

# ALEXANDRINA COUNCIL

## NOTICE OF MEETING

Notice is hereby given to the Members that a meeting of the  
Development Assessment Panel will be held in the  
Community Chambers "wal Yuntu Warrin"  
on 15 August 2007 commencing at 11:00 am

Your attendance is requested.

11:00 a.m.            Development Assessment Panel commencement

12:00 p.m.           Conclusion of meeting.

JOHN COOMBE  
CHIEF EXECUTIVE

ALEXANDRINA COUNCIL

AGENDA FOR THE DEVELOPMENT ASSESSMENT PANEL MEETING  
TO BE HELD ON 15 AUGUST 2007 AT 11:00 AM  
IN COMMUNITY CHAMBERS "WAL YUNTU WARRIN"

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**Development Assessment Panel  
Report and Agenda  
on 15 AUGUST 2007 commencing at 11:00 am  
in the Community Chambers "Wal Yuntu Warrin"**

**PRESENT**

**APOLOGIES**

**IN ATTENDANCE**

**ITEM 1      CONFIRMATION OF MINUTES**

Minutes of the Alexandrina Council Development Assessment Panel held on 20 June 2007.

**RECOMMENDATION**

That the minutes of the Alexandrina Council Development Assessment Panel held on 20 June 2007 as circulated to members be received as a true and accurate record.

ITEM 2. **DEVELOPMENT APPLICATIONS**

2.1 455/1366/06 - JB Design

**SUMMARY TABLE**

Date of Application	24 <sup>th</sup> November 2006
Subject Land	Lot 6 Daniel Avenue, Goolwa
Assessment No.	A8940
Relevant Authority	Alexandrina Council
Planning Zone	Residential – Policy Area 24 (Goolwa North)
Nature of Development	Dwelling addition – double storey including carport, outbuilding, verandahs and decking
Type of Development	Consent / Merit
Public Notice	Category 2
Referrals	N/A
Representations Received	1
Representations to be heard	N/A
Date last inspected	June 2007
Recommendation	Approval
Originating Officer	Andrew Sladden

**ESD IMPACT/BENEFIT**

- Environmental Minimal
- Social Minimal
- Economic Minimal

**BACKGROUND**

The existing dwelling on the subject site was approved in 2001 (455/801/01). The existing dwelling is two storey with a pitched roof and is setback 8.3m from the front boundary. There is a lagoon at the rear of the allotment which is located 25m from the rear of the existing dwelling. There is an Encumbrance and Land Management Agreement registered to the property and assessment has revealed that the proposed development generally complies with both.

.../cont.

2.1 455/1366/06 – JB Design (Continued)

**THE PROPOSAL**

**Nature of Development**

The proposed development involves alterations and additions to the existing dwelling which are to be located to each side boundary of the subject allotment. Given the fact that “dwelling additions” are not listed as a non-complying form of development pursuant to Principle of Development Control 21 for the Residential Zone, a development of this nature is a consent/merit form of development by default.

**Detailed Description**

The proposed development involves alterations and additions to the existing two storey dwelling. The additions involve a three (3) car carport, enclosed with roller doors at the front of the dwelling (51.9m<sup>2</sup>) with an attached shed (33.4m<sup>2</sup>) at the rear located along the eastern side boundary, resulting in 16.11m of structure along this side boundary.

Also included is a 3.165m x 5.87m (20.16m<sup>2</sup>) upper floor addition located above the proposed shed, a 3.465 x 3.490 (12.09m<sup>2</sup>) deck with verandah at the rear of the dwelling and a 16.14m<sup>2</sup> verandah at the western side of the dwelling with a 9m length located along this side boundary. The additions are proposed to be constructed of materials and colours which will blend with the existing dwelling.

REFER ATTACHMENT 2.1(a) (page 1)

**SITE & LOCALITY**

The subject site is an existing level, rectangular allotment with an approximate width of 10m and depth of 21m. There is a lagoon located at the rear of the allotment with a wharf and boat ramp.

The locality along Daniel Avenue comprises predominantly large two storey detached dwellings of varying design, materials and colours located along the northern side of the road, with a large allotment of approximately 1ha located opposite which has a detached dwelling and is extensively vegetated. All of the allotments located along this northern side have rear access to the lagoon. Located next to this allotment on the southern side of Daniel Avenue is a large allotment of approximately 2ha which has a frontage to the river and is owned by the Scout Association and used for scouting activities.

.../cont.

2.1 455/1366/06 – JB Design (Continued)

**PUBLIC NOTIFICATION**

The Application was the subject of Category 2 public notification pursuant to Schedule 9, Part 1, 2, (1) (ca) of the Development Act 1993 as it involves the construction of ancillary structures (shed, carport and verandahs) on the side boundaries of the allotment. The adjoining land owners were notified between 4 and 18 May 2007 and 1 representation was received.

The issues raised by the representor include the setback from the road frontage and the possible encroachment of guttering over the boundary and stormwater disposal.

REFER ATTACHMENT 2.1(b) (page 7)

The applicant has also submitted a response to the representation. The response addresses the issues raised.

REFER ATTACHMENT 2.1(c) (page 9)

**ALEXANDRINA COUNCIL DEVELOPMENT PLAN**

The following Principles of Development Control are seen as especially relevant to this application:

**PART A – COUNCIL WIDE**

**PRINCIPLES OF DEVELOPMENT CONTROL**

**Residential Development**

**PDC 37** The visual bulk of buildings adjacent to street frontages and private open space should be reduced through design techniques such as colour, building materials, detailing and articulation.

**Comment**

The proposed development is considered to comply with the above as the carport structure is proposed to be constructed forward of the two storey element of the dwelling, which will help to break up the perceived bulk of the two storey building.

**PDC 40** Garages and carports should:  
(a) not visually dominate the street elevation of the associated dwelling in terms of their width; and

.../cont.

2.1 455/1366/06 – JB Design (Continued)

- (b) have a roof form and pitch, scale, building materials and detailing that complement those of the associated dwelling.

**Comment**

The proposal is in compliance with the above particularly given the fact that the carport and shed will be constructed from materials and colours which will blend with the existing dwelling and that the carport is single storey as opposed to the two storey dwelling.

- PDC 43** Carports and garages should be setback so as to:
- (a) not diminish the attractiveness of the streetscape;
  - (b) not dominate views of the dwelling from the street;
  - (c) provide for adequate on-site car parking; and
  - (d) ensure safe and convenient access.

**Comment**

The proposed carport can be considered to be at variance with (a) above, as it will be situated forward of the dwelling. However, when viewed in context with the setback of the adjoining dwellings, which have two storey elements at a similar setback, the proposal is considered to be acceptable.

- PDC 45** Side boundary walls should be located and limited in length and height to:
- (a) minimise the visual impact of buildings from adjoining properties;
  - (b) minimise the overshadowing of adjoining properties;
  - (c) maintain adequate daylight to adjoining dwellings; and
  - (d) reduce risk damage to mature vegetation on adjoining properties taking into account potential major damage to root systems.

**Comment**

The proposed development is considered to be at variance with the above, particularly as the proposed addition may have an impact upon the dwelling located to the east in terms of overshadowing. However, it is noted that the owners of this dwelling were notified of the Development Application and have provided no objections to it. It is also noted that given clause 2.1 of the Encumbrance registered to the property, which provides for a minimum 23m setback from the rear boundary, the location of any proposed dwelling additions is limited.

.../cont.

2.1 455/1366/06 – JB Design (Continued)

**PART B – PORT ELLIOT AND GOOLWA**

**PRINCIPLES OF DEVELOPMENT CONTROL**

**Form of Development**

**PDC 2** Development involving the erection of any building of more than one storey in height, should only be undertaken where:

- (a) the building will be in visual harmony with existing buildings in the locality;
- (b) the building is designed and sited to minimise any resultant loss in privacy or natural light with respect to existing development; and
- (c) the development will not detract from the amenity of the locality.

**Comment**

The proposal complies as it is an addition and has been designed to match and blend with the existing dwelling. Also, as the majority of dwellings along the northern side of Daniel Avenue are large bulky two storey dwellings, the proposed development will blend and not detract from the amenity of the locality.

**Set-back of Development**

**PDC 68** No building should be erected, added to, or altered on any land so that any portion of such building is erected, added to or altered to the existing boundary of a road than the distance prescribed for each road or portion thereof in [Table Alex/2](#).

A lesser distance than that prescribed may be appropriate where:

- (a) the set-back of the proposed building is consistent with existing buildings on adjoining or nearby land particularly where buildings within the locality are of heritage significance;
- (b) the proposed building will be substantially screened by existing vegetation, the natural form and features of the land or by the adjacent existing buildings;
- (c) the bulk or height of the proposed building is not reflective and is of a colour which harmonises with the existing development;
- (d) the external cladding of the proposed building is not reflective and is of a colour which harmonises with the existing development;
- (e) the proposed building is to be sited on an allotment having two or more boundaries to a road with no resultant reduction in road safety by restriction of driver visibility;

.../cont.



2.1 455/1366/06 – JB Design (Continued)

- (f) the siting of the proposed building will not diminish the safety of access from the site onto the adjoining roadway;
- (g) the depth or, in respect of a corner allotment, the width of the allotment is insufficient to allow compliance with the distance prescribed; or
- (h) the lesser distance is in accordance with any principle of development control stating that a lesser distance is appropriate within a particular zone or policy area.

**Comment**

Table Alex/2 provides for a minimum setback of 8m for buildings from the front boundary within the Residential Zone. However, the proposed setback of the carport (5.55m) is considered acceptable as it is consistent with (a) above, given the fact that it will match or be similar to, the setback of both dwellings on either side of the existing dwelling. It is noted that the dwelling located to the east, at 10 Daniel Avenue, is setback approximately 6m from the front boundary and the dwelling located to the west, at 14 Daniel Avenue, is setback approximately 5m from the front boundary.

**RESIDENTIAL ZONE**

**OBJECTIVES**

**Objective 2:** A zone primarily accommodating dwellings of various types up to two storeys in height located throughout the zone.

**Objective 4:** Development should enhance the existing character of residential areas with buildings that create an attractive and amenable environment through a variety of designs. The built form should respect and enhance the need for amenity and privacy.

**Comment**

The proposed development is considered to comply with the above as it will match the existing dwelling and is of a bulk and scale which compliments the other dwellings in the locality.

**PRINCIPLES OF DEVELOPMENT CONTROL**

**PDC 9** All buildings in the Residential Zone should be setback a minimum distance of 8.0 metres from the primary road frontage, except where a lesser setback distance is specifically contemplated in any policy area.

.../cont.

2.1 455/1366/06 – JB Design (Continued)

**Comment**

Although the proposed development is at variance with the above, as the setback of the proposed carport is 5.5m, this is considered to be acceptable given the fact that the proposal is consistent with the setbacks of the dwellings on adjoining properties.

**CONCLUSION**

The proposed development is not considered to be significantly at variance with the Development Plan as evidenced in the above assessment. Therefore it warrants the granting of Provisional Development Plan Consent.

**RECOMMENDATION**

That the Development Assessment Panel grant Provisional Development Plan Consent to Development Application 455/1366/06 for dwelling additions - double storey including carport, outbuilding, verandahs and decking at 12 Daniel Avenue, Goolwa North, subject to the following conditions:

**Conditions**

1. That the dwelling additions be constructed of materials and of a colour to complement the existing dwelling.
2. All stormwater drainage shall discharge so that it does not flow or discharge onto land of adjoining owners or, in the opinion of Council, detrimentally affect structures on this site or any adjoining land.
3. All guttering is to be contained within the boundaries of the properties and not overhang into neighbouring allotments.

**Notes**

1. Allotment boundaries will not be certified by Council staff. The onus of ensuring that the building is sited in the approved position on the current allotment is the responsibility of the owner. This may necessitate a survey being carried out by a licensed land surveyor.
2. Advisory Note - Note that you should advise your neighbours of your intentions to build on your common boundary, prior to commencing construction.

ITEM 3. **DEVELOPMENT APPLICATIONS - NON COMPLYING**

3.1 **455/640/06 - Giuseppe Polito**

**SUMMARY TABLE**

Date of Application	1 August 2006
Subject Land	Lot 144 Waterport Road, Pt Elliot
Assessment No.	A 3896
Relevant Authority	Alexandrina Council
Planning Zone	Landscape (Pt Elliot & Goolwa) Zone
Nature of Development	Change of use – restaurant/café (Non-complying)
Type of Development	Non-complying
Public Notice	N/A
Referrals	N/A
Representations Received	N/A
Representations to be heard	N/A
Date last inspected	June 2007
Recommendation	Proceed with assessment
Originating Officer	Andrew Sladden

**ESD IMPACT/BENEFIT**

- Environmental Minimal
- Social Benefit to local community and tourism for the region through the provision of another restaurant.
- Economic Benefit to owner and local economy through provision of another local business.

**BACKGROUND**

The subject site is currently being used for the baking and sale of wood oven bread and focaccia on weekends. Although not an approved use, this activity has been undertaken on the site by the owners for a considerable length of time.

.../cont.

3.1 455/640/06 – Giuseppe Polito (Continued)

**THE PROPOSAL**

**Nature of Development**

Given the fact that the subject site is located within the Landscape (Port Elliot and Goolwa) Zone, an application for a change of use of this nature (restaurant/cafe) is considered to be a non-complying form of development as it is not specifically listed as an exemption pursuant to Principle of Development Control 7 for the Zone.

**Detailed Description**

It is proposed to operate a restaurant/café on the subject site for one night a week for up to 18 guests. The restaurant will be located in an existing building at the rear of the dwelling and car parking for at least 5 cars will be provided on site.

The building to be used for the proposed use has a total floor area of 195m<sup>2</sup>, of which 85.5m<sup>2</sup> will be used for the restaurant with the rest of the building being divided into the kitchen, wood ovens, storage room and toilet facilities.

REFER ATTACHMENT 3.1 (page 10)

**SITE & LOCALITY**

The subject site is a large residential allotment located on the northern side of Waterport Road. The subject site consists of two existing allotments with an existing dwelling facing Waterport Road setback approximately 10m from the front boundary. The building proposed to be used for the restaurant/cafe is located directly behind the dwelling and is not visible from public view. There are also numerous sheds and outbuildings located on the subject site.

The locality is varied, ranging from the large residential and rural land holdings on the northern side of Waterport Road, including a health retreat/day spa (Authenticity) located approximately 100m from the subject site, to the large residential allotments located along the southern side of Waterport Road. Land to the north, west and east of the subject site is used for farming (grazing and cropping).

**PUBLIC NOTIFICATION**

Should the Council Development Assessment Panel resolve to proceed with the assessment of the Development Application, it will be the subject of Category 3 Public Notification.

.../cont.

3.1 455/640/06 – Giuseppe Polito (Continued)

**REFERRALS**

A Development Application of this nature will not generate any formal referral to any Government Agencies.

**CONSULTATION**

Should the Development Assessment Panel resolve to proceed with the assessment of the application, it will be referred to both the Environmental Health Department to provide advice on the kitchen facilities, and waste control and toilet facilities, and Council's Engineering and Infrastructure Department to check the adequacy of the car parking area and access point.

**COMMENTS**

Given the fact that the proposed use will be of a minor nature (operating one day a week) and given the existing use of baking and sale of food products) which has not generated any complaints from the public or surrounding residents, the proposed development is considered to display enough merit to warrant further assessment of the Development Application.

**RECOMMENDATION**

That the Development Assessment Panel determine to proceed with an assesment of Development Application 455/640/06 for a change in use to restaurant / cafe at 46 (Lot 144) Waterport Road, Port Elliot.

3.2 455/D027/07 - Geoffrey Eastwood

**SUMMARY TABLE**

Date of Application	23 <sup>rd</sup> April 2007
Subject Land	Lot 30 Airport Road, Goolwa
Assessment No.	A1363
Relevant Authority	Alexandrina Council
Planning Zone	General Farming (Pt Elliot & Goolwa)
Nature of Development	Land division creating an extra 7 allotments
Type of Development	Non-complying
Public Notice	Category 3
Referrals	N/A
Representations Received	1
Representations to be heard	1
Date last inspected	17 July 2007
Recommendation	Approve with conditions – pending concurrence from Development Assessment Commission
Originating Officer	Cherry Getsom

**ESD IMPACT/BENEFIT**

- Environmental Expected to be minimal with little or no removal of vegetation. Stormwater is to be captured, stored and re-used on site.
- Social Provide ownership for existing lease-holders of hangars with the Airport.
- Economic Benefits for the land owner and existing lease-holders. Potential positive tourism impacts.

.../cont.

3.2 455/D027/07 – Geoffrey Eastwood (Continued)

**BACKGROUND**

The subject land has been utilised as a private airport since 1975. A number of aircraft storage hangars and workshops have been established since that time. All four main existing hangars are fully leased, with thirteen new hangars currently under construction and an additional four recently having received Development Approval. The applicant has noted that demand for acquisition of the currently leased hangars has been high with “Warbirds” and Mr John Johansen (solo pilot and aircraft manufacturer) included amongst the current lessees.

**THE PROPOSAL**

**Nature of Development**

The proposal is a non-complying form of development in that it seeks to create seven additional titles within the General Farming (Pt Elliot and Goolwa) Zone. Principle of Development Control 5 of this zone states that all kinds of development within this zone is non-complying, with a list of exemptions. The creation of additional allotments is not included in this list.

**Detailed Description**

The proposal involves the creation of seven additional allotments, each providing for aircraft storage (hangars), workshops and in the case of one allotment, an existing dwelling.

- Proposed allotment 1- will have a 70 metre frontage to Airport Rd, it is to be 4457m<sup>2</sup> in size and will contain a number of existing hangars.
- Proposed allotments 2 and 3- will have 22 metre frontages to Airport Rd and will be 1397m<sup>2</sup> in size. Allotment 2 will contain an existing hangar whilst allotment 3 has approval for a hangar.
- Proposed allotment 4 – will have a 65 metre frontage to Airport Rd and will contain a number of existing hangars. It will be 3411m<sup>2</sup> in size.
- Proposed Allotment 5 – will have a 8 metre frontage to Airport Rd, which extends a distance of 34 metres to the balance of the 1558 m<sup>2</sup> allotment. This will contain a recently approved hangar.
- Proposed Allotment 6- will have a 60 metre frontage to Boettcher Road and will contain the existing dwelling and shed. Allotment 6 is 3540m<sup>2</sup> in size.

.../cont.

## 3.2 455/D027/07 – Geoffrey Eastwood (Continued)

- Proposed Allotment 7 will have an 86 metre frontage to Boettcher Road, be 4600m<sup>2</sup> in size and will contain an existing hangar.
- Proposed Allotment 8 will contain the balance of the subject land (approx 68 hectares). This will include the existing runways/ taxiways/ airport terminals and accommodation buildings / visitor and staff carpark, various sheds and the existing rainwater tanks located between allotments 4 and 5.

Although allotments 1 to 5 have frontage to Airport Rd there will be no direct access provided. Access is to be obtained via an easement which provides free and unrestricted Right of Way from the Boettcher and Airport Road intersections. This is to be sealed to form a private road. A 10 metre wide easement also exists that provides a free and unrestricted Right of Way between Boettcher and Stuart Road, this is predominantly used by farmers and for fire fighting emergencies. An easement for telecommunications infrastructure is also set aside.

A lease is to be established in regards to the operations and running of the airport, this will allow the potable water supplies from the rainwater tanks located on Allotment 8 to provide for the development of separate toilets and amenities in each building. The lease will apply stringent site development and operational standards and a management structure for the existing and/or approved buildings with no change of use. The lease will also include landscaping and maintenance standards.

REFER ATTACHMENT 3.2(a) (page 13)

### **SITE & LOCALITY**

The subject land is an irregular shaped allotment of 70.45 hectares, located on the southern side of Airport Rd (with a frontage of 717.6m) and 1311m frontage to Boettcher Rd along the western boundary. It displays a slight gradient from the northern to the southern boundary and has been cleared of vegetation, with the exception of limited roadside vegetation.

The site includes a brick terminal building which is utilised as a lounge, briefing room, offices, toilets, storeroom and staff bathroom. A transportable accommodation building is located behind this where pilots can stay overnight. An owner/ manager residence is located west of the airport car park which includes a carport, double garage and timber decked front verandah. Other structures located on the site include four hangars with the capacity for 15 aircraft, a large workshop/ maintenance hangar, implement and machinery sheds and five large concrete rainwater tanks with a holding capacity of 600,000 litres, this serves as the Airports potable water supply.

.../cont.



3.2 455/D027/07 – Geoffrey Eastwood (Continued)

The main sealed runway is 1300m long and 9m wide which allows it to cater for a 32 seater commuter size aircraft. A grassed, secondary runway runs perpendicular to the main runway; this caters for aircraft movements in adverse wind conditions. Taxiways are also provided for the movement of aircraft from runways to hangars. The applicant has provided details of the main flight paths which indicate at no time do aircraft fly directly over built up residential areas.

The subject land is located 4 km north of the Goolwa and Middleton townships within the General Farming (Pt Elliot & Goolwa) Zone of the Alexandrina Development Plan. The surrounding locality principally consists of large rural land holdings used for grazing and cropping with a number of larger pastoral and dairying businesses occurring over several parcels of land. The rural nature of the locality means that very few dwellings surround the subject land, with the nearest dwellings located approximately 600m to the north and 600m to the west of the property.

**PUBLIC NOTIFICATION**

The application was put on Category 3 Public Notification pursuant to Section 38(5) of the Development Act 1993 between the 28<sup>th</sup> June and 11<sup>th</sup> July 07.

One representation was received within the prescribed timeframe. The concerns of the representor can be summarised as follows:

*"Multiple allotments in a development within a General Farming area"*

The applicant has also submitted a response to this representation.

REFER ATTACHMENT 3.2(b) (page 29)

**CONSULTATION**

Consultation has been undertaken with Council's Environmental Health Department with regard to the effluent disposal system. The advice received was that the allotments are of sufficient size to allow for a waste control system as there is no common effluent available.

Consultation has been undertaken with Council's Engineering and Infrastructure Department. The engineering department confirmed that they did not support access and egress from Airport Road

.../cont.

3.2 455/D027/07 – Geoffrey Eastwood (Continued)

**ALEXANDRINA COUNCIL DEVELOPMENT PLAN**

The proposed land division is a non-complying form of development in that it is not generally considered appropriate within this zone. However, the Development Act does not preclude a non-complying application from gaining an approval; it seeks to provide a much more rigorous assessment process. The proposed land division relates to an existing, approved land use and as such requires further investigation in regards to other associated, objectives and principles of the Alexandrina Development Plan.

Stage One of the non-complying process allows for the application to provide a 'Statement of Support' for the proposal so that it can be determined whether or not it displays sufficient merit for a full assessment to be undertaken. This report has been provided as was accepted under Delegated Authority by the Director of Environment and Lifestyle Services.

Due to the large number of Objectives and Principles of Development Control seen as especially relevant to this application a detailed description has been included as an attachment:

REFER ATTACHMENT 3.2(c) (page 32)

**Ability of allotments to be utilised for their approved use:**

Council Wide - Objective 1, 38, PDC 154, 155, 239, 242, 245,246,248  
Port Elliot and Goolwa Region – PDC 46,48

The proposed land division provides for a separate ownership and management structure for existing and/or approved buildings with no change in use and little additional development. Each of the allotments is proportioned to provide sufficient space to meet the requirements of the Building Code of Australia fire separation distances, in addition to sufficient space to allow for a septic tank and effluent disposal area. A potable water supply is proved via existing rainwater tanks which will allow for the development of separate toilets and amenities on each allotment, the management of such water access will be controlled by a lease.

Whilst it could be argued the use itself is not appropriate for a rural area (in that it does not meet principles of Development Control related to the retention of land rural uses) the fact remains that the airport is an approved and has been in place since 1975. Given this length of time it is unlikely that the proposed land division will have any negative impacts on adjoining primary production uses. Additionally, given the viability of this existing use (airport) and the existing structures on each proposed allotment it is unlikely that there would be any future change to this use.

.../cont.

3.2 455/D027/07 – Geoffrey Eastwood (Continued)

**Land Division:**

Council Wide -Objective 48 PDC 6-10, 237-243

Goolwa Region – PDC 46, 48

General Farming – Port Elliot & Goolwa Zone – Objective 1, PDC 3.

As previously noted the proposed allotments are suitable for their existing use and are configured to meet the relative legislative requirements, with a lease to be put in place to control overall management. Appropriate provision is to be made for the services on each allotment with private service roads and infrastructure services to be extended as required. A reserve is also to be introduced along the Airport Rd frontage to ensure conservation of existing access points and that native vegetation along the road reserve and existing fence line is retained. No vegetation is to be removed as a result of the proposal.

The subject land is not located within a flood plain and the proposal does not involve any physical changes to the land which will increase the risk of flood.

The proposal will not increase demands on available infrastructure services.

**Movement of People and Goods**

Council Wide Objective 17, 18 PDC 102

Port Elliot and Goolwa Region – Objective 2

There is no change proposed to the existing public road access, and access. The private roadway (governed by Right of Way easements) along the northern boundary is to be bitumen sealed so as to be capable of supporting light passenger vehicles and commercial traffic associated with the approved use. The proposed land division is not expected to impact upon vehicular traffic and parking demand.

**FINAL COMMENTS**

The proposed land division, although listed as a non-complying form of development provides for separate tenure for existing and/or approved buildings integral to the storage, maintenance and construction associated with the existing Goolwa Airport. Given this is a well established land use and the fact that the land division does not give rise to any further development expectations and will assist in the long term financial viability of this existing use, the proposal is considered to be orderly and economic. As the airport use has been in place for a considerable length of time it is also considered unlikely that the proposed land division will have a negative impact of the subject land and adjoining properties and their abilities to meet the principles and objectives of the General Farming (Port Elliot & Goolwa Zone).

.../cont.

3.2 455/D027/07 – Geoffrey Eastwood (Continued)

The proposal displays sufficient merit to warrant approval, subject to concurrence from the Development Assessment Commission.

**RECOMMENDATION**

That the Development Assessment Panel approve application 455/D027/07 for land division at Lot 30 Airport Rd, Goolwa subject to the follow conditions and subject to concurrence from the Development Assessment Commission.

1. A corner cut off 3m by 3m shall be provided for road safety purposes at the intersection of created internal access road and Boettcher road, must be sealed or paved by owner/developer.
2. An adequate waste control system shall be provided for each allotment.
3. A stormwater collection and disposal system is required for the site.
4. All access to proposed allotments should be via Boettcher road. The intersection of Boettcher road and Airport Road should be maintained as sealed apron up to the access road, to the property access road by the developer.
5. Vehicular crossovers to each allotment must be provided by the applicant.
6. The developer shall be responsible for the provision of all necessary infrastructure within and abutting the development in accordance with Council's Guidelines for the Provision of Infrastructure in Major Land Developments (Council Guidelines) and as detailed in the following conditions
7. All new roads created within the development shall be paved and kerbed to a standard conforming to Council's Guidelines.
8. A system for the collection and disposal of stormwater runoff from the development site including any upstream catchments is to be provided to a standard conforming to Councils Guidelines.
9. Each allotment shall be connected to Electricity and Telecommunications supply services via underground common service trench generally in accordance with P.U.A.C.C. Code for the Placement of Infrastructure Services in Streets.

.../cont.

3.2 455/D027/07 – Geoffrey Eastwood (Continued)

10. Payment of \$16,170.00 shall be made into the Planning and Development Fund (1 allotment at \$2310 per allotment). Cheques shall be made payable and marked Not Negotiable to the Development Assessment Commission and payment made at Level 5, 136 North Terrace, Adelaide, or sent to GPO Box 1815 Adelaide, 5001, or via the internet at [www.planning.sa.gov.au](http://www.planning.sa.gov.au)
11. Two copies of certified survey plan shall be lodged for Certificate purposes.
12. A copy of the Lease Plan and Terms be provided to Council prior to Section 51 clearance being issued.

ITEM 4. DEVELOPMENT APPLICATIONS - CATEGORY 3

ITEM 5. DEVELOPMENT APPLICATIONS LAND DIVISION COMMUNITY TITLE

ITEM 6. DEVELOPMENT APPLICATIONS - BUILDING

ITEM 7. MATTERS REFERRED FOR FOLLOW-UP

ITEM 8. GENERAL ITEMS FOR DISCUSSION

Next meeting will be Wednesday 19<sup>th</sup> September 2007, time to be advised.