND EXPIRING ON 28/12/2027 OF PORTION (R IN G147/2000)
13075107	MORTGAGE TO EQT STRUCTURED FINANCE SERVICES PTY. LTD. (ACN: 152 197 825)

## Notations

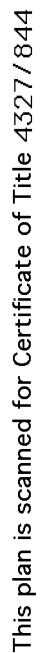
**Dealings Affecting Title** NIL  
**Priority Notices** NIL  
**Notations on Plan** NIL

## Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G147/2000  
PLAN FOR LEASE PURPOSES VIDE G369/1998  
PLAN FOR LEASE PURPOSES VIDE G469/1992  
PLAN FOR LEASE PURPOSES VIDE G743/2000  
APPROVED FILED PLAN FOR LEASE PURPOSES FX47965

**Administrative Interests** NIL





CROSS-SECTION AT WESTERN BNDY  
SCALE 1:50  
BASED ON SITE SURVEY PREPARED  
BY STATE SURVEYS 15.07.19  
DRAWN BY M.ROLFE, URPS  
DATE 28.08.19

