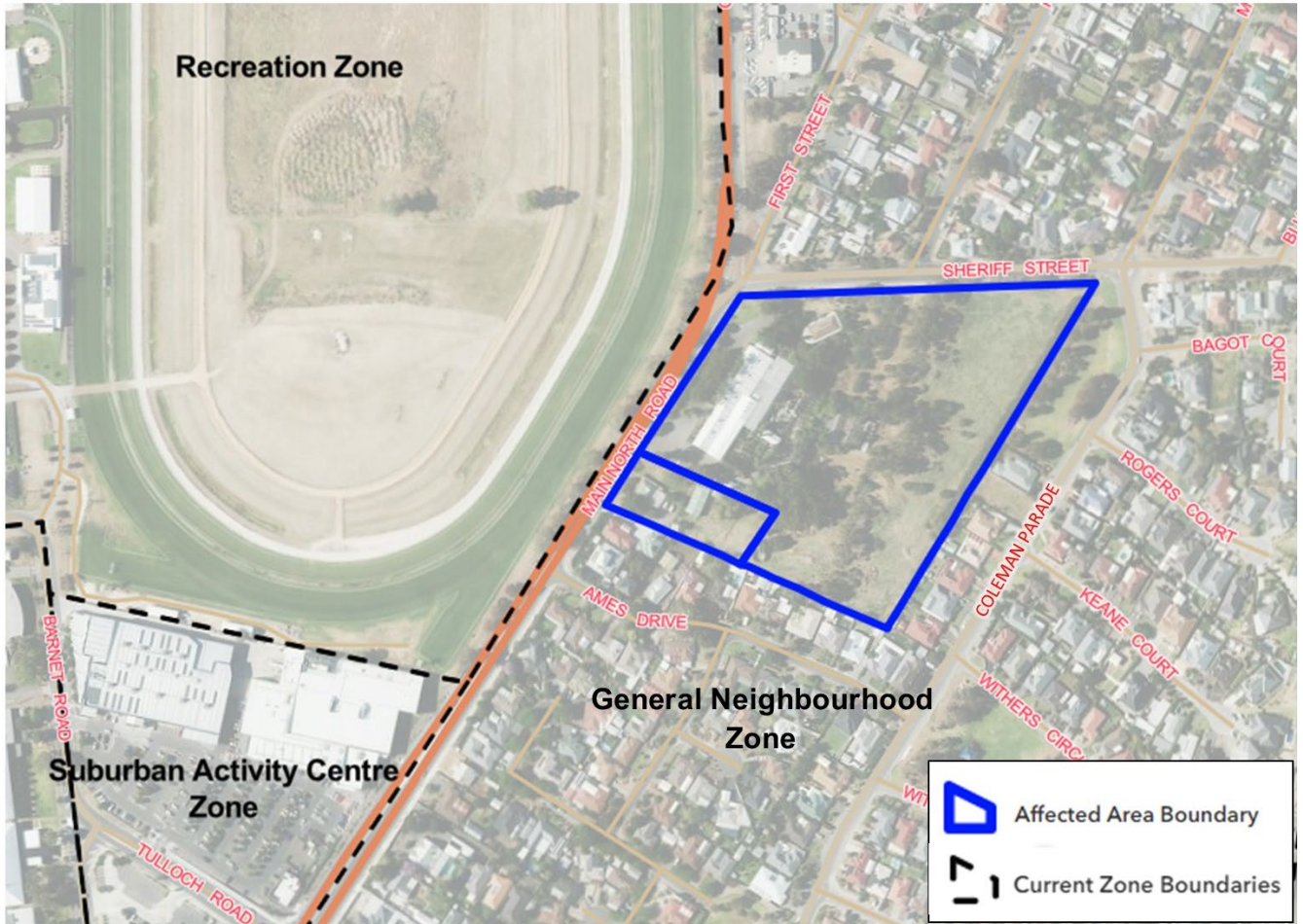


**Draft submission on Evanston Park Code Amendment.
Provided to Special Council meeting (16/5/2023) for information.**



Evanston Park Code Amendment, 550 – 554 Main North Road

Draft Submission on code amendment for 550-554 Main North Road, Evanston Park (Vadoulis Code Amendment)

Preliminary

With respect to the proponent led code amendment for 550-554 Main North Road Evanston Park, a range of matters were flagged by Council in its interim submission to the Proponent dated 9 March 2023.

Notwithstanding, given new information now available (including peer review reports), further negotiations with the Proponent and technical assessment by Council's administration, a draft submission is now presented. The submission is structured as a question and answer response, with the original submission issues being the questions reproduced and the latest submission being the response to those issues.

It is intended that this draft submission be engaged upon with the community in accordance with the engagement plan prepared by Council, prior to any final revisions being issued and the submission being tabled with the *Designated Entity*.

1. Merits of the Code Amendment

1.1 Original submission

Presently there is a significant amount of community concern as to the merits of the code amendment and its impact on the neighbourhood if the Affected Area is developed as foreshadowed. This will need to be fully explored and addressed if genuine resolution of whether the future use and development intended/foreshadowed by the code amendment is appropriate.

The proponent may wish to further expand on its strategic justifications for the code amendment when responding to submissions received.

Updated response

Concerning land supply within the Town of Gawler, Appendix 11 of the advertised material provided by the *Designated Entity* examined both employment and residential land supply to compare demands for both land uses. With respect to employment land, it found there were 15 vacant allotments with an accumulated area of 5.47 ha. Outer north land consumption is calculated at 0.6-1 ha per year within Gawler. This suggests a supply of <9 years and as low as 5 years. 15 years is a typical benchmark of adequate land supply¹. Council comfortably meets accepted supply benchmarks for housing supply but not for Employment zoned land.

Council administration accept the calculations provided by Future Urban based on its own local field analysis and assessment. It concurs that there is more need for Employment zoned land than additional residential zoned land. This is confirmed by ongoing significant supply of residential land at Gawler East (more than 2000 lots still to be provided), Orleana Waters (more than 200 lots to still be provided) and new estates coming online at Evanston Gardens/Hillier Park (several hundred dwellings).

¹ Adelaide Regional Growth Plan (2017) uses a 15 year supply metric.

The supply of existing Employment zoned land within the Town of Gawler is assessed within the agenda report tabled at the Special Meeting on 16 May 2023. There are no existing zoned areas that meet the requirement of arterial road frontage; minimum area of 4 ha and simplified ownership. Refer to Table 1 below.

Map reference	Location	Developable Land (ha)	Tenancy arrangements	Meet development requirements: - 4 ha minimum - arterial road - substantially undeveloped
1	Gawler Park	3.8 ha west of Main North Rd. 1.5 ha east of Main North Rd.	4 separate titles west of Main North Rd with multiple tenancies/ leaseholders involved. To the east there are 7 titles with the largest site currently under construction.	Not meet requirements. Land west of Main North Road is almost the requisite area and has arterial road frontage but is under multiple ownerships and lease arrangements. Land east of Main North Rd is too small in area
2	Hill St/Third St	0.665 ha	Major building on 31 Hill St. Rest largely vacant/under-utilised.	Not meet requirements. No arterial road frontage and land area is too small.
3	Paxton St/Little Paxton St	18.07 ha	Some 52 allotments, most occupied and active	Not meet requirements. No arterial road frontage and too fragmented to assemble as development site.

Table 1. Existing Employment zoned land in Town of Gawler

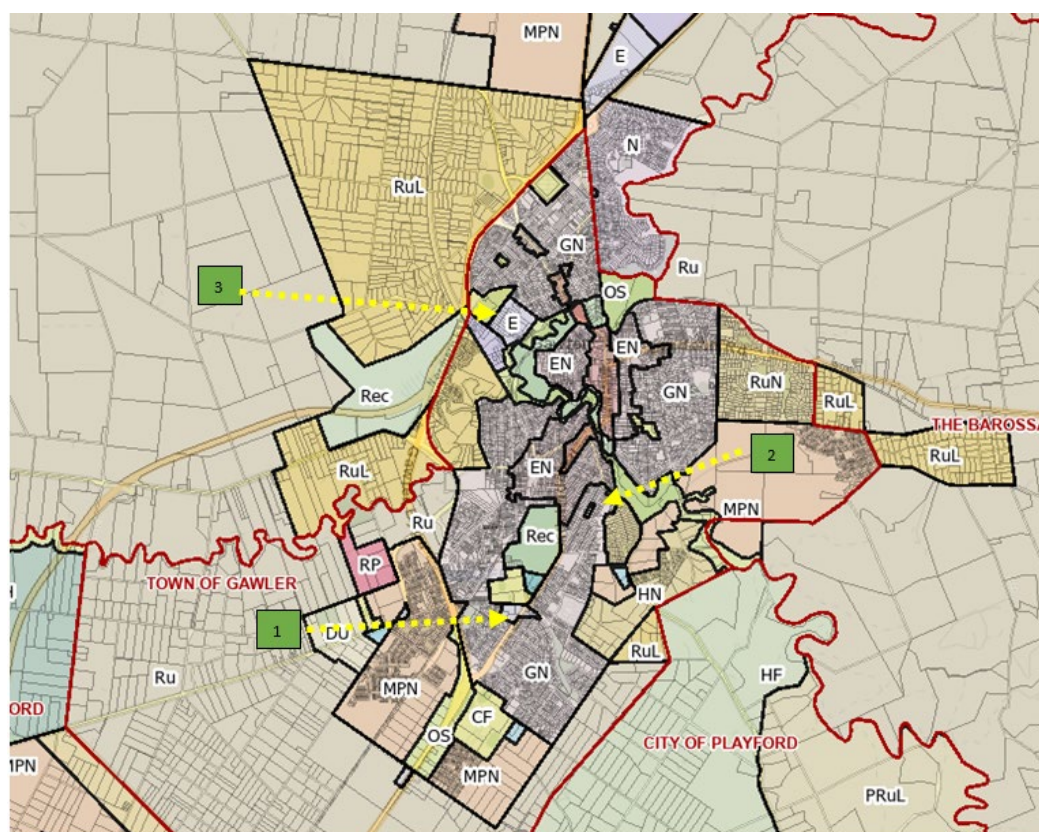


Figure 1. Zoning extract (PlanSA) – sites 1 to 3

The second consideration is related to whether there are other suitable sites, not necessarily zoned, that meet locational and site requirements. In Figure 2 these sites are identified.

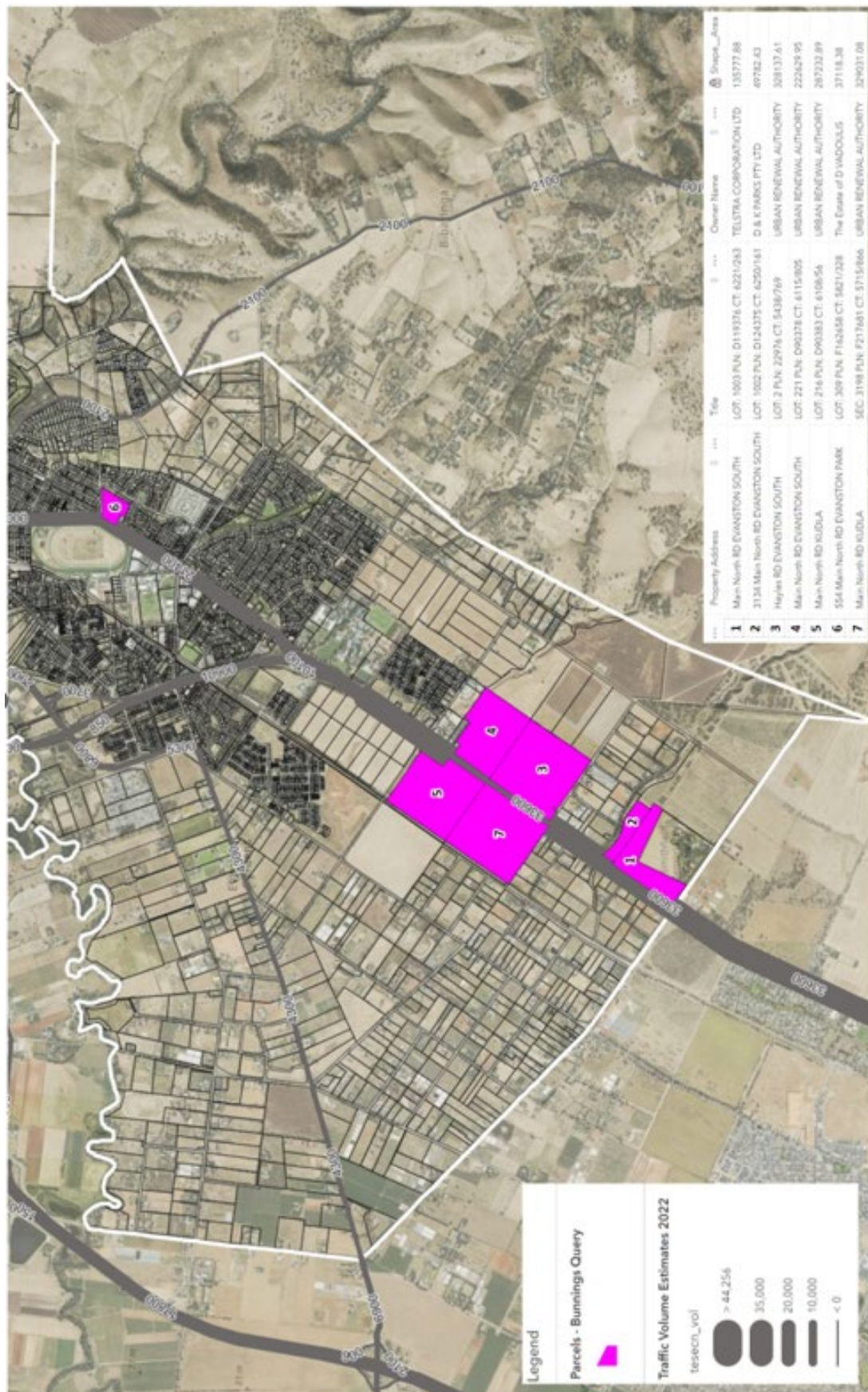


Figure 2. Identified sites along arterial road for further analysis

Sites 1 and 2 can be discounted from further consideration. Site 1 (CT6233/830) is owned by Telstra and is not available for development. It is also an inappropriate lot configuration for bulky goods development. Site 1 also sits adjacent to the Smithfield Memorial Park, a major lawn cemetery. Site 2 (CT 6250/161) is the Gawler Gateway Tourist Park and it also has an inefficient lot configuration and is identified as flood prone.

Sites 3, 4, 5 and 7 (various CTs) are all owned by Renewal SA. These properties are all in the Rural Zone and would require rezoning. There are few examples of home maker style centres on or near arterial roads, isolated from other commercial uses, the only example found being Bunnings Munno Para West. It is generally not standard planning practice. The other consideration is that Council has always sought to provide a visual buffer on the approach into Gawler from the immediate south at Munno Para/Blakeview. Sites 3, 4, 5 and 7 would be difficult to deliver with potentially large buffer setbacks from Main North Road along this corridor likely required.

Site 6, or the *Affected Area* (CT5821/328 and CT5719/768), has broad merit for further consideration on the following basis:

- Located within an established urban environment, not a 'green break' typical of Council's historically stated goals in the Southern Rural Areas.
- Has the requisite area for home maker style buildings.
- Has the requisite arterial road frontage.
- In a landownership context is simple to manage.
- Has a history of commercial use extending some 40 years.
- Is part of a corridor of commercial uses that is well established on Main North Road (see Figure 3). Whilst there are some residential uses along this same corridor, these commercial uses already established are of a scale and form that recognise diversity of land use well beyond an over-riding focus on residential amenity.

The *Affected Area* does have some constraints that warrant attention:

- Stormwater drainage capacity has been flagged as a matter requiring design solutions to be applied.
- Sheriff St junction geometry currently allows a left out movement onto Main North Road and from secondary roads more broadly to the proposed bulky goods site. This is not desirable and in staff opinion, will be a potential future problem if not managed.
- Direct interface on two sides with residential (sensitive) uses requires careful consideration eg height, scale, setbacks. Any future development will be considerably larger in scale than the existing Vadoulis Garden Centre.
- Relatively busy arterial road requiring careful management and a design solution securing Department of Infrastructure and Transport (DIT) approval.

Weighing up the merits of site 6, it is considered that the constraints require solutions to mitigate future developmental impacts, either through the Land Management Agreement (LMA), the Development Application (DA) design drawing set and consent conditions process or both. Equally, a range of solutions exist to manage impacts – through modifications already suggested by Future Urban, by additional modifications suggested by Council staff or via DA consent conditions.

Given the character of the area and shortage of Employment zoned land within the Town of Gawler, there is no substantive case that site 6 location is inappropriate for future employment zoned land.

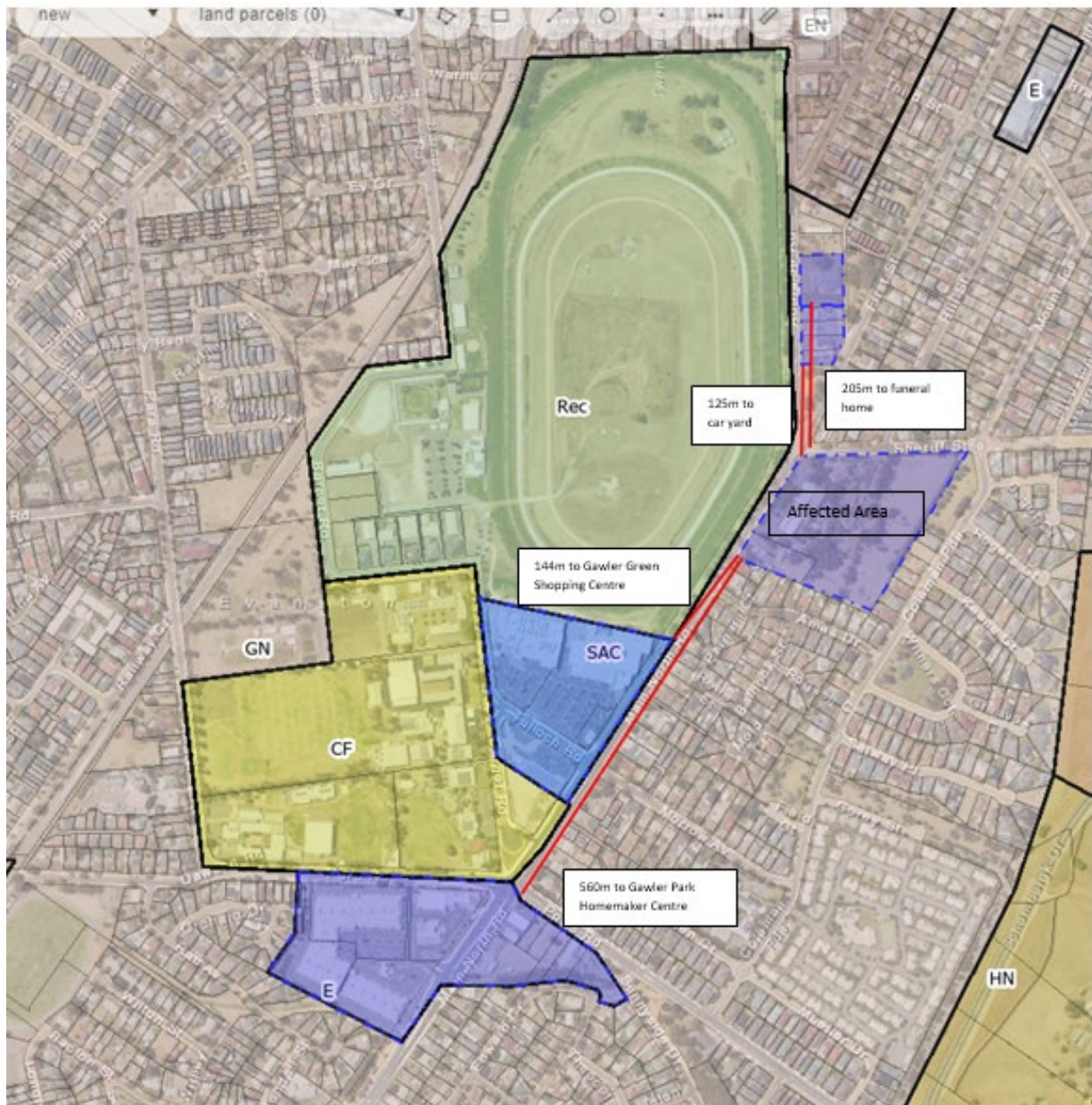


Figure 3. Proximity analysis for site 6

2. Feedback on the LMA and associated infrastructure issues

2.1 Original submission

Flooding and stormwater - A preferred design solution seeks to develop a high-capacity drain under First Street, ultimately linking to a proposed detention basin in the Racecourse. As you are aware, flooding and stormwater management is of paramount importance within the locality and must be properly addressed in the LMA in the event that the proposed code amendment is approved by the Minister;

Updated response

Broad overview

Drew Jacobi from Southfront Consulting Engineers acting on behalf of Council has peer reviewed the proposed stormwater and flooding design response for the *Affected Area* developed by FMG Engineering on behalf of the *Designated Entity*. The review confirmed

that the *Affected Area* is flood affected, along with a wider area as mapped in the Gawler and Surrounds Stormwater Management Plan 2022.

The Southfront review confirms that delivery of the entirety of works foreshadowed by the Gawler and Surrounds Stormwater Management Plan 2022 to substantially improve flood mitigation to this area cannot be undertaken at this time. This is due to a number of logistical considerations, including:

- the requirement to finalise approvals such that the SWM Plan itself is approved and final;
- securing State Government funding for portions of the works that are likely to be eligible for funding;
- the need for support via the Stormwater Management Authority; and
- further work in negotiating and collaborating with the Gawler and Barossa Jockey Club (GBJC) in relation to a proposed wetland / flood detention storage, within land owned by the GBJC.

Notwithstanding, the Town of Gawler has liaised with the *Designated Entity* and Future Urban in identifying a flood mitigation element that could be undertaken in advance of major flood mitigation works as described above. This is on the basis that any such works would be complimentary to the long-term flood mitigation strategy for the area.

Within the context of the stormwater upgrade works presented in the Gawler and Surrounds Stormwater Management Plan for this area, the drainage upgrade element between the First Street drainage reserve and the Gawler Racecourse boundary were identified as being of merit for this purpose (refer to Figure 4).

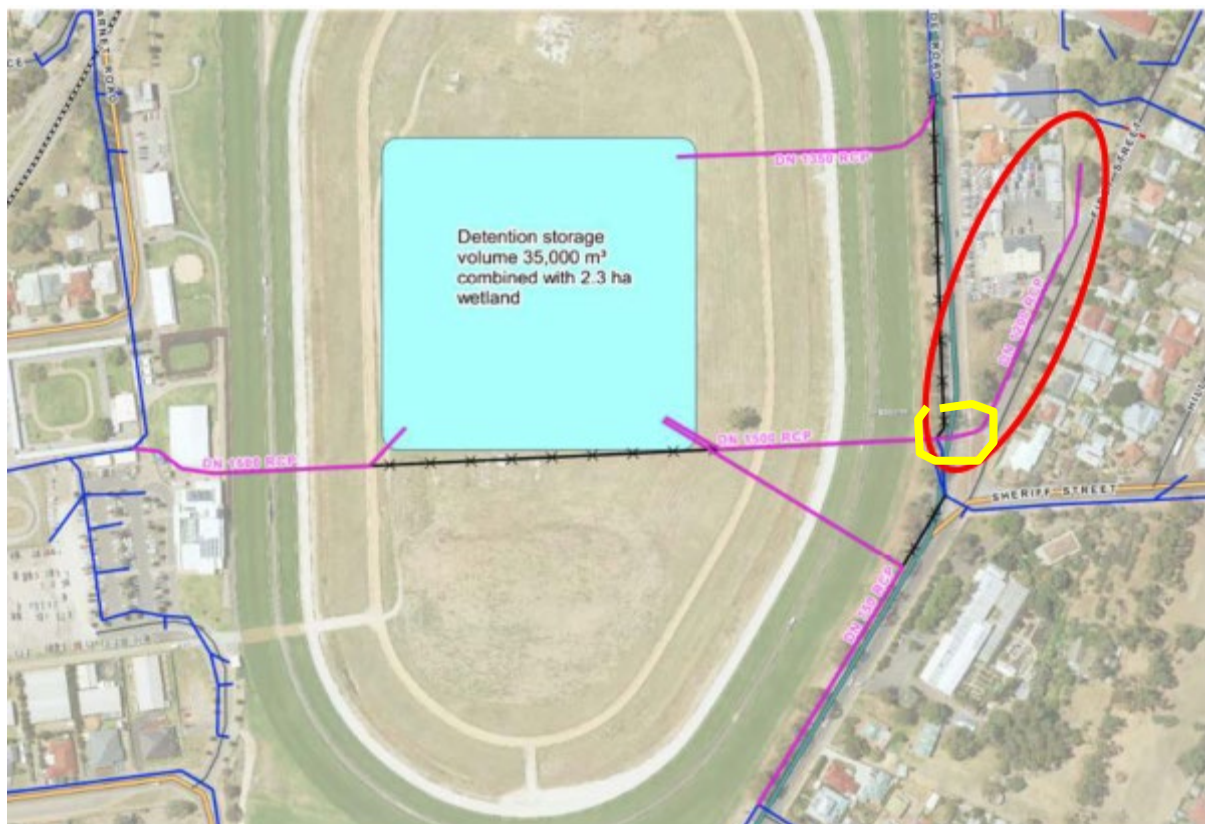


Figure 4. Gawler Racecourse Flood Control Plan (Gawler and Surrounds Stormwater Management Plan). The area identified within the red circle was costed at \$1.04M by Southfront Consulting Engineers. What is being delivered under the LMA is the area within the yellow circle via pipe upgrade as the first phase.

The proposal to upgrade the drain between the First Street drainage reserve and the GBJC boundary would form a key part of a network upgrade that seeks to convey floodwaters more efficiently from the flood affected residential area to the future flood control basin in the centre of the GBJC land. As indicated, this has been costed at \$1.04M under Council's peer review process by CostPlan on behalf of Southfront Consulting Engineers.

In the short term, until the basin is established, the increased pipe capacity reflected by works within the red circled area (Fig 14) would offer limited benefits as the capacity 'bottleneck' across the GBJC site would remain. The short-term benefits would be limited to the marginally increased underground flood storage capacity created by the larger underground pipe.

Therefore, pipe upgrades will relate to upsizing the existing 800mm pipe beneath Main North Road to 1200mm, concurrent with other works (junction upgrades at Sheriff/First Av/Main North Road as addressed elsewhere in this report) to provide for future system upgrades as per Figure 4.

Cost Sharing, Council Priorities

To recap:

1. Delivery of any significant flood water detention on the GBJC site is likely to cost in the order of \$2-4M. There is no detailed design yet for these works and several steps need to be completed before any works could occur on this site (see earlier comments).
2. Southfront Consulting Engineers calculated the costs of upgrading pipework as generally set out in Figure 4 (within the area circled in red) at \$1.04M. This is over and above the cost set out in 1 above. The *Designated Entity* has agreed to fund 50% of this cost.
3. Future Urban on behalf of the *Designated Entity* via its engineers have suggested they will fund the upgrade of the existing pipe from where it leaves the Council owned triangular wedge on the corner of Main North Road/First Av/Sheriff St across Main North Road.
4. Council will use the balance of moneys collected via the LMA from the *Designated Entity* to progress associated stormwater works as foreshadowed in the Gawler and Surrounds Stormwater Management Plan. This is explained further below.

It is recognised that the Town of Gawler has numerous stormwater management matters across its Council area requiring funding to resolve. The infrastructure upgrade contemplated to be undertaken as part of this Code Amendment, while consistent with the Gawler and Surrounds Stormwater Management Plan, is not a high priority in the context of the stormwater capital works arising from Council's other stormwater management matters.

It is also noted that the development of the wetland and detention storage within the GBJC land would ideally be undertaken in advance of upstream drainage upgrade works. Further negotiations with neighbouring owners including GBJC will need to be undertaken to advance these design solutions being delivered.

The *Affected Area* at full development potential is estimated to contribute approximately 5% to the drainage system passing through Council's system. Development of the area, will however reduce existing absorption capacity due to its large pervious areas. Thus, it is

essential that Council implement this project as the first step of the Gawler and Surrounds Stormwater Management Plan.

In recognition of the need for additional flood mitigation works and the current function of the *Affected Area*, the proponent is prepared to pay for 50% of the scoped 'external' stormwater item, being \$520,000. The LMA reflects an agreed approach on this matter with Council's administration.

Proposed Utilisation of Funding Contribution

The proposed funding contribution arising from the Code Amendment is proposed to be utilised as summarised below:

- \$30K - Preparation of design documentation for the proposed drainage upgrade works between the First Street drainage reserve and the GBJC / Main North Road boundary. This work is required to facilitate the subsequent item described below.
- \$190K – Construction of drainage upgrade works under Main North Road. Given reconstruction and widening of Main North Road will be occurring to accommodate the Code Amendment, these roadworks represents an opportune time to undertake this portion of the drainage works and potentially realise some cost savings through efficiencies in construction and reinstatement.
- \$300K – As a contribution to Council towards investigation, design development and construction of catchment-based flood mitigation works such as the wetlands and detention storage within the GBJC site. These catchment based works are likely to be eligible for 50/50 funding with the State Government, or subject to an appropriate funding program being available, 33/33/33 funding with State and Commonwealth Governments. As such, this funding element could be valuable in enabling Council to secure further external funding for catchment-based flood mitigation works.

It should be flagged that as substantially a pre-existing flooding condition, the *Designated Entity* is not obliged to make funding available to address flooding risk, other than to the extent that flooding risk is a shared concern for all parties impacted.

There are no technical concerns with the stormwater management proposed within the code amendment, should the LMA be endorsed by both parties.

2.2 Original submission

Traffic – *The site entrance will be provided via traffic lights to the middle of the block from Main North Road. Adjustments and modifications to the local road network may be necessitated by the project and this is the subject of further analysis Council has commissioned. Design discussions and engineering solution with Future Urban in the next few weeks will be shaped by the feedback obtained.*

Updated response

The modelling assessment undertaken by MFY Traffic Consultants has been undertaken in accordance with industry practice. The MFY report outlined that close consultation was undertaken with DIT.

The MFY report acknowledged that access to the *Affected Area* should not be provided via Sheriff Street. Doing so would be an increase in traffic movements on residential streets.

The traffic generation and directional split assumptions proposed by MFY is adequate.

While cut-through traffic was investigated by MFY, the report could have flagged further alternative routes, which may result in a smaller travel time than via Main North Road:

- Murray Street / First Street
- Potts Road / Coleman Parade / Sheriff Street

A key consideration for Council is the local traffic treatments that enable any code amendment and subsequent development application to progress in an orderly fashion.

Concerns have been expressed regarding impacts of traffic changes on Sheriff Street and First Street with respect to increased cut through movements and road safety at the First Street / Main North Road Intersection. Council engineers have sought to resolve the issues based on the fundamental position that the arterial road network (Main North Road) is the primary means of accessing the *Affected Area*. The local traffic network is to serve only local movements within substantially a residential context. Three options have been developed as follows:

- Option 1: Closure of First Street and Sheriff Street estimated cost of **\$128,237**.
- Option 2: Closure of First Street, left turn into Sheriff Street – cost of **\$130,524**.
- Option 3: Re-alignment of First Street and Sheriff Street estimated cost of **\$74,902**.

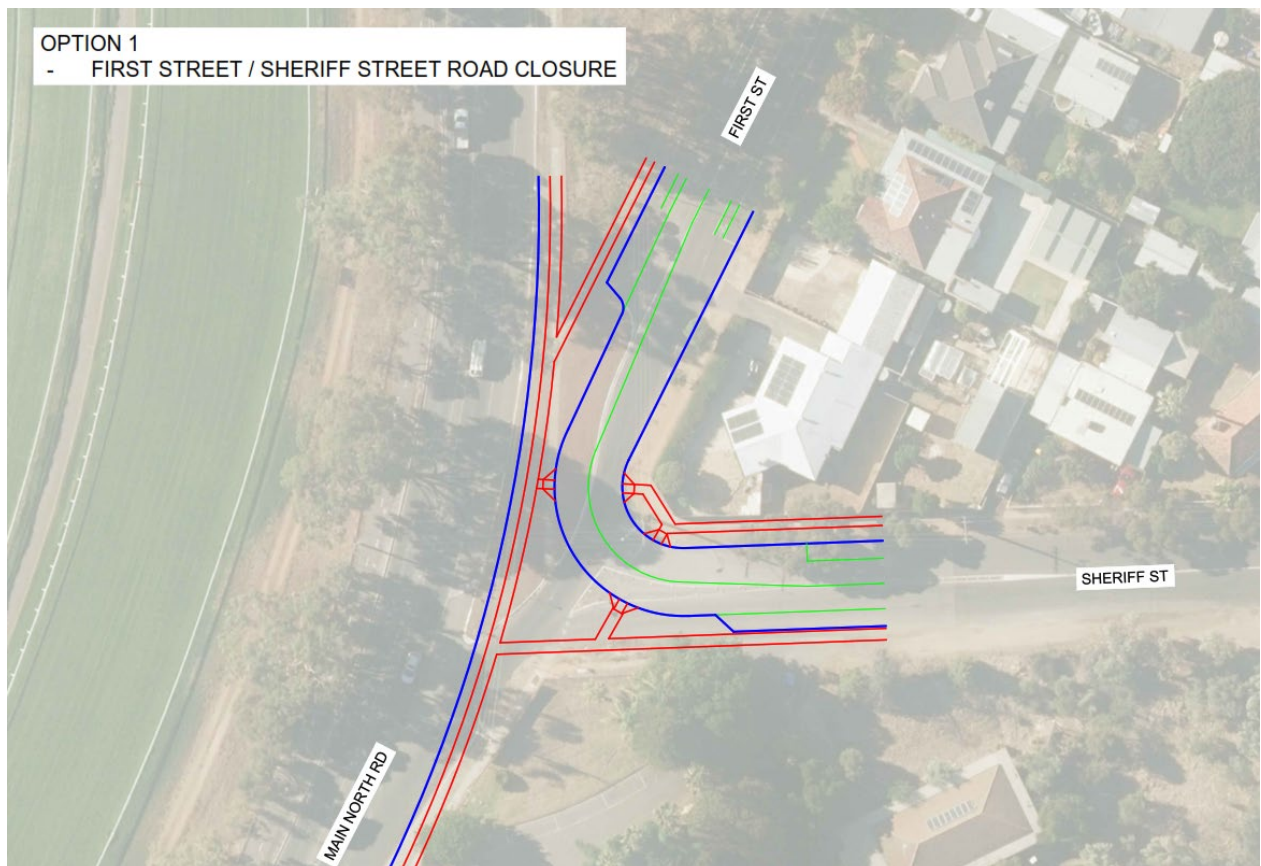


Figure 5. Option 1 Closure of First and Sheriff Streets to Main North Road



Figure 6. Option 2 Closure of First and Left Turn only into Sheriff Street

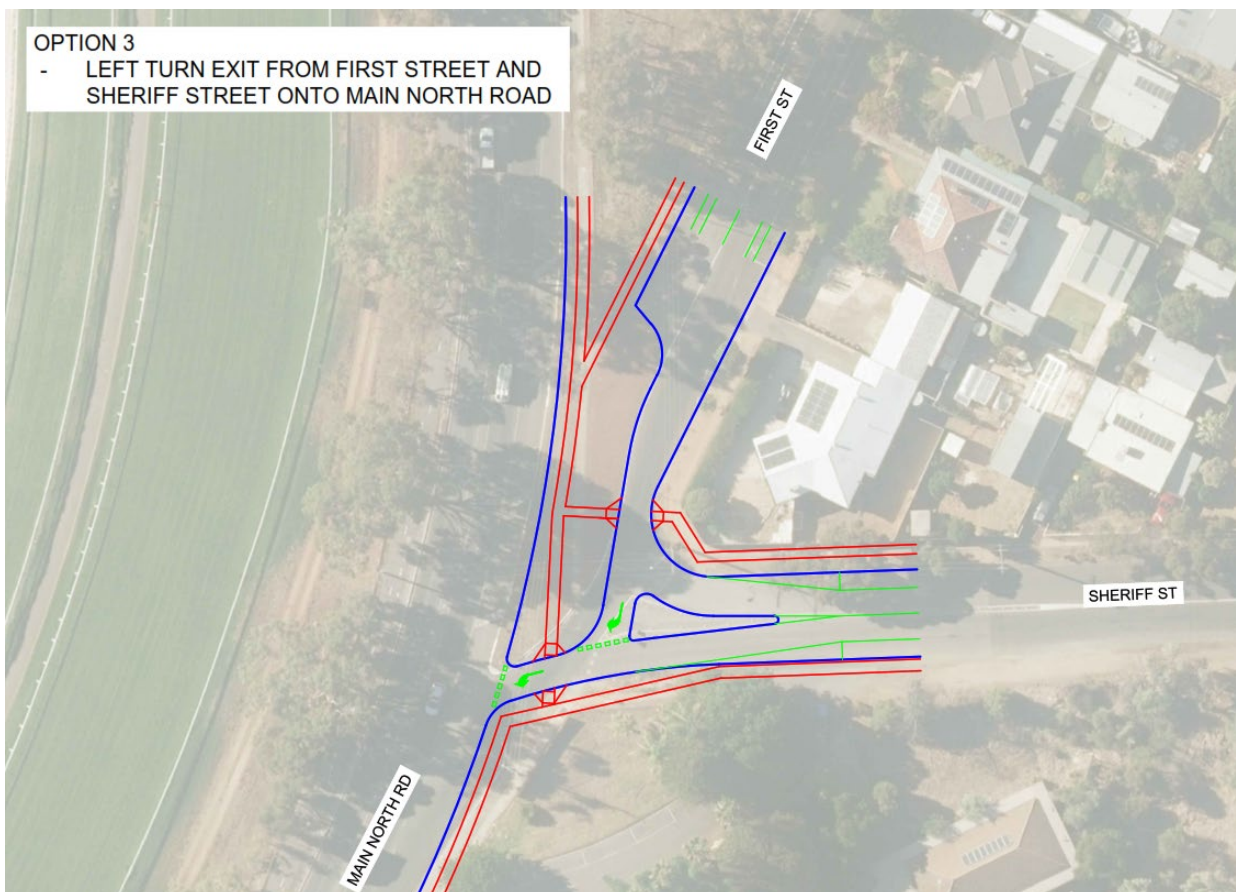


Figure 7. Option 3 Re-alignment of First Street and Sheriff Street with left turn out

Option 1 is preferred by Council's administration as it eliminates entirely the opportunity for "cut through" in this area.

All of the above options including additional options could be considered as part of further Council engagement, should the code amendment be approved by the Minister for Planning.



Figures 8A & 8B. Sherriff St junction with Main North Road

Any decision on road junction alterations or closures involves a number of considerations, namely:

- a) Any changes to the road network need to follow an engagement process with affected landowners directly relying on this access. Legal obligations and process as set out under Division 3 of the *Road Traffic Act 1961* is also to be followed.
- b) There may be more than one method for resolving the design of the junction. Closure might be the better solution, but another solution is left in from Main North Road.
- c) Regardless of whether the code amendment was proceeding or not, the existing junction is suboptimal and needs to be modified. The code amendment just brings forward this consideration in terms of timing.

It is recommended that Council, as the local road authority, fund up to 50% towards the junction modification proposed for First Street / Sheriff Street intersection modification due to the issue being largely pre-existing and only brought forward for resolution under the Code Amendment. The junction modification has been costed at \$128,237.

The DIT position was reported on in section 1 of this report. The LMA reflects Council's administration's preferred approach as negotiated with the *Designated Entity* based on a costing for a preferred approach, being road closure. Should a left in only junction be preferred, this too is covered in the LMA, again with a 50% cost share with Council.

With regards to Sheriff Street, this street forms the immediate northern boundary of the site, with residential not directly abutting the boundary of the site. Nevertheless, the boundary of the site will require upgrading. New kerb and gutter will also be required as part of the construction of the bulky goods development. These costs, as reflected in the LMA are attributed to the *Designated Entity*.

The cost of new kerb gutter, side entry pits, footpath (1.5m) and footpath lighting on Sheriff Street is estimated to be \$166,304. This upgrade in amenity would have been part of any development of the site for a residential or a commercial outcome.

2.3 Original submission

Regulated Tree Assessment – *Our records indicate there are some 29 trees of note on site, of which 10 are regulated trees and 3 are significant trees as defined under the PDI Act and the PDI (General) Regulations. Notwithstanding, there are also trees including Ficus elastica (not Moreton Bay Figs as suggested in current draft LMA) fronting Main North Road which though exempt is worthy of retention.*

In light of this, a further review of protections via the LMA and those matters to be regulated under future consent processes is critical.

Updated response

The *Affected Area* likely by virtue of its use as a garden centre and much of the land not being developed has a large number of trees, both exotic and native on site. These trees play a role informing the character of the site.

Significant and regulated trees require approval for removal under the *Planning Development and Infrastructure Act 2016* at the Development Application stage. Notwithstanding, from inspecting the site and having regard to the findings of the peer review the following trees as set out below are considered worthy of retention and to be identified as such in the LMA over and above statutory protections set out under the Act.

Council administration has identified the need to preserve the four *Fiscus elastica* in the front of the site's car park. These trees are of a similar species to the Morten Bay Fig Trees along the Gawler River and Adelaide Road intersection which make an important entrance statement to Gawler.

Likewise with the expansion of Main North Road to accommodate the traffic lights and entrance to the site, the *Fiscus elastica* can provide a good vegetated frontage. The ARB report commissioned by Council also identified a fifth *Fiscus elastica* for conservation at the northwestern corner of the site (fronting Sheriff St). It is recommended that all five *Fiscus elastica* are preserved. Three other trees were also identified for preservation and placed in the LMA being: Red Ironbark, Sugar Gum and Rough Barked Apple.

The proposal to provide new tree planting inside the 9m buffer area is supported.

Off-site, it could be expected that footpath construction on Sheriff Street will impact existing trees. These trees are predominantly *Eucalyptus torquata* (Coral Gums) and are in good health. Augmentation and/or replacement of trees will be required at *Designated Entity* cost. But this should be on the condition that:



Figure 9. Identified trees with priority for retention in LMA

1. Quantity of new trees planted replaces the quantity of existing trees lost,
2. New opportunities are investigated for additional tree planting,
3. All tree removal works comply with Council's standards and policies (i.e. *Tree Removal On Council Land*) [tree-removal-on-council-land-adopted-11-09-2018.pdf](https://www.gawler.sa.gov.au/tree-removal-on-council-land-adopted-11-09-2018.pdf) ([gawler.sa.gov.au](https://www.gawler.sa.gov.au)) and
4. All tree planting works comply with Council's standards and policies (i.e. *TOG Tree Species Guide* and *TOG Tree Planting for New Land Divisions* [section-4-policy-tree-planting-for-new-land-divisions-adopted-14-12-2021.pdf](https://www.gawler.sa.gov.au/section-4-policy-tree-planting-for-new-land-divisions-adopted-14-12-2021.pdf) ([gawler.sa.gov.au](https://www.gawler.sa.gov.au)))

2.4 Original submission

Scale and bulk issues. While these infrastructure and arboreal issues have been the focus of much of Council's attention to date, the Designated Entity should also demonstrate how the proposed development can enhance the living experience of the area, or at least mitigate potentially significant impacts (including overshadowing, significant perimeter walls on residential boundaries, acoustic treatments) which may result from future development, should the proposed code amendment be approved.

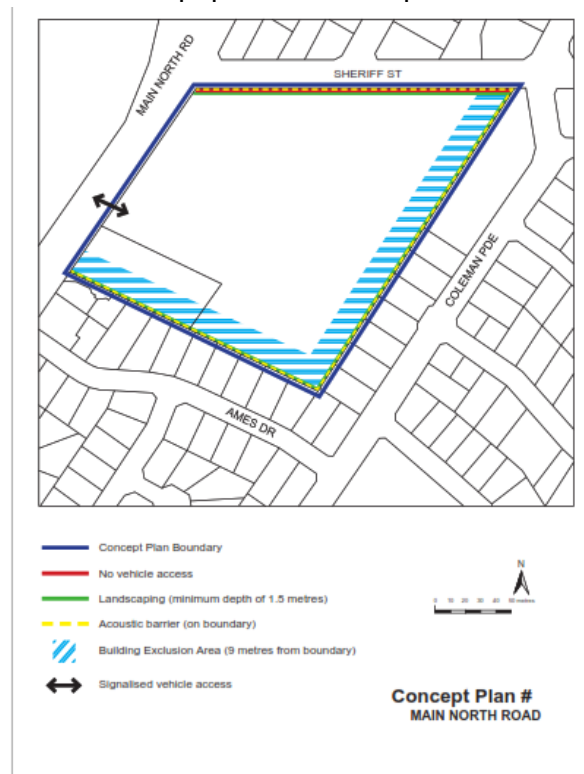
Updated response

Council administration acknowledges that the code amendment will facilitate future bulky goods development considerably larger in scale than the existing Vadoulis Garden Centre development. Equally, it can be argued that based on the existing development on the Affected Area and the scarcity of key sites and available land for larger scale commercial development, the current development is an appropriate site for the future use.

With respect to how development may be delivered on-ground, the Designated Entity has proposed a number of planning variations to the code amendment, reflected in the LMA. These include a reduced building height from 13m to 11.5m and increased vegetated buffer

to side and rear boundaries. New section drawings have been provided along with shadow modelling. Copies of plans are reproduced at larger scale at the rear of this submission.

A new concept plan has been provided.



- Advertised concept plan by Future Urban
- Acoustic wall/barrier on boundaries
 - Landscaping buffer of 1.5m
 - 9m buffer to building envelope



- Modified concept plan proposed by Future Urban
- Acoustic wall/barrier 3m from boundaries
 - Landscaping buffer of 3m incl Main North Road
 - 9m buffer to building envelope (same)
 - Tree planting to achieve min 6m height at maturity within buffer

Figures 10A & B. Changes to the concept plan

The modifications to the concept plan are supported by Council administration as a significant and measurable improvements in the proposal. Alterations to the building height have reduced the impact (visibility) for neighbours. This is visible in Figures 11A and 11B. The test is not that any new building upon the Affected Area is fully screened from

neighbours, but rather that it not overshadow and or significantly impact on neighbouring visual amenity. As amended (11.5m height), the building will not be visible from 2 of the 4 view lines (sections) shown. For those where visible, the impact is lessened and largely incidental in nature. The proposed changes are consistent with Council’s previous request to demonstrate a design solution that is respectful of the neighbourhood.

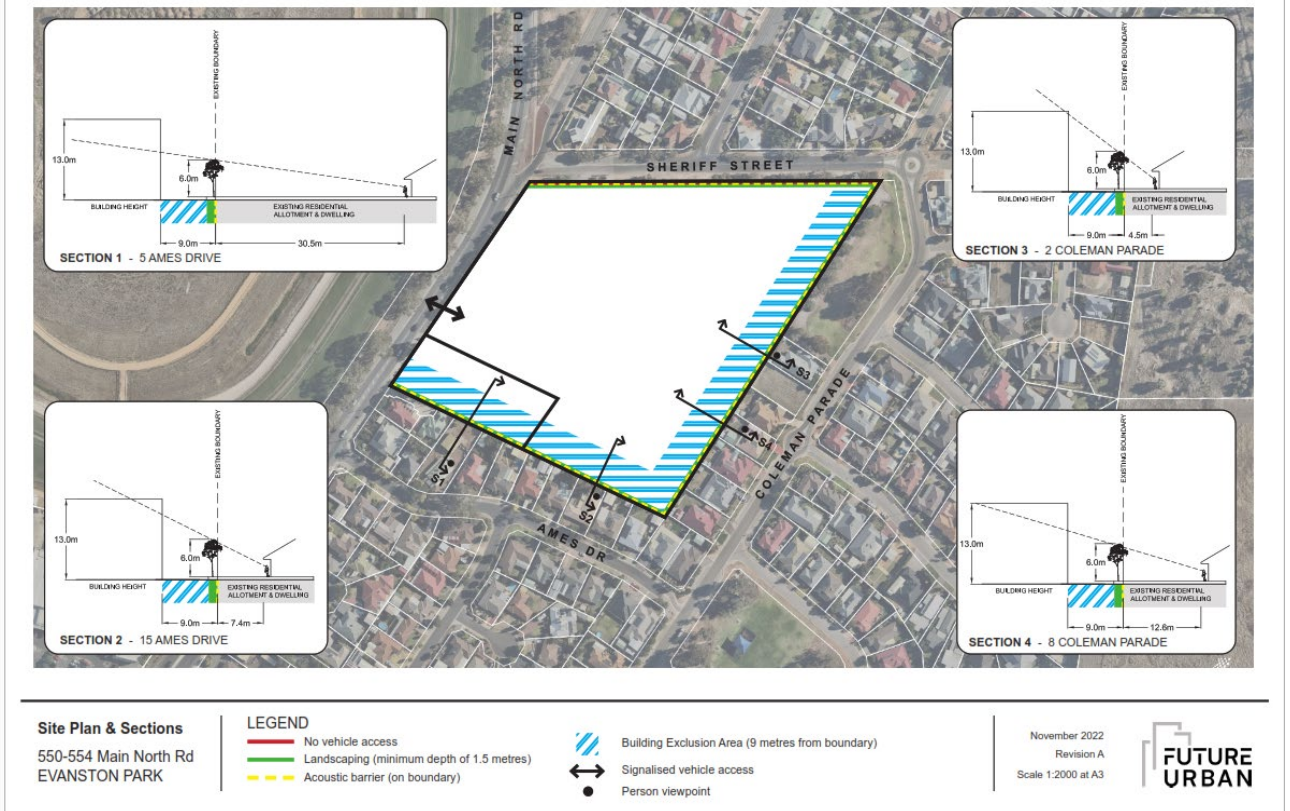


Figure 11 A. Site plan scale assessment, as exhibited by Future Urban (13m building height)



Figure 11B. Site plan scale assessment, as amended (11.5m building height)

A final consideration is shadowing impact. With the reduced 11.5m building height, at 9am on June 21 (winter solstice) shadowing of neighbours in Ames Drive is observed. This impact is negligible at 12pm and almost completely absent at 3pm. No impact of Coleman Parade or Sheriff Street is modelled under any scenario as these are north or east facing streets.

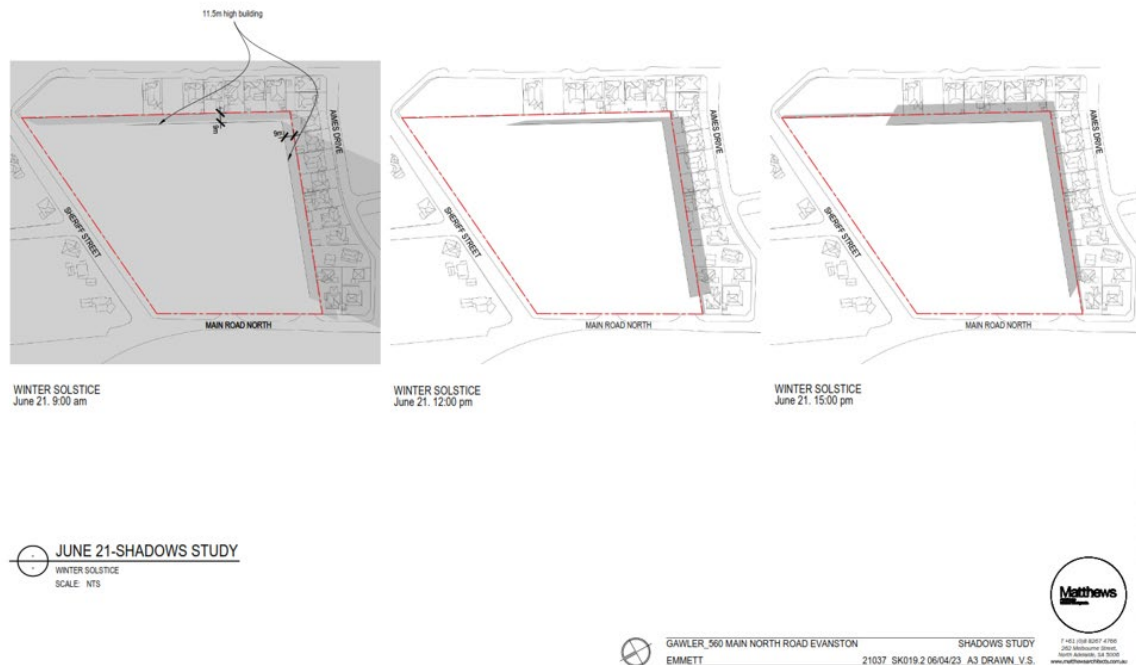


Figure 12. Shadowing analysis, winter solstice (June 21), at 9am, 12pm and 3pm

The shadowing impact is considered acceptable. This conclusion is reached on the basis of Code provisions at PO3.1-3.2. The Deemed to Satisfy (DTS) standard for overshadowing windows of habitable rooms of adjacent residential uses is 3 hrs sunlight between 9am-3pm on 21 June. DTS is achieved.

For private open space (PO 3.2) the DTS standard is 2 hrs of direct sunlight across an area of no less than 35m². The shadow plans establish that 3 hrs or beyond is achieved.

2.5 Original submission

Safe and appropriate pedestrian systems – providing improvements to pedestrian access in and around the site is critical with residential properties adjacent to and in the vicinity of the subject site as well as those who may walk onto the site, once fully developed. This should include creation/strengthening of a pedestrian and cycle network in the precinct. This applies not only to land with immediate common frontage to the subject land eg Sheriff Street and the eastern side of Main North Road but also where existing infrastructure on the western side of Main North Road may be impacted by proposed road widening to accommodate turn movements into the subject land.

Updated response

Pedestrian crossings on Main North Road will be provided in the form of signalised crossings, which will improve pedestrian access and pedestrian connectivity within the precinct.

While the proposed widening of Main North Road on the western side is likely to impact the shared path, it has been agreed by the proponent that the shared path would be located

within the 10 metre wide road widening zone west of the tree line. 100% of these costs will be borne by the *Designated Entity* as per the LMA.

It is also ensured that footpaths impacted on the east side of Main North Road will be replaced as well as an additional footpath on the southern side of Sheriff Street as shown in Figures 13 and 14 at the cost of the *Designated Entity*.

As part of the modification works proposed for First Street and Sheriff Street, it will be ensured that DDA compliant footpath provision will be provided.

2.6 Original submission

Streetscapes – providing stronger landscaping to enhance good design outcomes for the site and retain visual amenity within the precinct. This should include the minimisation of removal of existing vegetation associated with road widening. See also earlier comments about tree retention within and adjoining the site (regulated tree assessment).

This section of Main North Road has an existing strong tree entrance character and this should not be materially altered when delivering either critical infrastructure to enable development eg road widening, lights, relocated footpaths, improved street junctions or the development upon the *Affected Area* itself (building heights and setbacks for instance may warrant further consideration).

Updated response

The proposed design response as set out in the updated concept plan and LMA substantially address the matters previously raised. That includes retention of key trees fronting Main North Road (*Ficus elastica*).

Until there is a detailed design of the localised road widening, relocation of pathway networks on Main North Road and traffic lighting treatment, a more detailed analysis is not feasible. These matters however will be further addressed at the DA stage.

A material improvement in the streetscape and landscaping is also expected along Sheriff Street. Tree enhancement via supplementary planting will occur to strengthen street tree character. This measure together with addressing drainage, footpath construction (at 1.5m width) and conversion of what is a rural standard road into a landscaped urban street. This upgrade to Sheriff Street will be 100% the cost of the *Designated Entity*.



Figures 13A & B. Current conditions in Sheriff Street adjoining *Affected Area*

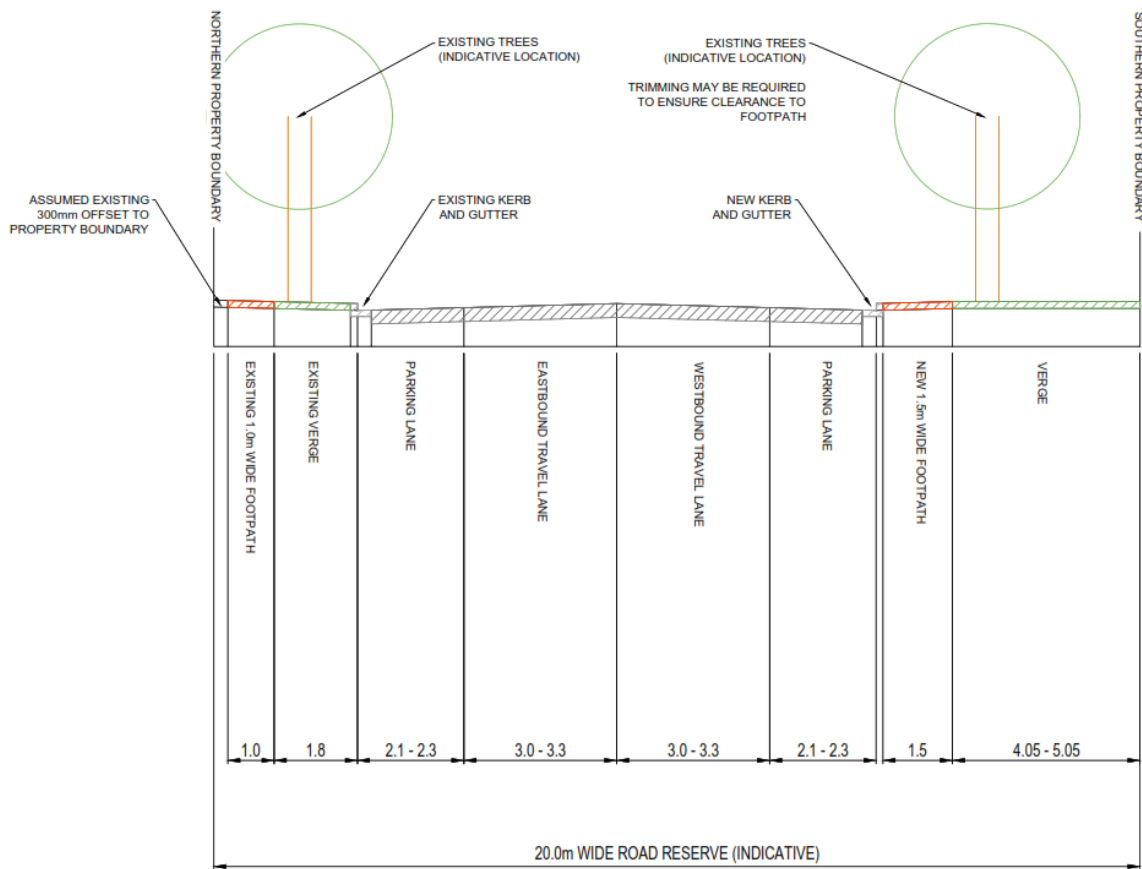


Figure 14. Sheriff Street Cross Section

2.7 Original submission

Land Use Interfaces - The interface with the existing Established Neighbourhood Zone should seek to provide a range of design and management approaches to reduce or ameliorate possible impacts of the development. This may involve, for example, further consideration of boundary fence treatments (height, materials, stepping as opposed to single section walls); limiting shadowing of neighbouring rear yards and dwellings and retaining larger areas of greenspace to better transition between residential and commercial uses within a potential 'big box' format' set of buildings. The submissions from the community will flag more issues in this context along similar concerns that will warrant attention.

Each of these urban elements for further consideration are a direct result of the impact of the proposed code amendment and potential future developments which may occur if the code amendment is approved. As such, Council will seek the proponent to fund these necessary upgrades to ensure the commercial nature of the development can integrate with the area and reduce its impact on the adjacent Established Neighbourhood Zone, should the proposed code amendment be approved.

Updated response

These matters are substantially covered in response to 2.4. However in light of the scale of development envisaged, including acoustic walls and fencing all residential facing frontages should be carefully considered.

Having regard to Sheriff Street and providing visual separation from the Affected Area, there are two considerations – the benefit of an approx. 22m wide separation generated by the road reserve; and the acoustic wall being built on or near the property boundary at a height of 2.4m (see Sonus report, p8). Presently there is no formal footpath and landscaping is limited in sections of Sheriff Street.

Based on field investigations, the following is observed:

- the concept plan and LMA will specify that the acoustic wall is articulated along the road boundary, not a singular plane. A simple acoustic wall without articulation is undesirable aesthetically;
- the footpath and pedestrian movement should be built abutting the road reserve to enable more scope to retain existing trees within the road reserve; and
- new tree planting between the road reserve boundary and footpath should be undertaken as per advice provided by Council's Landscape Co-ordinator (see 4.4 of report).

For the other boundaries, the setback of the acoustic wall at up to 3.5m height some 3m from common boundaries is a major improvement on the advertised proposal, especially with landscaped tree plantings to >6m height at maturity to soften the interface. No adverse issues are identified with this solution.

3. Additional Matters

3.1 Acoustic treatment








The acoustic assessment by Sonus for the proponent has been undertaken in accordance with industry practice.

Council’s peer review report prepared by Marshall Day Consultants advised that the Sonus report could have further flagged a clearer approach to location and design principles for a loading bay. To address this, the LMA now specifies an enclosed loading bay that will measurably limit noise impacts.

A third acoustic report will ultimately need to be provided as part of the Development Application process.

Hours of operation for loading and unloading are typically covered in the Development Application conditions phase, rather than this code amendment stage.



-  Concept Plan Boundary
-  No vehicle access
-  Landscaping (minimum depth of 1.5 metres)
-  Landscaping (minimum depth of 3 metres)
-  Acoustic barrier
-  Building Exclusion Area (9 metres from boundary)
-  Signalised vehicle access



Concept Plan #
MAIN NORTH ROAD

Latest version – concept plan

3.2 Strategic fit with Council's Community Plan 2030+.

There are five pillars within the Council Community Plan 2030+ and some representations note that the code amendment is contrary to the Community Plan. Specific goals read in isolation can support a case for or against the proposal before Council. For instance:

Goal 1 – A Uniquely Identifiable Township

1.2.5 expects Council to strengthen its position as a regional hub. The investment of some \$20m in an employment zone would support this outcome. Equally, policy 1.2.3 refers to developing areas of planted visual amenity that 'complement Gawler's country town appeal'. Context is critical. 1.2.5 likely reinforces the merit of the code amendment. The preservation of five *Ficus elastica* trees at the front of the site will support the entrance to the Town of Gawler reflecting Moreton Bay Figs on the Gawler River bridge.

Goal 2 – Managed and Sustainable Growth

2.4 has a series of outcomes linked to local job creation. The proposal will achieve that end. The location of the site outside Murray Street, the town centre, ensures that 2.3 (manage growth) is not contradicted.

2.1.1 requires Council to aim for an adequate supply of well located and affordable industrial, commercial and residential land. There is a documented shortage of appropriately zoned land and based on the analysis provided the location is acceptable. Any location on an arterial road will generate questions of access, junction designs, the need for signalisation and general traffic flow. The Affected Area is not uniquely challenging in this respect.

Goal 3 – A Healthy, Active, Safe, Engagement Community

No directly relevant strategies are noted.

Goal 4 – Our Environment

No directly relevant strategies are noted through the key action of implementing stormwater management plans is addressed in the LMA.

Goal 5 – Our Leadership

The following has some relevance: 5.2.1 Encourage and facilitate opportunities for community interaction, connection and collaboration.

Noting and recognising that the majority of representors to the engagement process run by Future Urban were against the code amendment, the question is asked whether it is feasible for a position to be put that the code amendment still has merit. A direct reading of 5.2.1 may impose an obligation on Council to connect and collaborate, in turn informing a position to be taken. Taking that approach to its logical conclusion, should Council engage with its community it would be always duty bound to follow the advice it receives from its community.

The key word however is 'follow' and when this is appropriate. Council should always be informed as to community sentiment. But it must ultimately balance opinions, reflect on feedback and make decisions acting as a planning authority, working under rules and

legislation as well as industry practice. Accordingly, Council can have regard to community feedback, seek to collaborate and finalise a position via engagement as proposed.

The proposed code amendment is not contrary to the Gawler Community Plan 2030+. Council's endeavours to engage in developing and finalising its submission show abundant effort in seeking to resolve a submission and address community concerns.

13 m Building Height - As originally proposed



Site Plan & Sections

550-554 Main North Rd
EVANSTON PARK

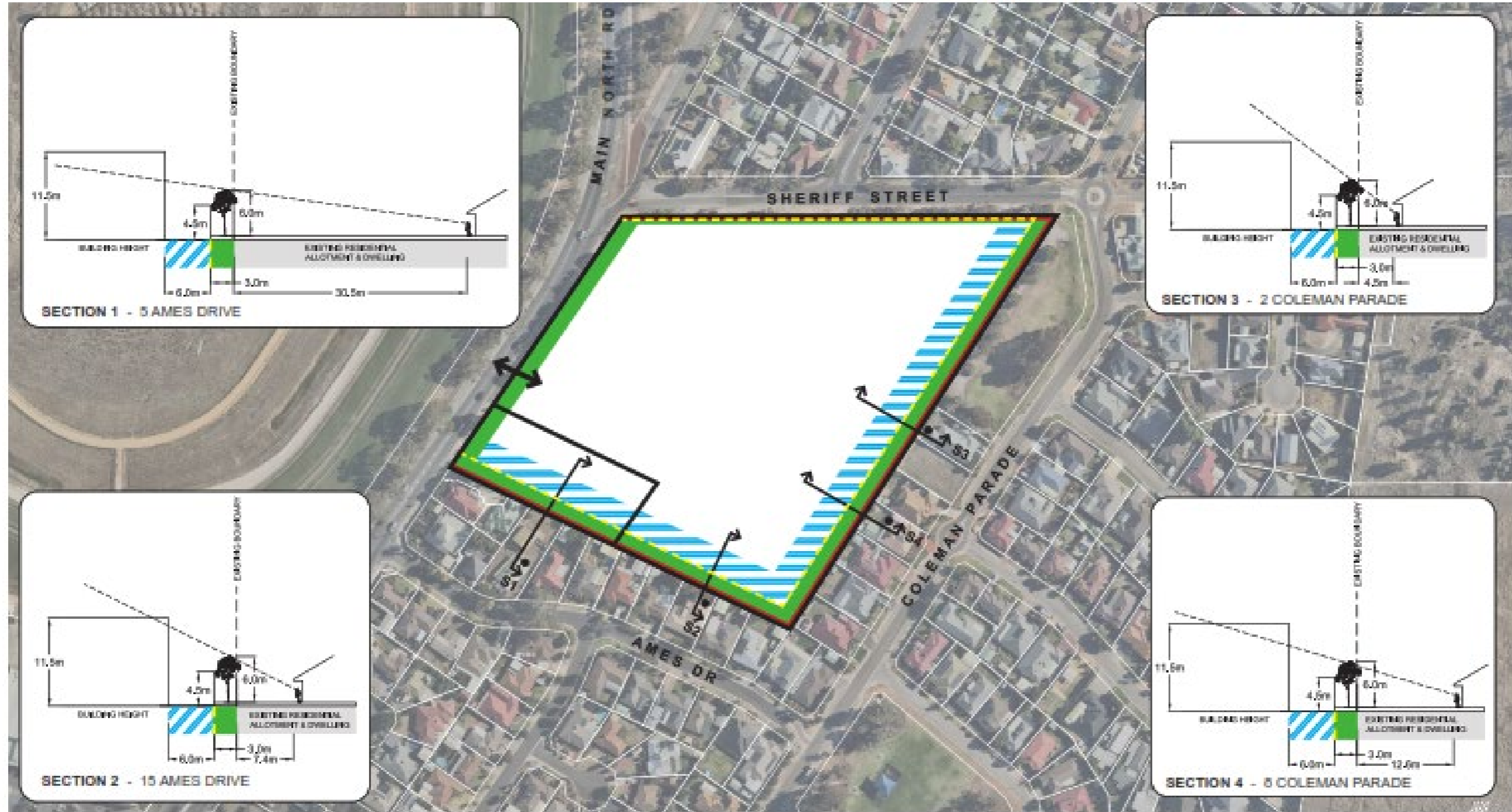
LEGEND

- No vehicle access
- Landscaping (minimum depth of 1.5 metres)
- Acoustic barrier (on boundary)
- Building Exclusion Area (9 metres from boundary)
- Signalled vehicle access
- Person viewpoint

November 2022
Revision A
Scale 1:2000 at A3



11.5 m Building Height - proposed reduced height



Site Plan & Sections
 550-554 Main North Rd
 EVANSTON PARK

LEGEND

- No vehicle access
- Landscaping (minimum depth of 1.5 metres)
- Landscaping (minimum depth of 3 metres)
- Acoustic barrier
- Building Exclusion Area (9 metres from boundary)
- Signalled vehicle access
- Person viewpoint

March 2023
 Revision A
 Scale 1:2000 at A3





WINTER SOLSTICE
June 21. 9:00 am



WINTER SOLSTICE
June 21. 12:00 pm



WINTER SOLSTICE
June 21. 15:00 pm


JUNE 21-SHADOWS STUDY
 WINTER SOLSTICE
 SCALE: NTS



GAWLER_560 MAIN NORTH ROAD EVANSTON
EMMETT

SHADOWS STUDY
21037 SK017.2 06/04/23 A3 DRAWN_V.S.



T +61 (0)8 8267 4788
 262 Melbourne Street,
 North Adelaide, SA 5006
 www.mathewsarchitects.com.au

PRELIMINARY - NOT FOR CONSTRUCTION