



AGENDA

FOR COUNCIL ASSESSMENT PANEL MEETING TO BE HELD ON

28 NOVEMBER 2017 AT 6:00 PM

IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY

MEMBERS

Mr D Wallace (Presiding Member)
Mr R Bateup
Ms L Caruso
Ms S Johnston
Mr J Watson

REQUIRED STAFF

General Manager City Development, Mr T Sutcliffe
Manager Development Services, Mr C Zafiropoulos
Development Officer – Planning, Mr C Carrey
Development Officer – Planning, Ms M Molinaro

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Presentation of the Minutes of the Council Assessment Panel Meeting held on 24 October 2017.

DECLARATIONS OF CONFLICTS OF INTEREST

REPORTS

Development Applications

5.1.1	361/1282/2017/2B	7
	Waste Depot (temporary storage of waste oil) in Association with Existing Industrial Activities (Exact Mining) for Exact Mining Services at 43-45 & 47 Hawker Road, Burton SA 5110 and 71 & 79-85 Helps Road, Burton SA 5110	
5.1.2	361/241/2017/2A.....	175
	Twelve (12) two storey dwellings, combined fence & retaining walls (maximum height 3.5m) and associated internal driveway, car-parking & landscaping at 231 Bridge Road, Ingle Farm for Distinctive Homes Pty Ltd	

OTHER BUSINESS

5.2.1	Council Assessment Panel Operating Procedures	307
5.2.2	Status of Current Appeal Matters and Deferred Items	
5.2.3	Policy Issues is Arising from Consideration of Development Applications	
5.2.4	Future Meetings & Agenda Items	

CLOSE

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**MINUTES OF COUNCIL ASSESSMENT PANEL MEETING HELD IN THE COUNCIL
CHAMBER, 12 JAMES STREET, SALISBURY ON**

24 OCTOBER 2017

MEMBERS PRESENT

Mr D Wallace (Presiding Member)
Mr R Bateup
Ms L Caruso
Ms S Johnston
Mr J Watson

STAFF

General Manager City Development, Mr T Sutcliffe
Manager Development Services, Mr C Zafirooulos
Principal Planner, Mr G Pantelos

The meeting commenced at 6:00 pm.

The Presiding Member welcomed the members, staff and the gallery to the meeting.

APOLOGIES

Nil

PRESENTATION OF MINUTES

The Panel resolved that:

The Minutes of the Development Assessment Panel Meeting held on 25 July 2017, be taken and read as confirmed.

DECLARATIONS OF CONFLICTS OF INTEREST

Nil

Item 5.2.1 was brought forward in the agenda for consideration.

OTHER BUSINESS

5.2.1 Council Assessment Panel General Operating Procedures

The Council Assessment Panel resolved by consensus:

1. That the City of Salisbury Council Assessment Panel General Operating Procedures forming an attachment to the agenda report be adopted, with amendments as agreed by the Panel to:
 - Clauses 6.5 and 6.6 regarding consensus and voting procedures.
 - Clause 7.3 regarding adoption of the minutes.
2. That Ms Linda Caruso be appointed as the Deputy Presiding Member to the Council Assessment Panel for the term to 31 May 2019.

REPORTS

Development Applications

5.1.1 361/1144/2016/3B

Mixed use development comprising Prayer Hall, Dining Hall and Library/Museum with associated facilities, including playground, carpark, caretakers residence, community garden and horse enclosure, and the removal of a regulated tree. at 701-709 Port Wakefield Road, Globe Derby Park for Town Planning Advisors

REPRESENTORS

Ms Rosa Frezza spoke to their representation.

Ms Lois Randall spoke to their representation.

Mr V King spoke to their representation.

Mr Des Nolan spoke to their representation.

Mr Johnny Tran spoke to their representation.

Mr George Manos (Botten Levison Lawyers) and Mr Callum Little (Town Planning Advisors), spoke on behalf of the applicant.

Mr R Bateup moved, and the Council Assessment Panel resolved:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated.
- B. That Development Application No 361/1144/2016/3B for a Mixed use development comprising Prayer Hall, Dining Hall and Library/Museum with associated facilities, including playground, carpark, caretakers residence, community garden and horse enclosure, and the removal of a regulated tree. at 701-709 Port Wakefield Road, Globe Derby Park is not considered to be seriously at variance with the Objectives and Principles of the City of Salisbury Development Plan – Consolidated 5 May 2016 but is **REFUSED** Development Plan Consent for the following reasons:

The proposed development is not in keeping with the desired character of the locality and is at variance with the following Objectives and Principles of Development Control of the Salisbury Council Development Plan consolidated 5th May 2016:

General Section

Interface between Land Uses

Objective 3 - Protect desired land uses from the encroachment of incompatible development

Rural Living Zone

Objective 1- A zone consisting of large allotments, detached dwellings and rural activities that do not adversely impact the amenity of the locality.

Bolivar Policy Area 19

Objectives 1 - A policy area that accommodates low density residential development and stables on large allotments.

Objective 2 - Residential development in association with the keeping of horses in close proximity of the South Australian Trotting Club (Globe Derby Park) facilities.

Objective 3 - Development that contributes to the desired character of the policy area.

Principle of Development Control 1 - The following forms of development are envisaged in the policy area:

- detached dwellings on large allotments
- domestic outbuilding in association with a detached dwelling
- horse keeping
- stables.

Principle of Development Control 2 -Development should not be undertaken unless it is consistent with the desired character for the policy area.

Principle of Development Control 3- Development should be designed and sited to allow for the orderly expansion of residential development and horse keeping.

OTHER BUSINESS

5.2.2 Status of Current Appeal Matters and Deferred Items

The Panel was provided an update on the appeal lodged in relation to the Panel’s approval of Development Application 361/1549/2016 for a Place of Worship with Associated Activities and Cemetery, Carparking, Landscaping and Stormwater Arrangements at 256-258 Bridge Road, Pooraka for Shia Community of South Australia. The appeal has been heard by the ERD Court and is pending a decision.

5.2.3 Policy Issues is Arising from Consideration of Development Applications

The Panel flagged the desirability of further review of policy applying to places of worship and related community facilities, including appropriate zones for such land uses and performance requirements.

5.2.4 Future Meetings & Agenda Items

Next meeting scheduled for Tuesday 28 November 2017.

The meeting closed at 8:06 pm.

PRESIDING
MEMBER.....

DATE.....

ITEM	5.1.1
	COUNCIL ASSESSMENT PANEL
DATE	28 November 2017
APPLICATION NO.	361/1282/2017/2B
APPLICANT	Exact Mining Services
PROPOSAL	Waste Depot (temporary storage of waste oil) in Association with Existing Industrial Activities (Exact Mining)
LOCATION	43-45 & 47 Hawker Road, Burton SA 5110 and 71 & 79-85 Helps Road, Burton SA 5110
CERTIFICATE OF TITLE	CT-5566/142; CT-5566/144; CT-6008/880; CT-6018/51; CT-5991/483
AUTHOR	Chris Carrey, Development Officer, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Urban Employment Zone
Application Type	Merit Category 2
Public Notification	Representations received: Five (5) Representations to be heard: Two (2)
Referrals - Statutory	Environment Protection Authority (EPA)
Referrals – Internal	Development Engineering
Development Plan Version	Salisbury Council Development Plan Consolidated 15 December 2016 (Subject to Gazette Notice 19 January 2017 incorporating authorised amendment to the Development Plan under Section 29(2) (b) (ii) of the <i>Development Act 1993</i> – not relevant to this application).
Assessing Officer	Chris Carrey, Development Officer, City Development
Recommendation	Grant Development Plan Consent subject to Conditions
Meeting Date	28 November 2017

2. REPORT CONTENTS

Assessment Report

Attachment 1:	Proposal Plans and Supporting Information
Attachment 2:	Notice of Category 2 Application and Representations Received
Attachment 3:	Applicant Response to Representations
Attachment 4:	EPA Response
Attachment 5:	Relevant Development Plan Extracts and Location Maps, Consolidated 15 December 2016

3. EXECUTIVE SUMMARY

The applicant seeks Development Plan Consent for a change of use to 'waste depot' in addition to and in association with existing on-site activities of the Exact Mining Group. The proposal involves the temporary storage of waste oil, which is generated off site and then transported to the subject site, prior to its removal off-site in bulk for processing at an appropriate waste facility.

Approximately 182,000 litres of waste oil will be stored at the site each year. The waste oil will be stored in 1000 litre intermediate bulk containers (IBCs), held within a bunded hydrocarbon container (capacity 9000 litres) which is located inside a bunded concrete kerb with sump (capacity 48,400 litres).

The waste oil will be removed from the site on a weekly to fortnightly basis by an external contractor.

This report has provided a detailed assessment of the application against the relevant provisions of the Salisbury Development Plan. The assessment found that:

- The proposed development seeks to support and improve the efficiencies of an established industrial land use which is considered appropriate within the Urban Employment Zone.
- While the development site is located in close proximity to a number of residential dwellings and within the recommended separation distance applied by the Environment Protection Authority (EPA), appropriate mitigation measures have been proposed with regards to noise, air quality, waste and water management to protect the amenity and health of the locality. The EPA concluded that the development will not result in unacceptable environmental impacts or nuisance (subject to one directed condition of approval).
- There are no anticipated visual impacts associated with the proposal having regard to the location where the waste oil is to be stored, boundary setbacks and screening provided by existing buildings.
- The traffic impacts associated with the proposal have been appropriately addressed and there will be little, if any, change to existing external traffic movements on public roads in the locality.

Given the above, it is recommended that Development Plan Consent be granted, subject to conditions.

4. BACKGROUND

The subject site operates as an established facility for storage, servicing and administration associated with the Exact Mining Group which operates across the mining, civil, agricultural and transport sectors.

Previous development authorisations have been granted by Council in relation to activities associated with the subject site. These approvals include:

- DA 361/288/2008 *Two industrial buildings (servicing and repairs of mining equipment) with associated offices, car parking and landscaping*
- DA 361/835/2009 *Wash bay in association with workshop*
- DA 361/30/2013 *Change in use of a warehouse to store and office (47 Hawker Road) and the construction of a workshop with associated two storey office, washbay canopy, car parking and landscaping in association with existing workshop (servicing and mechanical repairs)*

These earlier approvals have established land use activities, existing built form, access and maneuvering arrangements across the site. As discussed in the public notification section of this report, representations have been received which raise concern with existing on-site activities. The applicant has sought to engage with the representors to address these concerns and those relating to this development application.

5. SUBJECT SITE

Exact Mining Group operates across 43-45 Hawker Road, 47 Hawker Road, 71 Helps Road and 79-85 Helps Road, Burton which is considered to be the “subject site”. The location of the proposed development is at 43-45 Hawker Road which is identified as the “development site”. The main office and administration facilities for Exact Mining are located at 47 Hawker Road.

The development site has its main frontage and access via Hawker Road. The rear boundary is located on Helps Road, where there is an existing point of access.

There are a number of existing buildings located on the development site including; an existing wash bay and workshop located in the south-west corner adjacent Helps Road; a former dwelling adjacent Helps Road which is used for staff amenities; and existing workshop and car parking to the north-west closer to Hawker Road. The majority of the development site is sealed with rubble type surface treatments only, however a portion of the entry driveway is of sealed concrete.

There are no easements affected by the proposed development.

6. LOCALITY

The subject site is located in the Urban Employment Zone under Council’s Development Plan and directly abuts the Primary Production Zone to the south-east across Helps Road.

In broad terms, the locality is bounded by Diment Road to the north-east and Waterloo Corner Road to the south-west.

The subject site is bounded by established industrial properties to the north-east at 49 Hawker Road and to the south-west at 2-12 Hookina Road. Along the north-east boundary at 69 Helps Road there is a vacant parcel of land.


To the north-west of the subject site across Hawker Road are a number of established industrial/commercial properties, while to the south-east across Helps Road within the Primary Production Zone there are a number of established residential dwellings and primary production land uses. To the south-west across Hookina Road there is a mix of industrial and residential properties. On the subject site at 71 Helps Road, there is also an existing residential dwelling.

To the south-east of the subject site following the alignment of Helps Road is a Council drainage reserve and the Kaurna Park Wetlands are located approximately 170m further to the south.

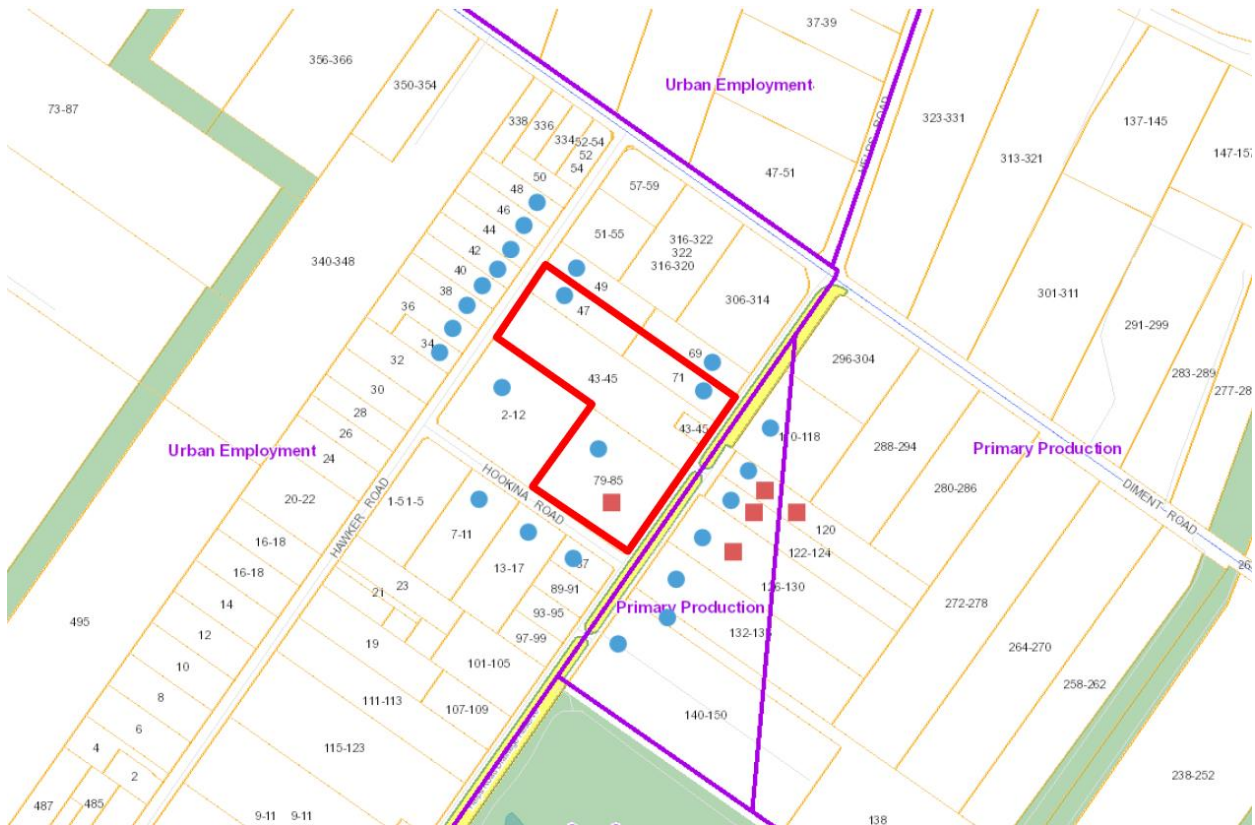
A locality plan and contextual plan are provided below.





Locality Plan – Aerial



Legend (Source: NearMap)	
	Subject site

Locality Plan – Cadastre




Legend (Source: GeoCortex)	
	Site boundary
	Zone boundary
	Properties notified during public notification
	Representations received

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Legend (Source: GeoCortex)

	Subject Site
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Site Photographs

<p>Photo 1</p> <p>Looking south-east towards the main access points for 43-45 Hawker Road (the development site).</p>	
<p>Photo 2</p> <p>Looking south-east towards the main access points for 47 Hawker Road (the main office/administrati on facility for Exact Mining).</p>	
<p>Photo 3</p> <p>Within the development site (43-45 Hawker Road) – looking north towards the bunded container and concrete bund which is to be utilised in association with the proposed development.</p>	

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Photo 4

Within the development site—looking east with the existing wash bay in the centre and workshop on the left.



Photo 5

View from Helps Road, looking south-west into the site with the existing wash bay facility on the right.



Photo 6

View from Helps Road, looking north-west into the site with the existing workshop on the left and former dwelling (staff amenities) in the centre.



7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The applicant seeks Development Plan Consent for a change of use to 'waste depot' in addition to and in association with existing on-site activities. Specifically, the applicant seeks to temporarily store waste oil, which is generated off site by its own machinery/equipment, prior to its removal off-site in bulk for processing at an appropriate waste facility.

The waste oil is decanted into 1000 litre intermediate bulk containers (IBCs) off site (at the point of origin where the waste is generated) and then transferred to the subject site via the applicant's own vehicles which are licensed by the Environment Protection Authority (EPA).

Approximately 182,000 litres of waste oil will be stored at the site each year. This equates to 7000 litres per fortnight. The waste oil will be stored in the 1000 litre IBCs, within a bunded shipping container (capacity 9000 litres) which is located within a bunded concrete sump (capacity 48,400 litres).

The waste oil will be removed from the site on a weekly to fortnightly basis by an external contractor.

There is no proposed change to existing hours of operation or additional vehicle movements associated with the proposal. The waste oil will be brought to the site by vehicles which would be attending in any event. The external contractor removing the waste oil already attends the site for other waste removal functions and removal of the waste oil will occur as part of this activity.

Access to and from the development site will occur via the existing access/egress at Hawker Road and there will be no truck access via Helps Road.

A copy of the proposal plans and supporting documentation are contained in Attachment 1.

8. CLASSIFICATION

The site is located in the Urban Employment Zone of the Salisbury Council Development Plan (consolidated 15 December 2016). Development of the kind proposed is neither listed as being a Complying or Non-Complying form of development in the Urban Employment Zone and consequently should be assessed 'on-merit' against the relevant provisions of the Development Plan.

9. PUBLIC NOTIFICATION

Within the Urban Employment Zone public notification categories are designated as follows:

Category 1	Category 2
All kinds of development except where the site of the proposed development is within 60 metres of a Residential Zone or a Mixed Use Zone boundary	Development where the site of the proposed development is within 60 metres of a Residential Zone or a Mixed Use Zone boundary

As the subject site is not located within 60 metres of a Residential Zone or Mixed Use Zone boundary, development on the site would ordinarily be assessed as a Category 1 development.

However, in accordance with Schedule 22 – Part A 3 (3) of the *Development Regulations 2008* a ‘waste depot’ is identified to be an activity of major environmental significance. Therefore, consideration must be given to Regulation 32 (3) (b) of the *Development Regulations 2008* which states:

The following forms of development are assigned to Category 2 for the purposes of section 38 of the Act:

(b) developments that involve, or are for the purposes of, any activity specified in Schedule 22 and that would, but for subregulation (2), be assigned to Category 1.

Therefore the application is a Category 2 form of development for public notification purposes.

The Category 2 public notification period took place between 31 August and 15 September 2017. Council received five (5) representations during the public notification period, with four in opposition and one in support.

Representations received		
Representations received		Wish to be Heard
1	William Kirtland 120 Helps Road Burton SA 5110 (Oppose)	√
2	David Cockington 120 Helps Road Burton SA 5110 (Oppose)	√
3	Sara Bosnakis 126-130 Helps Road Burton SA 5110 (Oppose)	
4	Carlo Primono 122 Helps Road Burton SA 5110 (Oppose)	
5	Rangelight Pty Ltd – Brett Russell 79-85 Helps Road Burton SA 5110 (Support)	

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Details of the Representors, a copy of the Category 2 public notice and the submissions received are contained in Attachment 2. The applicant’s response is contained in Attachment 3.

The content of the representation and the applicant’s response are summarised in the table below:

Summary of Representations	
Representation	Applicant’s Response
<p>The proposed development will have a negative impact on the amenity of adjacent residential dwellings on Helps Road in terms of odour, noise, dust and hours of operation.</p>	<ul style="list-style-type: none"> - This is not a proposal to expand business operations into commercial waste storage or processing or to increase levels of activity at the Burton facility. The temporary storage of waste oil will not detrimentally affect the amenity of the locality or cause unreasonable interference through emission of effluent, odour, fumes, dust, airborne pollutants, noise, light spill, hours of operation of traffic impacts. - Waste oil will be stored on an EPA approved bund. - Hours of operation associated with the development are 7.00am to 6.30pm Monday to Saturday. - Noise monitoring surveys will be conducted annually by Exact Mining Services to ensure the site continues to operate within the <i>2007 EPA Guidelines for the use of the Environment Protection (Noise) Policy</i>. - Waste oil will be collected between 7am to 6pm on a weekly to fortnightly basis dependent on volume.
<p>The proposed development will increase traffic to and from the site and provides for access/egress via Helps Road</p>	<ul style="list-style-type: none"> - There will be no additional truck movements to/from the property as a result of the development. - All truck access/egress to the site will be via the main access gate at 43-45 Hawker Road. - Exact Mining does not wish to use Helps Road for regular access to the property. The Helps Road access is gated and locked and is only to be used for servicing of the existing wash bay facility, access to power connection and to maintain landscaping.
<p>The proposed development will have negative environmental impacts through soil and water contamination and should not be located within close proximity of the Kaurna Park Wetlands, stormwater drainage system on Helps Road and primary production activities</p>	<ul style="list-style-type: none"> - All waste oil is stored in 1000 litre containers on an impervious bund that meets South Australia’s EPA 2016 <i>Bunding and Spill Management Guide</i>. - Spill response kits are to be provided, and all personnel are appropriately trained to respond and manage spills, in the unlikely event that they should occur.

There are frequent occurrences of motor vehicles being abandoned and set on fire within the locality (outside of the subject site) and the storage of oil is an additional potential fire hazard	- No direct response provided.
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In addition to the above matters, the Representors raised concerns regarding existing site operations – these concerns are not however directly relevant to this proposal. These concerns included:

- The facility operates 7 days a week until midnight each day;
- There are already odour concerns associated with the use of diesel vehicles on the site;
- There is existing noise pollution from high pressure cleaners and vehicle movements within the existing wash bay facility located adjacent to Helps Road;
- There is existing spray drift from the wash bay facility to the adjacent residential properties on Helps Road;
- Contamination associated with the wash bay facility;
- There is existing light spillage impacts associated with vehicle movements and use of the wash bay during night time hours;
- The location of Exact Mining adjacent to residential dwellings is inappropriate
- Visual concerns associated with storage and land use activities;
- Exact Mining has failed to develop the site in accordance with their earlier approval (DA 361/30/2013) and there has been no landscaping installed along Helps Road to screen activities and buildings.

The applicant has responded to these concerns as follows:

- Installation of landscaping along the Helps Road boundary with an undertaking to manage and maintain the landscaping on an ongoing basis.
- Lodgement of a separate Development Application with Council to enclose the side and rear wall of the existing wash bay facility to address concerns of noise, spray drift and light spillage from this facility (DA 361/1918/2017 refers).
- Provided an overview of wash bay operation including maintenance, monitoring and alarm/fail safe provisions.

- Confirmed its hours of operation to be 7.00am to 6.30pm Monday to Saturday. They have acknowledged that vehicles still need to access the site outside of these hours, however access will occur via Hawker Road only and vehicles will be parked on the Hawker Road side of the site and not moved to the rear (Helps Road side) during such times.
- Assessing the extent of material storage along the Helps Road boundary including the height of stacked tyres.
- Written to and spoken with adjacent residents/landowners in an effort to gain a better understanding of their concerns. This included an invitation to visit the site. It is understood this is an ongoing process.

10. REFERRALS – STATUTORY

Pursuant to Schedule 8 (11) of the *Development Regulations 2008* the proposal was referred to the Environment Protection Authority (EPA) as the development involves an activity specified in Schedule 22 – Part A – 3 (3) of the *Development Regulations 2008*.

The EPA has the power of direction pursuant to Schedule 8(11) and Council, as the relevant authority must comply with any direction they make. The EPA's concluding response is as follows:

Provided the waste oil storage activity is constructed and operated in accordance with the details provided in the application, the EPA anticipates potential environmental impacts can be minimised to acceptable levels. Ongoing management of the site would be managed via conditions of the EPA authorisation.

The EPA directed that 1 condition be attached to any approval that is granted and recommended 3 advisory notes.

The EPA's Direction (including the directed condition) is contained in Attachment 4.

11. REFERRALS – INTERNAL

DIVISION	COMMENT
<i>Development Engineering</i>	<p><i>The application proposes storage and transfer of up to 7000L of oil (7 x 1000L IBCs) per fortnight. IBCs are to be stored within a bunded shipping container (capacity 9000L) within a bunded concrete sump (capacity 48,400L).</i></p> <p><i>The bunded area significantly exceeds the EPA's minimum volume requirement of 133% of the largest oil container to be stored.</i></p> <p><i>Access to the shipping container from the pavement surrounding the bunded area has not been detailed in the application. It would be preferable for the IBC loading area to be sealed or for loading operations to take place within the bunded area. However given the existing use of the area, the size of the existing bund and the appropriately sized oil and grease arrestor designed to cater for existing bunded area there should be negligible additional risk associated with approving the increased use.</i></p>

12. ASSESSMENT

Pursuant to Section 35(2) of the *Development Act 1993*, it is recommended that the Panel determine that the proposed development is not seriously at variance with the Salisbury Council Development Plan, Consolidated 15 December 2016 as a waste depot (for the temporary storage of waste oil) in association with an established industrial activity can be an appropriate form of development in the Urban Employment Zone, subject to appropriate environmental and amenity considerations.

Assessment

Detailed assessment of the application has taken place against the relevant provisions of the Salisbury Council Development Plan and is described below under headings.

An extract of the relevant Development Plan, Consolidated 15 December 2016, is contained in Attachment 5. The relevant provisions are also highlighted in the Attachment.

Land Use and Interface with Helps Road

Objectives 1 and 4 of the Urban Employment Zone state:

1 A mixed use employment zone that primarily accommodates a range of industrial land uses together with other employment and business activities that generate wealth and employment for the State.

4 The effective location and management of activities at the interface of industrial/commercial activity with land uses that are sensitive to these operations.

Industrial development is envisaged in the Urban Employment Zone and the proposal seeks to support and improve the efficiencies of an existing and established industrial land use.

The EPA recommends a separation distance of 300m between licensed non-landfill waste depots and nearby sensitive receptors to protect against noise and air quality impacts. The proposed development does not achieve this recommended separation distance as the location for the storage of the waste oil is approximately 60m from the dwelling located on the subject site at 71 Helps Road and 140m from the nearest dwelling at 120 Helps Road.

Failure to meet the recommended separation is not fatal to a proposal if it can be demonstrated that the impacts can be appropriately mitigated. Given the close proximity to adjacent residential dwellings and to the Helps Road drainage reserve and Kaurna Park Wetlands, consideration must be given to the various impacts of the proposal to ensure the health and amenity of surrounding land occupiers and the locality are protected. These interface issues are addressed below.

Noise

Principle of Development Control (PDC) 1(b) & (g) of the General Section: Interface Between Land Uses module states:

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

(b) noise

(g) hours of operation

The only anticipated noise associated with the proposal relates to vehicle movements to and from the site and loading/unloading of the IBCs.

The applicant has advised that the proposed activity will not increase the amount of vehicle movements to and from the site compared to existing operations, and the core hours of operation are limited to 7.00am to 6.30pm Monday to Saturday.

Therefore, noise impacts associated with the proposed development are unlikely to have a negative impact on the locality. Further it is noted that the waste oil storage area is well setback from property boundaries, and screened by existing buildings located on the development site which will further reduce noise impacts.

Air Quality

Objective 4 of the General Section: Industrial Development module states:

Industrial development occurring without adverse effects on the health and amenity of occupiers of land in adjoining zones.

Objective 2 and PDC 1(a) of the General Section: Interface Between Land Uses module state:

2 Protect community health and amenity from adverse impacts of development.

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

(a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants

All decanting of waste oil is to occur off site. The waste oil is to be stored on-site in high density polyethylene IBCs. Therefore, it is considered there is unlikely to be any substantial odour associated with the activity.

The applicant has advised that existing dust management procedures will be maintained and there will be no additional truck movements associated with the activity which would require further controls to be implemented.

It is also noted that the subject site is subject to an existing EPA Licence (which will require amendment if this development is approved). EPA Licence conditions require that dust be appropriately managed to avoid it leaving the site.

Therefore, it is considered that the proposal will incorporate appropriate mitigation measures and not have an adverse impact on air quality.

Water Quality and Waste Management

PDC 1 of the General Section: Natural Resources module states:

1 Development should be undertaken with minimum impact on the natural environment, including air and water quality, land, soil, biodiversity, and scenically attractive areas.

PDCs 23 and 24 (a), (b) and (d) of the General Section: Hazards module state:

23 Hazardous materials should be stored and contained in a manner that minimises the risk to public health and safety and the potential for water, land or air contamination.

24 Development that involves the storage and handling of hazardous materials should ensure that these are contained in designated areas that are secure, readily accessible to emergency vehicles, impervious, protected from rain and stormwater intrusion and other measures necessary to prevent:

- (a) discharge of polluted water from the site*
- (b) contamination of land*
- (d) potential interface impacts with sensitive land uses.*

PDC 6 (b) – (f) of the General Section: Waste module state:

Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:

- (b) located to avoid impacting on adjoining sensitive environments or land uses*
- (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system*
- (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water*
- (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours*
- (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.*

The applicant proposes a number of physical barriers and controls to avoid potential environmental impacts. These are detailed as follows:

1. The waste oil is stored in individual (1000 litre) high density polyethylene containers (IBCs) which are housed within a tubular steel or galvanized iron cage/pallet.
2. The IBCs will be stored within a bunded container which is 12m long and 2.5m wide with a capacity to contain 9000 litres (or 9 IBCs).
3. The bunded container is located within a bunded concrete pad with a sump which has a capacity of 48,400 litres.

4. The sump will be plumbed to direct any spills or stormwater to a vertical gravity separator (VGS) which is located adjacent to the existing wash bay facility. The VGS has the ability to remove oil, grease and suspended solids from waste water. The 'clean' water will then be disposed of via an SA Water effluent system or trade waste connection. The separated oil will then be disposed off-site to an approved waste facility for recycling/disposal.
5. Spill response kits and appropriate staff training are to be provided in the event that a spill occurs.

The barriers and controls proposed by the applicant are considered to be appropriate to avoid groundwater and soil contamination and there are no anticipated impacts on surrounding land uses.

The EPA also concluded that the containment infrastructure is sufficient to manage risk of spills associated with the proposal. They have recommended a condition of approval that the bunding be installed prior to operation and the bunding should be consistent with the requirements of the EPAs *Guidelines for bunding and spill management guide (May 2016)*.

As an additional control and to minimise the risk of spill, a condition requiring that all loading/unloading shall occur within the concrete bund has been recommended.

Given the proposed method of storage and setback from property boundaries, there are no anticipated fire risks associated with the proposal. It is also noted the applicant will need to obtain Building Rules Consent for the bunded shipping container where fire protection of the building will be further considered.

Visual Impact

PDC 4 of the General Section: Industrial Development states:

4 Industrial development abutting an arterial road, a non-industrial zone boundary, or significant open space should be developed in a manner that does not create adverse visual impacts on the locality.

PDC 6 (a) of the General Section: Waste module states:

6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:

(a) screened and separated from adjoining areas

PDC 1 of the General Section: Waste Management Facilities states:

1 Waste management facilities should be located and designed to minimise adverse impacts on both the site and surrounding areas from the generation of surface water and groundwater pollution, traffic, noise, odours, dust, vermin, weeds, litter, gas and visual impact.

The location for the storage of the waste oil is located well within the boundaries of the site.

The bunded container in which the waste oil is to be stored is approximately 2.5m in height and will be largely screened by existing buildings at the Hawker Road and Helps Road ends of the development site.

It is therefore considered that the proposal will not have a visual impact on the amenity of the locality and will be appropriately screened from public view.

Traffic Impacts

PDC 1(h) of the General Section: Interface Between Land Uses module states:

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

(h) traffic impacts.

PDC 3 of the General Section: Industrial Development module states:

3 Industrial development should enable all vehicles to enter and exit the site in a forward direction.

Access to the site remains unchanged with the main access located on Hawker Road which is an all-weather sealed road. There is no proposed access from Helps Road associated with the proposal. Existing on-site manoeuvring and car parking remains unchanged by the proposal.

The proposal will not result in additional vehicle movements to and from the site and the proposed hours of operation are considered to be appropriate and not unreasonable within the Urban Employment Zone or adjacent to a Primary Production Zone and associated residential dwellings.

Therefore, the traffic impacts associated with this proposal are considered to be reasonable.

13. CONCLUSION

The applicant seeks Development Plan Consent for a change of use to 'waste depot' in addition to and in association with existing on-site activities. The proposal involves the temporary storage of waste oil, which is generated off site, prior to its removal off-site in bulk for processing at an appropriate waste facility.

Approximately 182,000 litres of waste oil will be stored at the site each year. The waste oil will be stored in 1000 litre IBCs, within a bunded shipping container (capacity 9000 litres) which is located within a bunded concrete sump (capacity 48,400 litres).

The waste oil will be removed from the site on a weekly to fortnightly basis by an external contractor.

This report has provided a detailed assessment of the application against the relevant provisions of the Salisbury Council Development Plan. The assessment found that:

- The proposed development seeks to support and improve the efficiencies of an established industrial land use which is considered appropriate within the Urban Employment Zone.

- While the development site is located in close proximity to a number of residential dwellings and within the recommended separation distance applied by the Environment Protection Authority (EPA), appropriate mitigation measures have been proposed with regards to noise, air quality, waste and water management to protect the amenity and health of the locality. The EPA concluded that the development will not result in unacceptable environmental impacts or nuisance (subject to one directed condition of approval).
- There are no anticipated visual impacts associated with the proposal having regard to the location where the waste oil is to be stored, boundary setbacks and screening provided by existing buildings.
- The traffic impacts associated with the proposal have been appropriately addressed and there will be little, if any, change to existing external traffic movements on public roads in the locality.

In addition, the applicant has appropriately addressed the concerns raised by the representors, which has also been supported by the planning assessment.

Therefore, it is recommended that Development Plan Consent be granted, subject to conditions.

14. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Council Development Plan – Consolidated 15 December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1282/2017/2B for Waste depot (temporary storage of waste oil) in association with existing industrial activities (Exact Mining) in accordance with the plans and details submitted with the application and subject to the following conditions:

Development Plan Consent Conditions

1. The development shall be carried out in accordance with the details submitted with the application and the following stamped approved plans and documents, except where otherwise varied by the conditions herein:

Drawing No.	Plan Type	Date	Prepared By
N/A	Letter – operational details	Date Received 12 July 2017	Exact Mining Group
N/A	Letter – operational details	Date Received 30 August 2017	Exact Mining Group
S1417 DA1	Site Plan	Date Received 30 August 2017	Geoff Matthews & Associates Building Designers

S1417 DA2	Site Plan	Date Received 30 August 2017	Geoff Matthews & Associates Building Designers
N/A	Response to Representations	Date Received 17 October 2017	Exact Mining Group
N/A	Email regarding hours of operation and access via Helps Road	Date sent 18 October 2017	Sent by Terri Rhodes (Exact Mining)

Reason: To ensure the proposal is established in accordance with the submitted plans.

- All loading and unloading associated with the temporary storage of waste oil shall be limited Monday to Saturday 7.00am to 6.30pm with no activity on Sundays and Public Holidays.

Reason: To limit the effect of nuisance to residents living in the locality

- All loading and unloading associated with the temporary storage of waste oil shall occur inside the concrete bund.

Reason: To avoid the risk of contamination and minimise the impact of any spillages.

Condition Directed by the Environment Protection Authority (EPA)

- Prior to receipt of waste oil, an impervious bunded area must be installed with a net capacity of at least 133 per cent of the volume of the largest oil container to be stored within the bunded area. All waste oil must be stored within the bunded area. For further information refer to the EPA's Guidelines for bunding and spill management (May 2016) accessed here: http://www.epa.sa.gov.au/files/47717_guide_bunding.pdf

Advice Notes

- The conditions imposed herein shall be in addition to conditions that apply to the subject property from previous approvals that remain active.

Environment Protection Authority

2. The applicant is reminded of its general environmental duty, as required by Section 25 of the Environment Protection Act, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
3. The applicant is required to contact the Environment Protection Authority before acting on this approval to ascertain licensing requirements.
4. EPA information sheets, guidelines documents, codes of practice, technical bulletins etc. can be accessed on the following web site: <http://www.epa.sa.gov.au>

CO-ORDINATION

Officer:	GMCiD	MDS
Date:	13.11.17	9.11.17

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Proposal Plans and Supporting Information
2. Notice of Category 2 Application and Representations Received
3. Applicant Response to Representations
4. EPA Response
5. Relevant Development Plan Extracts and Location Maps, Consolidated 15 December 2016

Attachment 1
Proposal Plans and Supporting Information



**CITY OF SALISBURY
DEVELOPMENT APPLICATION FORM**

361/ 1282 /2017/ B

Please use BLOCK LETTERS and Black or Blue Ink

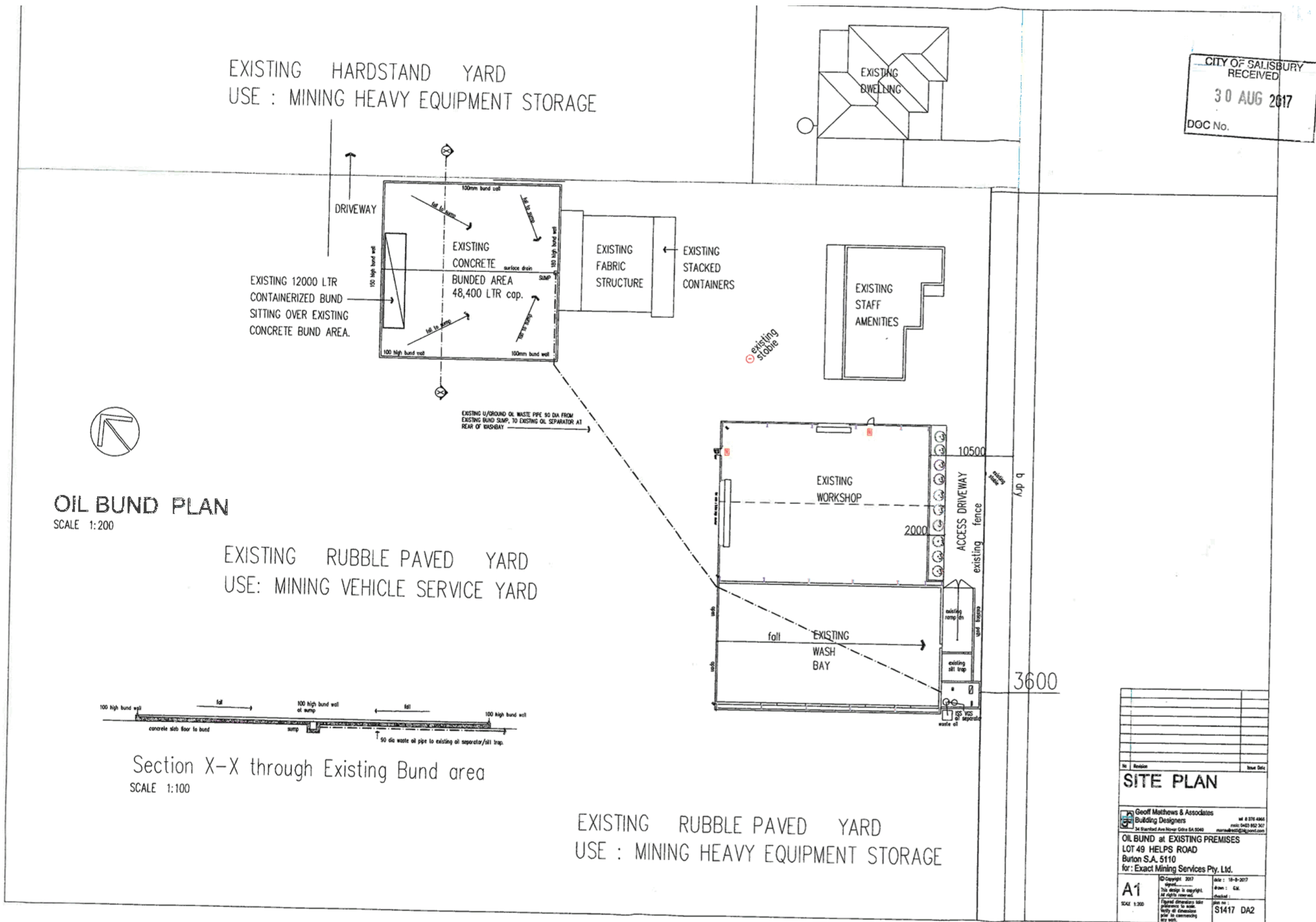
Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information

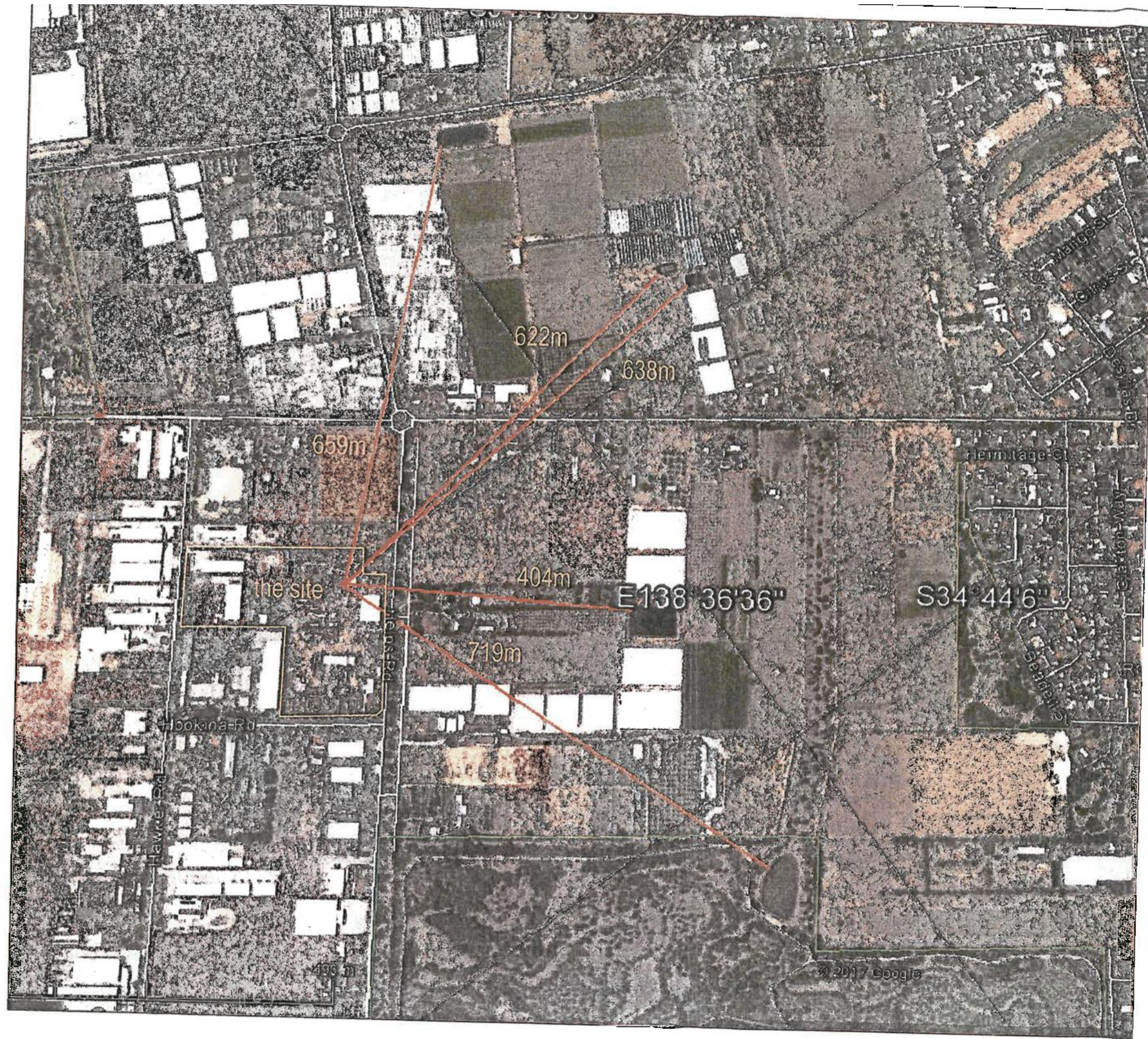
APPLICANT: COMPANY / FIRST NAME		SURNAME	
EXACT MINING SERVICES		TERRI (THERÈSE) RHODES	
POSTAL ADDRESS:			
43 GREENHILL RD, WAYVILLE SA 5034			
OWNER NAME: (This must be completed)			
BURTON EXACT PROPERTIES UNIT TRUST			<input type="checkbox"/> as above
OWNER POSTAL ADDRESS:			
C/- PO BOX 2691 KENT TOWN SA 5071			<input type="checkbox"/> as above
OWNER PHONE NO:	OWNER FAX NO:	OWNER EMAIL:	
CONTACT PERSON FOR FURTHER INFORMATION <input type="checkbox"/> as above			
NAME:		TELEPHONE (W):	
TERRI RHODES		(M):	
EMAIL:		FAX:	
trhodes@exactmining.com.au			
BUILDER NAME:		BUILDERS EMAIL:	
BUILDER POSTAL ADDRESS:		CONTACT NO.:	LICENCE NO.:
CURRENT USE OF PROPERTY:			
TRANSPORT, PURCHASING AND MAINTENANCE DEPT			
DESCRIPTION OF PROPOSAL:		DEVELOPMENT COST	
TEMPORARY WASTE OIL STORAGE TEMPORARY STORAGE OF PACKAGED WASTE OIL		\$ 8,000.00	
LOCATION OF PROPOSAL			
Street No: 43 - 45 Street: HAWKER ROAD		Suburb: BURTON	
Lot No: 49552	Section:	Plan: F114410AL49	Volume: 5566 ✓olio: 142 ✓ 144 ✓
OFFICE USE ONLY			
Registration Date: 12 / 7 /2017	Zone:	Ward:	
BUILDING RULES CLASSIFICATION			
Classification sought:			
If Class 5, 6, 7, or 9 classification is sought, state the proposed number of employees			Male: Female:
If Class 9a classification is sought, state the number of persons for whom accommodation is provided:			
If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises:			

I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations, 1993. Developments requiring public notification will be made available to the public for comment via Council's web site at www.salisbury.sa.gov.au

SIGNATURE: Terris Rhodes

DATE: 31/05/2017

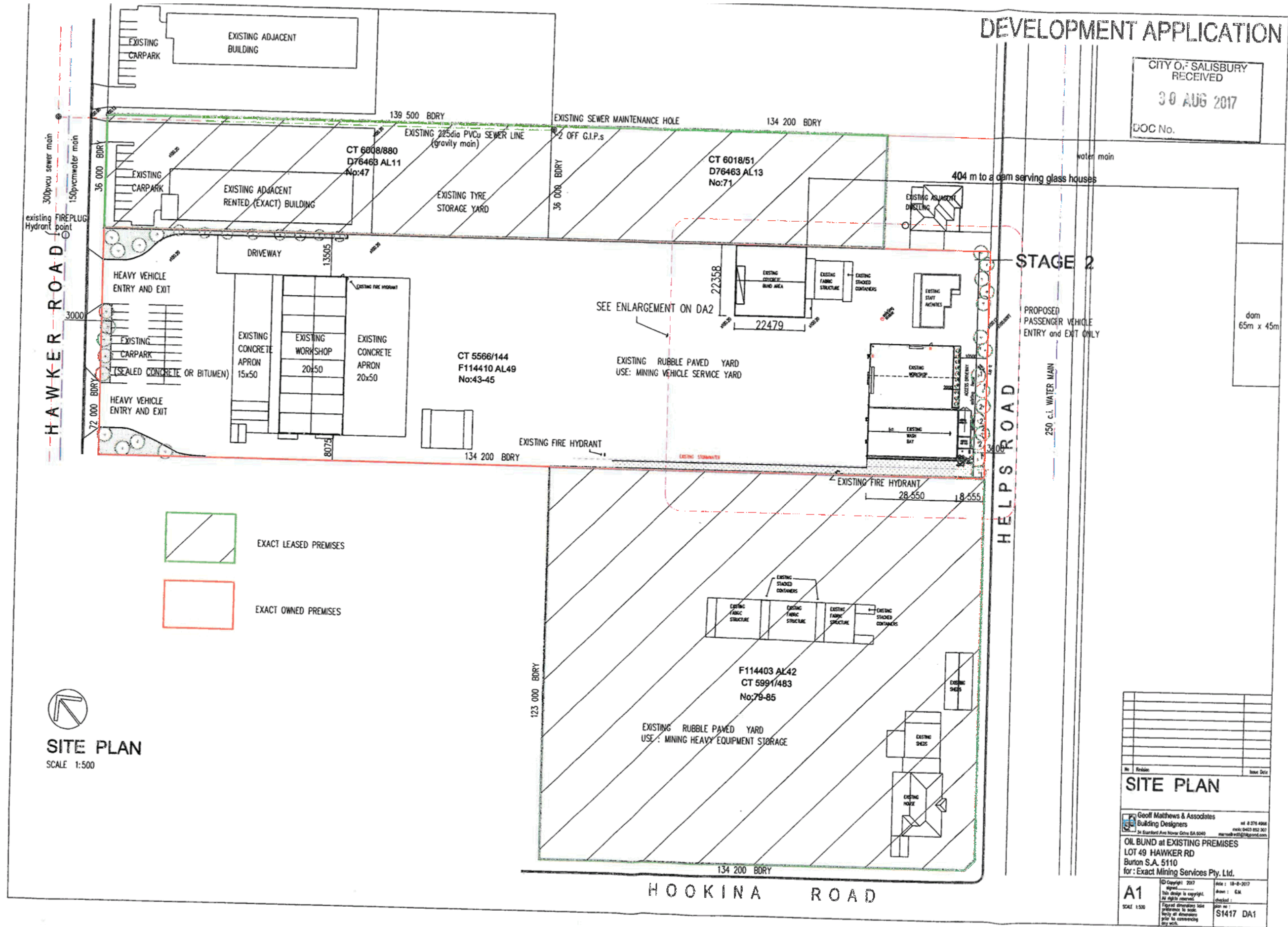




LOCALITY PLAN SHOWING DISTANCE FROM BUND TO NEAREST DAMS

CITY OF SALISBURY
RECEIVED
30 AUG 2017
DOC No.

No	Folder	Rev	Date
LOCALITY PLAN			
Geoff Mathews & Associates Building Designers 24 Stamford Ave Norval Gids SA 6040 Tel: 08 276 4966 Fax: 08 276 4967 Email: gm@geoffm.com			
OIL BUND at EXISTING PREMISES LOT 49 HAWKER RD Burton S.A. 5110 for: Exact Mining Services Pty. Ltd.			
A1 SCALE 1:500	© Copyright 2017 All rights reserved. This design is copyright. If you deposit this plan you are liable for any errors in the plan.	Date: 18-8-2017 Drawn: CM Checked: CM Job no: S1417 DA3	No. of sheets: 1 Sheet no: 1





Title Register Search

LANDS TITLES OFFICE, ADELAIDE

For a Certificate of Title issued pursuant to the Real Property Act 1886

REGISTER SEARCH OF CERTIFICATE OF TITLE * VOLUME 5566 FOLIO 144 *

COST : \$25.00 (GST exempt)	PARENT TITLE : CT 3619/169
REGION : EMAIL	AUTHORITY : CONVERTED TITLE
AGENT : M3EA BOX NO : 055	DATE OF ISSUE : 18/08/1998
SEARCHED ON : 15/04/2013 AT : 14:51:22	EDITION : 3
CLIENT REF 1345036	

REGISTERED PROPRIETOR IN FEE SIMPLE

EXACT PROPERTIES PTY. LTD. OF C/- MLC5 CORPORATE PTY. LTD. 102 THE PARADE
NORWOOD SA 5067

DESCRIPTION OF LAND

ALLOTMENT 49 FILED PLAN 114410
IN THE AREA NAMED BURTON
HUNDRED OF MUNNO PARA

EASEMENTS

NIL

SCHEDULE OF ENDORSEMENTS

10433658 MORTGAGE TO WESTPAC BANKING CORPORATION

11390946 LEASE TO EXACTMIX PTY. LTD. COMMENCING ON 1.2.2010 AND EXPIRING
ON 31.1.2015

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

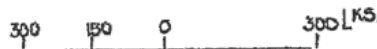
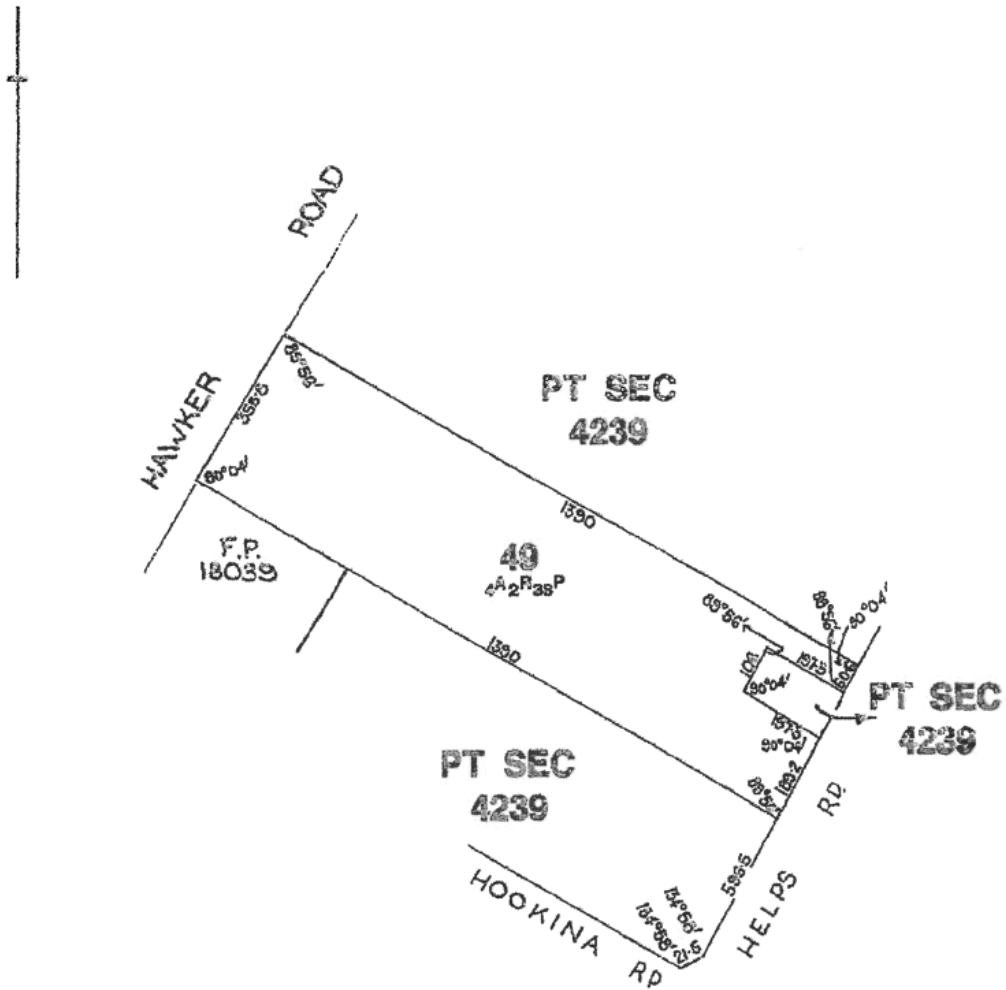
REGISTRAR-GENERAL'S NOTES

NIL

END OF TEXT.

LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA
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 SEARCH DATE: 15/04/2013 TIME: 14:51:22

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 5516/130

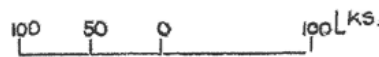
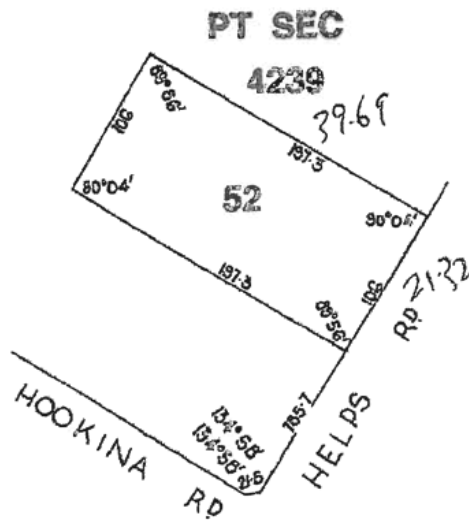


FOR METRIC CONVERSION	
1 LINK	= 0.201168 METRES
1 CHAIN	= 160 LINKS
1 ACRE	= 0.404686 HECTARES
1 ROOD	= 1011.7 m ²
1 PERCH	= 25.20 m ²

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION

LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA
DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5566 FOLIO 142
SEARCH DATE : 15/04/2013 TIME: 14:51:20

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 8519/159



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

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION



Title Register Search

LANDS TITLES OFFICE, ADELAIDE

For a Certificate of Title issued pursuant to the Real Property Act 1886

REGISTER SEARCH OF CERTIFICATE OF TITLE * VOLUME 5566 FOLIO 142 *

COST : \$25.00 (GST exempt) PARENT TITLE : CT 3619/168
REGION : EMAIL AUTHORITY : CONVERTED TITLE
AGENT : M3SA BOX NO : 055 DATE OF ISSUE : 18/08/1998
SEARCHED ON : 15/04/2013 AT : 14:51:20 EDITION : 3
CLIENT REF 1345036

REGISTERED PROPRIETOR IN FEE SIMPLE

ERACT PROPERTIES PTY. LTD. OF C/- MLCs CORPORATE PTY. LTD. 102 THE PARADE
NORWOOD SA 5067

DESCRIPTION OF LAND

ALLOTMENT 52 FILED PLAN 114413
IN THE AREA NAMED BURTON
HUNDRED OF MONNO PARA

EASEMENTS

NIL

SCHEDULE OF ENDORSEMENTS

10433658 MORTGAGE TO WESTPAC BANKING CORPORATION
11390946 LEASE TO ERACTMIX PTY. LTD. COMMENCING ON 1.2.2010 AND EXPIRING
ON 31.1.2015

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

REGISTRAR-GENERAL'S NOTES

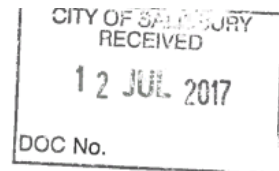
NIL

END OF TEXT.

Page 1 of 2

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.





City of Salisbury

Development Services - Lodgement Officer,

Exact Mining Group wishes to submit a Development Application to the City of Salisbury Council for the temporary storage of packaged waste oil at 43-47 Hawker Road Burton.

In remote areas throughout South Australia, there are very limited waste and recycling services available in particular waste oil collection. The additional land use of temporarily holding packaged waste oil in 1,000 litre Intermediate Bulk Containers (IBC's) is required at Exact Mining's Burton site to facilitate the transfer of waste oil from remote locations to a licenced waste facility.

Once this application has been processed an EPA waste facility licence will be applied for to satisfy the EPA waste transfer facility requirements.

Please find the following information attached to this submission:

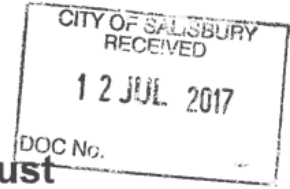
1. Council Development Application form;
2. Building safely near powerlines form;
3. Lease holder development approval letter;
4. Certificate of Title;
5. Site layout and proposed oil storage location;
6. Hydrocarbon bund storage information;
7. Packaged waste oil and collection method.

Please contact myself for any further information required on 0418 897 056.

Thank you

Terri Rhodes

A handwritten signature in black ink, appearing to read "Terri Rhodes".



Exact Properties Pty Ltd ATF
Burton Exact Properties Unit Trust
C/- PO Box 2691
Kent Town SA 5071

Attn: Tom Thwaites
Exact Mining Services Pty Ltd
43 Greenhill Road
Wayville SA 5034

Dear Tom,

43-47 Hawker Road, Burton

We refer to the lease of the above-named property by Exact Mining Services Pty Ltd from Exact Properties Pty Ltd as trustee for the Burton Exact Properties Unit Trust and the development approval requirements by the City of Salisbury for Exact Mining Services for specific land use and temporary buildings located at the aforementioned property.

On behalf of the Lessor, I give authority to seek the following approvals:

1. Land use change for temporary waste oil storage on EPA approved bund;
2. Building approval for temporary dome structure (welding bay);
3. Building approval for temporary dome structure/extraction system (paint touch-up bay).

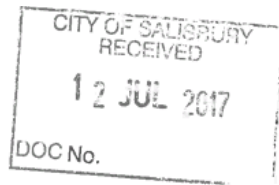
We understand the development approval is required for waste oil storage in order to progress the EPA licence.

I have attached a copy of the Certificate of Title.

Yours sincerely

A handwritten signature in black ink, appearing to read "Mark J. W. Lewis".

Mark J. W. Lewis
For and on behalf of the Lessor



Introduction

Exact Mining Group would prefer to dispose of the waste oil at the nearest licensed waste oil facility and this will continue to occur wherever this option is available. However the convenience of

using the principal's waste facilities is lessening due to the increasing costs of waste disposal, hence contractors such as Exact Mining are responsible for all waste materials generated. Smaller regional waste service providers and recycling facilities have closed or reduced the frequency and range of services.

Presently, throughout many remote areas in South Australia, there are very limited waste and recycling services available and it is more feasible to transport wastes back to the Burton facility where it can be disposed or recycled at a licenced facility.

When there is not a listed waste service near Exact Mining's operation, the safest and lowest risk option is for the waste oil to be decanted back into its original storage container at the waste's origin. The waste oil is then transported to the Burton facility by one of Exact Mining's licensed EPA waste transport vehicles where it is temporarily placed on a hydrocarbon bund awaiting collection by a licensed waste oil tanker.

Hydrocarbon bund storage

The hydrocarbon bund used to store the packaged waste oil is 12 metres in length and 2.5 metres wide. The 12,000 litre hydrocarbon bund is situated on a concrete pad with a sump. The bund will hold a maximum of 10 IBC's to prevent overcrowding. The hydrocarbon bund has the capacity to hold a 9,000 litre spill with the surrounding concrete bund having an additional 1,500 litre capacity.

No site features will be impacted from the onsite waste oil storage facility. All waste oil will be stored on a bunded structure capable of holding more than 133% of the containers capacity as well as holding over 25% of the total volume of the packaged goods. All waste oil will be labelled and will be stored in 1,000 litre Intermediate Bulk Containers (IBC's).

Sensitive environmental aspects such as land form and surface water runoff have been considered when selecting the location on the attached map. The storage location is over 50 metres away from the nearest water course. Emergency spill response training has been completed by all employees on site and emergency spill kits will be placed near the packaged waste oil area.



Hydrocarbon Bund Structure	
Bund purpose	To hold packaged waste oil for collection
Bund material	Impervious steel structure with a reinforced grated floor
Bund dimensions	12.0m x 2.5m x 0.4m
Hydrocarbon bund proposed maximum storage of IBC's	10
25% of total packaged material volume (as per SA EPA requirements)	2,500 L
Primary hydrocarbon bund spill capacity	9,000 L
Secondary concrete bund spill capacity	1,500 L
Sump	Installed in secondary concrete bund
Collection frequency	Every 14 days
Estimated volume of waste oil transferred per fortnight (packaged oil will be collected on a weekly basis should the volume increase)	7,000 L
Estimated volume of waste oil transferred to a licensed facility per year	182,000 L
Nearest stormwater drain	> 50m
Surrounding land slope	1%
Hydrocarbon spill kit bin next to bund	Yes
Packaged waste oil storage containers	Intermediate Bulk Containers (IBC's) HDPE blow moulded inner bottle surrounded by a steel cage which is mounted on steel pallets.
Licensed waste oil collection provider	Cleanaway



Transportation and Collection

Waste oil will be transported to the Burton facility by Exact Mining's EPA waste transport licensed prime movers with either single or combination tautliner trailers. The listed waste will be transported in accordance with Exact Mining Group's EPA Waste Transport License: 21522.



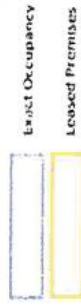
The transport drivers will only accept waste oil that is clearly labelled and stored in IBC's which are in good condition. Some of the rigid service trucks may transport one IBC where required. The maximum load of waste oil transported from a site will typically be 4,000 litres, with a fortnightly collection frequency or possibly monthly, depending on the size of the project. The waste oil will be restrained and segregated to ensure the waste oil IBC's remain intact. Any equipment used for the loading, unloading or transferral of the packaged oil will be suitable for use, free of any defects, inspected and tested.

A forklift with a mast lift height of 6.5m will be used to load and unload the packaged waste oil and a licensed vacuum tanker (with the capacity of approximately 12,000 litres) will collect the waste oil from the Burton facility.

Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information



Address:- 43-47 Hawker Road, Burton, SA





Proposed 12,000L Hydrocarbon Bund





Internal Waste Transfer Forms and Tracking Labels

To assist with the external EPA Waste Tracking and Waste Transport Certificates, an internal Exact Mining Group weather proof Waste Tracking Card is to be attached to the controlled waste prior to transport. The Waste Transfer docket provides the Exact Mining Group with comprehensive information on the movement of listed wastes around South Australia and Australia. The information helps to ensure controlled wastes are properly identified, transported and reach appropriate depots for treatment, recycling, storage and/or disposal.

WASTE TRACKING CARD		
	<input type="checkbox"/> NON LISTED (NOT HAZARDOUS)	<input type="checkbox"/> LISTED (HAZARDOUS)
This card is to be completed by the site producer of the waste and attached securely to the waste prior to transport	<p>USE BLOCK LETTERS ONLY</p> <p>PROJECT NAME/ ORIGIN OF WASTE.....</p> <p>DESTINATION OF WASTE.....</p> <p>TYPE OF WASTE (mark box next to waste)</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 80%;"> <p><input type="checkbox"/> WATER/ OIL MIXTURES</p> <p><input type="checkbox"/> GREASETRAP/ VEGETABLE WASTES</p> <p><input type="checkbox"/> INERT SLUDGES/ WOOL SCOURING SLUDGE</p> <p><input type="checkbox"/> WATER-BASED PAINT SLUDGES</p> <p><input type="checkbox"/> WASTE OIL</p> <p><input type="checkbox"/> OTHER WASTE.....</p> <p><input type="checkbox"/> LIGHT VEHICLE TYRES, HOW MANY: <input style="width: 40px;" type="text"/></p> <p><input type="checkbox"/> TRUCK TYRES, HOW MANY: <input style="width: 40px;" type="text"/></p> <p><input type="checkbox"/> EARTHMOVING TYRES, HOW MANY: <input style="width: 40px;" type="text"/></p> </div> <div style="width: 15%; border: 1px solid black; padding: 5px;"> <p style="text-align: center; font-weight: bold; font-size: small;">AMOUNT OF WASTE</p> <p style="text-align: center; font-size: x-small;">LITRES</p> </div> </div> <p>I hereby declare that the above consignment is accurately described and is in proper condition for transport.</p> <p>Signature..... Name..... Date.....</p>	

ENVIRONMENT PROTECTION AUTHORITY
SOUTH AUSTRALIA

Environmental Authorisation under Part 6 of the Environment Protection Act 1993

LICENCE

EPA 21522

EXACTMIX PTY. LIMITED

43-47 Hawker Road
BURTON SA 5110

Location

Various Locations Throughout SA

Licensed Activities

The Licensee(s)

- EXACTMIX PTY. LIMITED

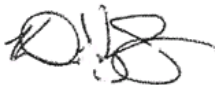
is (are) authorised to undertake the following activities of environmental significance under Schedule 1 Part A of the Environment Protection Act 1993 (the Act), subject to the conditions of licence set out in the attached pages:

- 3(5)(a) Waste transport business (category A): listed waste
- 3(6)(b) Waste transport business (category B): solid waste
- 3(6)(d) Waste transport business (category B): contaminated soil

Term of Licence

Commence Date: 01-JUN-2013

Expiry Date: 31-MAY-2018



Delegate

Environment Protection Authority

09 May 2013

This licence is not valid unless signed

Conditions of licence to follow

Licence Coordinator: Licensing and Regulatory Services Branch (08) 8204 2004

Page 1 of 9

EPA Licence 21522

Definitions

"THE ACT" means the Environment Protection Act 1993.

"THE AUTHORITY" means the Environment Protection Authority established under Division 1 of Part 3 of the Act.

"AUTHORISATION FEE PAYMENT DATE" means the anniversary of the grant or renewal of this authorisation.

"ENVIRONMENTAL HARM" means the same as is defined in section 5 of the Environment Protection Act 1993.

"FRIABLE ASBESTOS" means:

- (a) non-bonded asbestos fabric; or
- (b) asbestos-containing material that:
 - (i) is in the form of powder; or
 - (ii) can be crumbled, pulverised or reduced to powder by hand pressure when dry.

"INCOMPATIBLE WASTES" means wastes that:

- (a) when mixed or otherwise brought into contact, are likely to interact and increase the risk to human health and/or the environment; and/or
- (b) are dangerous goods pursuant to the ADG Code and are classified as incompatible in that Code.

"LISTED WASTE" means wastes listed in Part B of Schedule 1 of the Environment Protection Act 1993.

"MEDICAL WASTE" means medical wastes listed in Part B of Schedule 1 of the Environment Protection Act 1993.

"NON-FRIABLE ASBESTOS" means asbestos-containing material in which the asbestos fibres are bonded by cement, vinyl, resin or other similar material, for example asbestos cement.

Advice on the requirements for handling and transport of this waste can found in EPA Guideline 414/05 - Wastes containing asbestos - removal, transport and disposal

"WASTE FILL" As defined in the Environment Protection Regulations 2009 Waste Fill means: waste consisting of clay, concrete, rock, sand, soil or other inert mineralogical matter in pieces not exceeding 100 millimetres in length and containing chemical substances in concentrations (calculated in a manner determined by the Authority) less than the concentrations for those substances set out in Regulation 3 - Interpretation, but does not include waste consisting of or containing asbestos or bitumen.

NOTE. The Waste Fill chemical criteria are specified in Regulation 3 - Interpretation, contained within the Environment Protection Regulations 2009 - <http://www.legislation.sa.gov.au>

Acronyms

"EIP" means Environment Improvement Programme.

"PCB" means Polychlorinated Biphenyls.

"WTC" means Waste Transport Certificate.

"WTF" means Waste Tracking Form.

EPA Licence 21522

Explanatory Notes

(NB. - Explanatory Notes do not constitute a part of this Authorisation)

1. This licence does not permit any activity in breach of any other approval by any other authority. For example, this licence does not permit any activity on the Premises which is not authorised under the Development Act 1993. It is the responsibility of the Licensee to ensure that any action or activity referred to in this licence is permitted by, and is carried out in compliance with, statutory requirements.
2. This licence is subject to the Act.
3. **PUBLIC REGISTER INFORMATION.**
The Environment Protection Authority maintains a Public Register that is available to the public. Information maintained includes issued Environmental Authorisations (Licences, Exemptions & Works Approvals), Emergency Authorisations and various submitted Applications. Should the conditions of an Environmental Authorisation require that the Holder submit a report or other information to the Authority, then that submitted information is made available on the Public Register subject to commercial confidentiality.
Endorsed Public Register information may be available on the EPA website.
4. Conditions of this licence can be varied by the Authority in accordance with section 45 of the Act.
5. This licence can be suspended, cancelled or surrendered during the term of the licence in accordance with sections 55 and 56 of the Act.
6. The Licensee must report to the Authority (on EPA emergency phone number 1800 100 833) all incidents causing or threatening serious or material environmental harm, upon becoming aware of the incident, in accordance with section 83 of the Act.
Note - In the event that the primary emergency phone number is out of order, phone the secondary number (08) 8204 2004.
7. The Licensee must be aware of, and comply with:
 1. the requirements of the Environment Protection Policies which operate pursuant to the Act; and
 2. the requirements of any National Environment Protection Measure which operates as an Environment Protection Policy under the Act.NB: These requirements govern permissible procedures and protocols, emission or concentration levels, as well as operation and/or maintenance standards of plant and equipment.
8. The Authority undertakes to provide written advice within 14 days of receipt of all information required for assessment.

EPA Licence 21522

CONDITIONS OF LICENCE

The Licensee is authorised to conduct the prescribed activities as described in this licence on the Premises nominated, subject to the following conditions:

		Compliance Date
	Waste Transporter Management Condition(s)	
1.	(82-20) GENERAL CONDITIONS FOR THE TRANSPORT OF WASTE	
	The Licensee must:	
	1. take all reasonable and practicable measures to prevent the spillage of waste during loading/ unloading and during transportation;	
	2. ensure that a licence identification label which has been issued by the EPA for that vehicle is displayed in a position as near as practicable to the bottom left hand corner of the windscreen whenever the Licensee transports waste pursuant to this licence;	
	3. have an emergency spill kit on each vehicle, which is suitable for the type of waste that is being transported; and	
	3.1 use that spill kit in the event of a spillage of waste from that vehicle; and	
	4. notify the EPA within two hours of becoming aware of a spillage of waste from the vehicle that has the potential to cause, or has caused, serious or material environmental harm.	
	NOTE. You should also notify the EPA at least 14 days prior to any change of vehicle taking place.	
2.	(82-21) TRANSPORT OF LISTED OR CONTROLLED WASTE	
	The Licensee must:	
	1. only take Listed or Controlled Waste to a waste depot licensed by the EPA to receive that waste;	
	2. establish and maintain an emergency plan for the containment and recovery of any spillage of Listed or Controlled Waste; and	
	3. not mix incompatible wastes.	
3.	(82-22) TRANSPORT OF WASTE WITHIN SOUTH AUSTRALIA	
	1. The Licensee must not transport any Listed Waste on List 1, as detailed in the list attached to this licence, within South Australia unless this licence permits the transport of that waste, and it is	

EPA Licence 21522

- accompanied by a WTC, and
- 1.1 the producer of that waste has completed part 1 of that WTC, and
- 1.2 the Licensee has completed part 2 of that WTC and the tear off slip at the bottom of the WTC, and
- 1.3 the Licensee has provided the producer with the pink and green copies of that WTC (with parts 1 and 2 completed)
- 2. The Licensee must:
 - 2.1 provide the white and yellow copies of that WTC (with parts 1 and 2 completed) to the person receiving that waste
 - 2.2 retain the blue copy of WTCs for no less than 12 months
- 3. The Licensee must not transport any Listed Waste on List 2, as detailed in the list attached to this licence, within South Australia unless this licence permits the transport of that waste, and it is accompanied by a WTF, and
 - 3.1 parts A and B of that WTF have been completed.
- 4. The Licensee must:
 - 4.1 at the time of collection provide the green copy of the WTF to the producer of originator of the waste;
 - 4.2 provide the white and yellow copy of the WTF (with parts A and B completed) to the person receiving that waste, and
 - 4.3 retain the blue copy of the WTF for no less than 12 months.
- 4. (82-24) TRANSPORTATION OF WASTE CONTAINING NON-FRIABLE ASBESTOS
 - The Licensee must:
 - 1. When transporting non-friable asbestos ensure that it:
 - 1.1 has been wetted prior to packaging;
 - 1.2 is securely wrapped with at least one layer of 200 micron polyethylene sheeting and sealed with duct tape;
 - 1.3 is clearly labelled as non-friable asbestos.
 - 2. Load/unload non-friable asbestos in a manner that will minimise the generation of any asbestos dust.

EPA Licence 21522

5. (82-25) TRANSPORTATION OF ASBESTOS INSULATION WASTE AND OTHER WASTE CONTAINING FRIABLE ASBESTOS
- The licensee must only transport friable asbestos that has been packaged to the following requirements:
1. CRATES
 - 1.1. must be not more than 1.2 metres high, 1.6 metres wide and 3 metres long;
 - 1.2. must be constructed of materials capable of containing the weight of the asbestos without collapsing when lifted;
 - 1.3. must be lined internally with polyethylene sheeting of no less than 200 micrometres thick;
 - 1.4. must have a lid that can be secured and remain intact during transportation and handling;
 - 1.5. must have the lid nailed or bolted shut and be banded with metal straps equally spaced no less than twice around the width and length of the crate;
 - 1.6. must be clearly labelled on two sides and the top with the words:

CAUTION

ASBESTOS

DO NOT INHALE DUST

in the same lettering as specified in the Code of practice for Asbestos Work (Excluding Removal) and the Code of Practice for the Safe Removal of Asbestos.
 - 1.7. must be clearly labelled on the outside surface with:
 - 1.7.1. the word "Asbestos"
 - 1.7.2. the UN No. 2212,
 - 1.7.2. a class 9 label as specified in the Australian Code for the Transport of Dangerous Goods by Road and Rail and
 - 1.7.3. the name and address of the consignor.
 2. METAL DRUMS
 - 2.1. must be constructed of steel and have a removable lid
 - 2.2. must have a capacity of 205 litres

EPA Licence 21522

- 2.3. must have a drum lid cover that can be securely fixed to the drum using either toggle clips, screws, bolts, a turnbuckle, a lever action or a latch type closure
- 2.4. must be lined internally with polyethylene sheeting of no less than 200 micrometres
- 2.5. must be clearly labelled on the side and top with the words

CAUTION

ASBESTOS

DO NOT INHALE DUST

in the same lettering detail as Code of practice for Asbestos Work (Excluding Removal) and the Code of Practice for the Safe Removal of Asbestos.
- 2.6. must be clearly labelled on the outside surface with:
 - 2.6.1. the word "Asbestos"
 - 2.6.2. the UN No. 2212,
 - 2.6.3. a class 9 label and
 - 2.6.4. the name and address of the consignor.
- 3. must not contain a description of previous contents.

6. (82-28) TRANSPORT OF CONTAMINATED SOIL WITHIN SOUTH AUSTRALIA

The Licensee must:

- 1. Not transport any contaminated soil unless it is accompanied by a WTC and
 - 1.1 parts 1 and 2 of the WTC have been completed, and
 - 1.2 the Licensee has provided the producer of the waste with the pink and green copies of that WTC (with parts 1 and 2 completed), and
 - 1.3 the Licensee provides the white and yellow copies of that WTC (with parts 1 and 2 completed) to the person receiving the waste.
- 2. Retain the blue copy of WTC's for no less than 12 months.

NOTE: Part 1 of the WTC requires both the name of the producer and the source site for the contaminated soil

EPA Licence 21522

7. (88-5) TRANSPORT OF CONTAMINATED SOIL
 The Licensee must cover all loads of soil that do not meet waste fill criteria.

8. (67-181) NON-PERMITTED WASTES
 The Licensee must not transport the following waste types:

1. waste containing PCB; and
2. Medical Waste.

General Administrative Condition(s)

9. (400-338) CHANGE OF LICENSEE DETAILS
 If the Licensee's name or postal address (or both) changes, then the Licensee must inform the EPA within 28 days of the change occurring.

10. (400-215) LICENCE INFORMATION TO EMPLOYEES/CONTRACTORS
 The Licensee must ensure that every employee, agent or contractor responsible for carrying out any task controlled by this licence is properly advised as to the requirements of this licence and the general environmental duty under section 25 of the Act that relate to that person's tasks and responsibilities as employee, agent or contractor.

11. (400-201) IMPOSE OR VARY CONDITIONS
 The EPA may during the term of this licence impose or vary conditions:

1. in relation to testing, monitoring and reporting referred to in section 52(1)(a) of the Act;
2. which require the Licensee, in accordance with section 53 of the Act, to prepare a plan of action to be taken in the event of an emergency;
3. which require the Licensee to develop an EIP as set out in section 54 of the Act and to comply with the requirements of the EIP;
4. which relate to provision of information relating to the Licensee or any agent or contractor undertaking any activity on behalf of the Licensee pursuant to this licence; and

EPA Licence 21522

- 5. which relate to provision of information relating to the activity subject to the licence including the levels of inputs and outputs and the amounts of pollutants or waste generated by the activity.

12. (400-78) ANNUAL RETURN PROCESS

The Licensee must:

- 1. submit an annual return at least 90 days before the authorisation fee payment date, if this licence is for a term of two years or more; and
- 2. pay the annual authorisation fee by the authorisation fee payment date.

13. (400-79) LICENCE RENEWAL PROCESS

An application for renewal of this licence must be made at least 90 days before the expiry date of this licence.



Delegate

Environment Protection Authority

Date 09-MAY-2013

There are 2 attachments to this Licence



List 1

Listed Waste – Part B of Schedule 1 to the Environment Protection Act 1993 Requiring provision of Waste Tracking Certificate (WTC)

- Acids and acidic solutions
- Adhesives (excluding solid inert polymeric materials)
- Alkali metals and alkaline earth metals
- Alkalis and alkaline solutions
- Antimony and antimony compounds and solutions
- Arsenic and arsenic compounds and solutions
- Asbestos
- Barium compounds and solutions
- Beryllium and beryllium compounds
- Boron and boron compounds
- Cadmium and cadmium compounds and solutions
- Calcium carbide
- Carbon disulphide
- Carcinogens teratogens and mutagens
- Chlorates
- Chromium compounds and solutions
- Copper compounds and solutions
- Cyanides or cyanide solutions and cyanide complexes
- Cytotoxic wastes
- Dangerous substances within the meaning of the *Dangerous Substances Act 1979*
- Distillation residues
- Fluoride compounds
- Halogens
- Heterocyclic organic compounds containing oxygen, nitrogen or sulphur
- Hydrocarbons and their oxygen, nitrogen and sulphur compounds (including oils)
- Isocyanate compounds (excluding solid inert polymeric materials)
- Laboratory chemicals
- Lead compounds and solutions
- Lime sludges or slurries
- Manganese compounds
- Medical waste consisting of—
 - (a) a needle, syringe with needle, surgical instrument or other article that is discarded in the course of medical, dental or veterinary practice or research and has a sharp edge or point capable of inflicting a penetrating injury on a person who comes into contact with it; or
 - (b) human tissue, bone, organ, body part or foetus; or
 - (c) a vessel, bag or tube containing a liquid body substance; or
 - (d) an animal carcass discarded in the course of veterinary or medical practice or research; or
 - (e) a specimen or culture discarded in the course of medical, dental or veterinary practice or research and any material that has come into contact with such a specimen or culture; or
 - (f) any other article or matter that is discarded in the course of medical, dental or veterinary practice or research and that poses a significant risk to the health of a person who comes into contact with it.
- * *medical practice includes the practice of pathology and the operation of an immunisation clinic.*
- Mercaptans
- Mercury compounds and equipment containing mercury
- Nickel compounds and solutions

Listed Waste

List 1 (continued)

**Listed Waste – Part B of Schedule 1 to the Environment Protection Act 1993
Requiring provision of Waste Tracking Certificate (WTC)**

- Nitrates
- Organic halogen compounds (excluding solid inert polymeric materials)
- Organic phosphates
- Organic solvents
- Organometallic residues
- Oxidising agents
- Paint sludges and residues
- Perchlorates
- Peroxides
- Pesticides (including herbicides and fungicides)
- Pharmaceutical wastes and residues
- Phenolic compounds (excluding solid inert polymeric materials)
- Phosphorus and its compounds
- Polychlorinated biphenyls
- Poisons within the meaning of the *Drugs Act 1908*
- Reactive chemicals
- Reducing agents
- Selenium and selenium compounds and solutions
- Silver compounds and solutions
- Solvent recovery residues
- Sulphides and sulphide solutions
- Surfactants
- Thallium and thallium compounds and solutions
- Vanadium compounds
- Zinc compounds and solutions

List 2

Wastes Requiring provision of Waste Tracking Form (WTF)

- Water based paints
- Waste oil
- Oil/water mixtures
- Wool scouring waste
- Grease trap waste
- Intermediate landfill cover (contaminated soil)
- Waste tyres

Waste Fill Characteristics

Authorisation Attachment - page 1 of 2

Table 1

Waste Fill – Physical Characteristics

WASTE FILL
<p>Waste Fill means waste consisting of clay, concrete, rock, sand, soil or other inert mineralogical matter in pieces not exceeding 100 millimetres in length and containing chemical substances in concentrations (calculated in a manner determined by the Authority) less than the concentrations for those substances set out in Table 2 overleaf (but does not include waste consisting of or containing asbestos or bitumen) - as defined in Regulation 3-Interpretation under Part 1 of the Environment Protection Regulations 2009.</p>

Notes regarding Table 2 (overleaf): Waste Fill – Chemical Characteristics

1. The assessment of the chemical analysis carried out on samples of the waste soil in accordance with this condition may include scientifically valid statistical analysis to justify classification of the waste soil (for total concentrations mg/kg) in accordance with the values listed in this table. Such statistical analysis may include 95% Upper Confidence Limit (UCL) applied to the total dry weight results to demonstrate compliance criteria are not exceeded. No individual result shall be greater than 2.5 times the stated total dry weight criteria.

Version 20100705.01

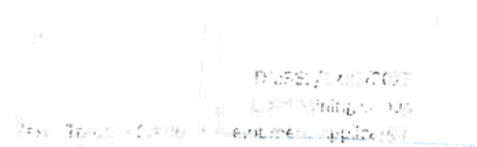
Environment Protection Authority



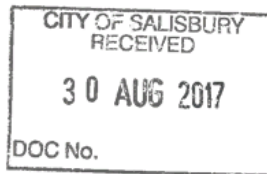
Waste Fill Characteristics

Table 2**Waste Fill – Chemical Characteristics**

CHEMICAL SUBSTANCE	MAXIMUM CONCENTRATION in mg/kg (dry weight)
Aldrin + Dieldrin (total)	2
Arsenic	20
Barium	300
Benzene	1
Benzo(a)pyrene	1
Beryllium	20
Cadmium	3
Chlordane	2
Chromium (III)	400
Chromium (VI)	1
Cobalt	170
Copper	60
Cyanides (total)	500
DDT	2
Ethylbenzene	3.1
Heptachlor	2
Lead	300
Manganese	500
Mercury	1
Nickel	60
Petroleum Hydrocarbons (TPH) C ₈ -C ₉ (total)	65
Petroleum Hydrocarbons TPH > C ₉	1000
Phenolic compounds (total)	0.5
Polychlorinated Biphenyls (PCBs)	2
Polycyclic Aromatic Hydrocarbons (PAH) (Total)	5
Toluene	1.4
Xylene (total)	14
Zinc	200



City of Salisbury
Development Services
12 James St
Salisbury
South Australia, 5108



**RE: Temporary Storage of Waste Oil (Waste Transfer Station) at Hawker Road, Burton
– DA 361/1282/2017**

Dear Chris Carrey - Development Services,

Exact Mining Group wishes to re-submit a Development Application to the City of Salisbury Council for the temporary storage of packaged waste oil (Waste Transfer Station) at 43-47 Hawker Road Burton.

Please find the following information attached to this submission:

1. Council Development Application form;
2. Building safely near powerlines form;
3. Lease holder development approval letter;
4. Certificate of Title;
5. Revised Site Map;
6. Hydrocarbon bund storage information;
7. Packaged waste oil and collection method.
8. Risk Assessments
9. Internal Waste Transfer Forms & Tracking Labels
10. Exact Waste Transport Licence
11. Cleanaway Waste Transport and Disposal Licences

Regarding the attached letter from Mark JW Lewis, this application refers to section A only. Land use change for temporary waste oil storage on EPA approved bund. Section B & C will be submitted as separate applications.

Kind Regards,

Terri Rhodes



Project: 14/001/0001
 Local Mining Licence
 Waste Transfer Station Application

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Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information



EXACT MINING GROUP
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Introduction

Exact Mining Group is a civil and mining company with large machinery waste oil is produced from the use of these. In remote areas throughout South Australia, there are very limited waste and recycling services available in particular waste oil collection. The additional land use of temporarily holding packaged waste oil in 1,000 litre Intermediate Bulk Containers (IBC's) is required at Exact Mining's Burton site to facilitate the transfer of waste oil from remote locations to a licenced waste facility.

Exact Mining Group would prefer to dispose of the waste oil at the nearest licensed waste oil facility and this will continue to occur wherever this option is available. However the convenience of using the principal's waste facilities is lessening due to the increasing costs of waste disposal, hence contractors such as Exact Mining are responsible for all waste materials generated. Smaller regional waste service providers and recycling facilities have closed or reduced the frequency and range of services.

Presently, throughout many remote areas in South Australia, there are very limited waste and recycling services available and it is more feasible to transport listed wastes back to the Burton facility where it can be disposed or recycled at a licenced facility.

When there is not a listed waste service near Exact Mining's operation, the safest and lowest risk option is for the waste oil to be decanted back into its original storage container at the waste's origin. The waste oil is then transported to the Burton facility by one of Exact Mining's licensed EPA waste transport vehicles where it is temporarily placed on a hydrocarbon bund awaiting collection by a licensed waste oil tanker.

Exact Mining Group is not applying for a waste transfer station licence to gain profit/transfer other business' waste oil other than that generated by Exact Mining Group. It is a compliance obligation and of logistical convenience.

The proposal has been classified as an activity of environmental significance. The proposal will include a public notification (Category 2 public notification).

See attached site map prepared in accordance with the requirements set out in Schedule 5 of the *Development Regulations 2008*.

Burton Facility Operational Details

Pursuant to Section 39 of the *Development Act 1993* the following operational details are true as of the date of application.

The use of the proposal relates to Development 361/288/2008 - *Two Industrial Buildings (servicing and mechanical repairs of mining equipment) with associated offices, car parking and landscaping*. The waste oil removed during servicing and mechanical repairs of mining equipment will be stored on the Waste Transfer Station Bund until removed to a licenced facility. There is no relation to Development 361/835/2009 - *Wash bay in association with workshop* other than the mining machinery both are indirectly used by.

Current use of land will not be altered or changed by DA 361/1282/2017. The same day-to-day activity will occur with the addition of waste oil storage facilities.

Current operation hours of the Burton Facility are 6:00AM-6:00PM. The proposal will have no effect upon these hours and they will continue as previous.



Waste Transfer Station
Waste Transfer Station
Waste Transfer Station

The waste collection of oil from the Burton Facility is expected to be every two weeks' dependent on the number of active contracts and servicing activities at Burton and therefore amount of waste oil at the time.

Current access to waste collection of oil from the Burton Facility occurs through the main access gate on 43-45 Hawker Road, identified in attached site map plan no: S1417 DA1. The proposal will have no effect upon this access route.

Waste Transfer Station

The transfer station proposed for Exact Mining Group is the Burton depot that receives and temporarily stores internally generated waste in a designated area for minor segregation prior to their transport to an approved depot for further sorting, resource recovery or disposal.

A transfer station is classified as a 'waste or recycling depot', which is an activity of environmental significance as prescribed by Schedule 1, Part A of the *Environmental Protection Act 1993 (the Act)*, and must be licensed or otherwise authorised under Part 6 of the Act. An environmental authorisation cannot be issued until this development approval has been granted.

Previous Land Use

Previous land use of the Burton Facility was commercial yet was not previously a waste depot. Community interactions of previous land use have no known history due to being a largely commercial area since its development. Ongoing environmental monitoring has occurred at the Burton Facility since the occupation of Exact Group as a part of the Site Environmental Management Plan.



1925 1075 West
 Environmental Group
 100 The Street, Melbourne, Victoria 3000

Climate

Seasonal patterns for rainfall and temperature have been reviewed and are presented below. Wind direction and wind strength roses for the region have been taken into consideration and can be found attached. The wind direction and strength will affect litter, dust and odour, while rainfall will affect stormwater management. Both of these factors have minimal effect upon the storage of waste oil in the manner proposed. None the less extreme weather conditions can cause unforeseen circumstances and emergency response procedures have been prepared accordingly.

Climate data site information:

- **Site name:** PARAFIELD AIRPORT
- **Site number:** 023013
- **Latitude:** 34.80 °S
- **Longitude:** 138.63 °E
- **Elevation:** 10 m
- **Commenced:** 1929
- **Current Status:** Open
- **Latest available data:** 20 Jul 2017

Statistics	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Mean maximum temperature (°C)	29.7	29.4	26.9	22.7	19.0	15.8	15.1	16.3	19.0	22.0	25.4	27.8	22.4
Mean minimum temperature (°C)	16.4	16.4	14.6	11.8	9.4	7.0	6.3	6.7	8.2	10.1	12.8	14.9	11.2
Mean rainfall (mm)	21.5	19.0	22.6	38.6	48.2	53.3	59.4	53.4	44.5	40.5	26.1	25.1	453.5
Median rainfall (mm)	13.8	10.1	11.8	34.7	46.0	47.3	53.9	54.6	41.2	35.0	22.6	17.0	443.8
Mean number of days of rain ≥ 1 mm	2.2	2.0	2.5	4.5	6.4	7.4	9.0	8.5	6.6	5.4	3.7	3.1	61.3

Significant and Natural Areas

The closest significant native fauna and flora area is the Kaurna Park Wetlands to the South-East. Kaurna Park, Waterloo Corner Road, Burton SA 5110. The wetlands are approximately 361m from the bunding site. The proposed development site is not known to support rare, endangered or regionally significant species. Significant areas, including historical and Aboriginal sites are also not known to exist in the proposed development area.

Hydrocarbon Bund Storage

The hydrocarbon bund used to store the packaged waste oil is 12 metres in length and 2.5 metres wide. The 12,000 litre hydrocarbon bund is situated on a concrete pad with a sump. The bund will hold a maximum of 10 IBC's to prevent overcrowding. The hydrocarbon bund has the capacity to hold a 9,000 litre spill with the surrounding concrete bund having an additional 1,500 litre capacity.

No site features will be impacted from the onsite waste oil storage facility. All waste oil will be stored on a bunded structure capable of holding more than 133% of the containers capacity



Date: 28/11/2017

Initial: [illegible]

Project: [illegible]

as well as holding over 25% of the total volume of the packaged goods. All waste oil will be labelled and will be stored in 1,000 litre Intermediate Bulk Containers (IBC's).

Sensitive environmental aspects such as land form and surface water runoff have been considered when selecting the location on the attached map. The storage location is over 50 metres away from the nearest water course. Emergency spill response training has been completed by all employees on site and emergency spill kits will be placed near the packaged waste oil area. For images and further dimensions please refer to Appendix C.

Hydrocarbon Bund Structure	
Bund purpose	To hold packaged waste oil for collection
Bund material	Impervious steel structure with a reinforced grated floor
Bund dimensions	12.0m x 2.5m x 0.4m
Hydrocarbon bund proposed maximum storage of IBC's	10
25% of total packaged material volume (as per SA EPA requirements)	2,500 L
Primary hydrocarbon bund spill capacity	9,000 L
Secondary concrete bund spill capacity	1,500 L
Sump	Installed in secondary concrete bund
Collection frequency	Every 14 days (or 7 days if the risk of overcrowding 10 IBC's is present)
Estimated volume of waste oil transferred per fortnight (packaged oil will be collected on a weekly basis should the volume increase)	7,000 L
Estimated volume of waste oil transferred to a licensed facility per year	182,000 L
Nearest stormwater drain	> 50m
Surrounding land slope	1%
Hydrocarbon spill kit bin accessible next to bund	Yes
Packaged waste oil storage containers	Intermediate Bulk Containers (IBC's) HDPE blow moulded inner bottle surrounded by a steel cage which is mounted on steel pallets.
Licensed waste oil collection provider	Cleanaway



Environmental
Engineering
Water & Waste Services
Regulatory Applications

Transportation & Collection

Waste oil shall be transported to the Burton facility by Exact Mining's EPA waste transport licensed prime movers with either single or combination tautliner trailers. The listed waste shall be transported in accordance with Exact Mining Group's EPA Waste Transport License: 21522.

The transport drivers shall only accept waste oil that is clearly labelled and stored in IBC's which are in good condition. Some of the rigid service trucks may transport one IBC where required. The maximum load of waste oil transported from a site will typically be 4,000 litres, with a fortnightly collection frequency or possibly monthly, depending on the size of the project. The waste oil will be restrained and segregated to ensure the waste oil IBC's remain intact. Any equipment used for the loading, unloading or transferral of the packaged oil shall be suitable for use, free of any defects, inspected and tested.

A forklift with a mast lift height of 6.5m will be used to load and unload the packaged waste oil and a licensed vacuum tanker shall collect the waste oil from the Burton facility. Cleanaway's licensed vacuum tankers range in specification, including;

- 3 x Isuzu Giga and 1 Man waste oil trucks (covered under EPA licenced for transport and disposal at Cleanaway Wingfield site);
- 7 x Vacuum Trucks, various makes ranging from 2500L up to 30,000L semi units (covered under EPA licenced for transport and disposal at Cleanaway Wingfield site);
- 3 x Industrial division "Supa-vacs";
- An assortment of other specialised units.



Environmental Impact Assessment

i. Key Impacts

Local Community

Community perceptions of environmentally hazardous materials are an issue regardless of the rationality behind these perceptions. Storage of any hydrocarbon based substances is not without risk. Risk of spillage and contamination of waterways is high on the community radar for undesirable developments. Good management practice, appropriate standard operating procedures, containment, bunding and layered protection can minimise these risks to a negligible level. Due to the development being considered a development of environmental significance public notification will be compulsory. This public notification will provide a valuable opportunity to inform residents of the risk and controls of such a development.

Adjoining Landholders

Adjoining land holders practice similar transport based industry to that of Exact Mining Group. With the bund already in place the ramifications for surrounding landholders will be minimal excluding the perceived risk of hydrocarbon spills affecting their land value. Potential for spillage and runoff entering adjacent landholders is negligible due to the low gradient land surrounding the development site.

Flora

Flora species have potential to be disturbed by spills originating from bunding. Proximity to significant native flora is varying, a eucalypt at closest is approx. 50m. Potential for hydrocarbons to adversely affect the photosynthetic ability of flora in the area. Negative environmental effect on flora is directly dependent on the potential for large scale spills to occur.

Fauna

Fauna disturbed by spills. Bird species rendered flightless due to oil contamination. Insect species, possum species effected indirectly through disturbance of flora species. Negative environmental effect on fauna is directly dependent on the potential for large scale spills to occur.

Aesthetic Values

Aesthetic value of the area will decrease temporarily dependent on the amount of IBC stored on site at any given time. Line of site from surrounding properties and residential areas is minimal to none. Double stacking of IBC is not permitted and structure will not exceed the one stack height reducing the visual hostility.

Water Quality

Water quality can be disturbed by a spill or leak of bunding. The bund is approx. 404m from the closest major water course (refer to attached drawing plan: S1417 DA3). Loss of water quality can lead to environmental degradation of surrounding water ways; death of flora and fauna species. Negative environmental effect on water quality is again directly dependent on the potential for large scale spills to occur.

Noise Pollution

Noise pollution could temporarily stem from the potentially increased number of trucks and light vehicles entering the Burton site to conduct maintenance of the proposed development. Noise pollution could stem from the potentially increased number of mobile plant, trucks and other machinery dropping off and collecting oil from the site.



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 11881732, 11881733
 11881734, 11881735, 11881736, 11881737

Odour Emissions

Waste oil emits an odour although storage in high density polyethylene intermediate bulk containers for short amounts of time e.g. no more than 14 days should cause no public nuisance or present any health risk.

Fire & Emergency Response

More flammable liquids on site offer more fuel for a potential industrial fire in the region. Exact Group Emergency Response Plan and Spill Kits/Procedures are appropriate for containing or maintaining requirements to keep potential fires managed.

Traffic Management

Traffic management impacts could include; Increased number of trucks and light vehicles entering site to run maintenance of the proposed development; Road damage to entrance and exit along Hawker Road; Increased traffic causing increased risk for collision or traffic accidents.

Existing traffic management plan is currently functional and appropriate for managing traffic on site and surrounding access area.

Dust Emissions

Increased dust through potential increase of mobile plant, trucks and other machinery dropping off oil and collecting oil from site. Existing dust management procedures are currently functional and appropriate for managing dust on site.

Separation Distances

Refer to section 'Significant and Natural Areas' for separation from natural, environmentally and culturally significant areas. Separation from other site development and containment facilities is detailed in attached site plan.

ii. Mitigation & Controls

Physical Barriers

The bunding proposed contains a four barrier system.

1. **Primary Barrier:** Waste oil is stored in plastic composite IBC's (white/translucent high-density polyethylene plastic container housed within a tubular steel or galvanised iron cage/pallet).
2. **Secondary Barrier:** IBC's will be stored on a 12,000L impervious steel structure with a reinforced grated floor.
3. **Tertiary Barrier:** Steel Bund structure is to be stored within a rectangular concrete hump bund eventuating to an in-ground sump.
4. **Quaternary Barrier:** The sump product (if any) is pumped to the wash bay area for further processing, separation from waste water and removal to a licenced facility.



Exact Mining Group
10000 100th Street
Edmonton, Alberta T5A 0A6
Canada
Phone: (780) 443-1111
Fax: (780) 443-1112
www.exactmining.com

Training & Competencies

The below training competencies act as effective controls for minimising human error.

Procedures & Training Documents:

- TRNSOP-001 Transport Loading and Unloading Procedure
- TRNSOP-003 Loading and Unloading Trucks Trailers and Light Vehicles
- TRNSOP-004 Loading and Unloading Floats Procedure
- TRNSOP-005 Loading and Unloading Shipping Containers
- WHSSOP-023 Forklift Operations
- WHSPRO-026 Spill Response Procedure

Educational Presentations & Training:

- Oil Spill Response - Environment Focus June 2015
- Spill Reporting and Prevention - Environment Focus July 2017
- ENVIND-004 Environmental Awareness Training
- ENVPRO-002 Environmental Communications Procedure

Monitoring & Adaptive Management

Exact Mining Group is certified to ISO 14001:2015 environmental standard, meaning the adaptive management and environmental management plans are to a high standard and independently verified. The site specific management plan (adapted from the company management plan) details multiple scenario, actions, procedures and remediation of potential environmental incidents. Monthly monitoring, annual auditing and regular site visitation by a company environmental representative ensure these management plans and procedures are abided by.

Inspections include the use of but not limited to the following:

- WHSFRM-089 - Spill Kit Inspection Tool
- ENVPRO-009 Environmental Compliance Obligations Evaluation
- ENVFRM-004 Environmental Risk Assessment Tool
- ENVFRM-005 Monthly Environmental Inspection
- WHSPRO-012 Audit Procedure

iii. Results & Residual Risk

Countering in the existing controls and the minimal changes to overall site conditions required for the proposed development, the residual environmental risk is low. This said 100% removal of risk is impossible, therefore the adaptive management plan, hydrocarbon spill kits, spill procedures, standard operating procedures for moving of environmentally hazardous substances and emergency response plans all act as the final barrier of defence.

Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information



Appendix A: Risk Assessments
Waste Transport & Loading Safety Risk Assessment

Process	Hazard Source	Hazard	Consequence	Like	Initial Risk Rating	Existing Control Hierarchy	Existing Controls	Cons	Like	Residual Risk Rating
New truck driver starting with EMS	Other	Unfamiliar with EMS transport operations	Moderate	Possible	High	Administration / Training	EMS New Starter On-line induction package EMS General & Workshop on-line induction package BTOHSIND-005 Burton Transport Division Induction 11 transport specific verification of competency assessments 20 transport specific safe operating procedures	Moderate	Unlikely	Medium
Driver fatigue	Psycho-Social	Driving outside of regulated driving hours	Major	Possible	Very High	Administration / Training	Basic Fatigue Management Accreditation Mandatory TLF2010A Fatigue Management training TRNMAN-001 Transport NHVAS Compliance Accreditation Manual Safe trip plans Regular communication with EMS Transport Manager and Supervisor	Major	Rare	Medium
Transport and Storage of Dangerous Goods	Chemical	Incorrect storage and/or transport practices	Minor	Possible	Medium	Administration / Training	WHSPRO-007 Hazardous Substances Procedure TRNMAN-002 Transport Dangerous Goods Manual BTWHSPUN-003 Burton Environmental Management Plan	Minor	Unlikely	Low
Loading and un-loading trucks	Gravitational	Dropped loads - crush injuries, spills	Moderate	Likely	Very High	Administration / Training	TRNSOP-001 Transport Loading and Unloading Procedure TRNSOP-003 Loading and Unloading Trucks Trailers and Light Vehicles TRNSOP-004 Loading and Unloading Floats Procedure TRNSOP-005 Loading and Unloading Shipping Containers WHSSOP-023 Forklift Operations WHSPRO-026 Spill Response Procedure Trained and competent operators THA TCC Signage and delineation Keep out of line of fire	Moderate	Rare	Medium
	Unwanted Interaction	HV/LV/pedestrian collision	Minor	Likely	High	Engineering Isolation	Spill kits Signage and delineation	Minor	Unlikely	Low
				Possible	High	Engineering	Tie down straps Tie straps in good condition	Moderate	Rare	Medium
				Possible	High	Administration / Training	Trained and competent drivers	Minor	Rare	Low
				Likely	High	Administration / Training	Team lift Correct posture	Minor	Possible	Medium
				Likely	High	Substitution	Use mechanical aid - Integrated Tool Carrier or Forklift	Minor	Rare	Low



Category	Activity	Risk Description	Raw Risk Assessment						Residual Risk Rating						
			W (TOTAL 100%)	Consequence	Likelihood	Raw Risk Rating (CxL)	Weighted Raw Risk Rating (RRRxW/100)	Raw Risk Assessment	C	L	Raw Risk Rating (CxL)	Weighted Residual Risk Rating	Residual Risk Assessment		
Air	Potentially increased number of trucks accessing waste storage area	Dust & Greenhouse gas release from plant and equipment exceeds the minimum levels as described in legislation and other standards.	100					14.4	High	Truck numbers will not increase with development proposal. The current control measures for dust will be implemented; including: Mandatory PPE, Dust Suppression Techniques, Water Cart use, monthly environmental inspections by Exact Mining Groups Environmental Coordinator.				6.3	Moderate
		Atmosphere	30	Moderate	Likely	17.0	5.1			Maintain plant and equipment in accordance with manufacturer's specifications	Minor	Almost Certain	16.0	4.8	
		Fauna	10	Minor	Likely	12.0	1.2				Insignificant	Possible	4.0	0.4	
		Flora	10	Moderate	Possible	13.0	1.3				Insignificant	Possible	4.0	0.4	
		Health and safety	30	Moderate	Likely	17.0	5.1			Monitor site vehicles and machinery for excessive fuel use	Insignificant	Unlikely	2.0	0.6	
		Public relations	5	Minor	Unlikely	5.0	0.3			Select the most efficient plant and equipment available to suit the scope of work	Insignificant	Unlikely	2.0	0.1	
		Stormwater and drainage	5	Minor	Unlikely	5.0	0.3			Forward plan transport and logistic requirements to minimise uneconomical operations	Insignificant	Rare	1.0	0.1	
		Visual appearance	10	Minor	Likely	12.0	1.2				Insignificant	Possible	4.0	0.4	

Category	Activity	Risk Description	Raw Risk Assessment						Residual Risk Rating							
			W (TOTAL 100%)	Consequence	Likelihood	Raw Risk Rating (CxL)	Weighted Raw Risk Rating (RRRxW/100)	Raw Risk Assessment	C	L	Raw Risk Rating (LxC)	Weighted Residual Risk Rating	Residual Risk Assessment			
Noise	Increase of number of mobile plant on site	Noise from plant and equipment exceeds the minimum levels as described in legislation and other standards.	100					14.5	High	Truck numbers will not increase with development proposal. The current control measures for noise will be implemented; including: Mandatory PPE, operating hour restrictions and monthly environmental inspections by Exact Mining Groups Environmental Coordinator.					4.8	Low
		Cultural heritage	5	Insignificant	Rare	1.0	0.1				Insignificant	Rare	1.0	0.1		
		Fauna	15	Moderate	Likely	17.0	2.6				Insignificant	Unlikely	2.0	0.3		
		Governance	25	Moderate	Possible	13.0	3.3				Insignificant	Rare	1.0	0.3		
		Health and safety	35	Moderate	Almost Certain	20.0	7.0				Moderate	Unlikely	9.0	3.2		
		Public relations	20	Minor	Possible	8.0	1.6				Minor	Unlikely	5.0	1.0		

Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information

Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information



Category	Mining Activity	Risk Description	Raw Risk Assessment						Residual Risk Rating						
			W L (TOTAL 100%)	Consequence	Likelihood	Raw Risk Rating (CxL)	Weighted Raw Risk Rating (RRRxW/100)	Raw Risk Assessment	C	L	Raw Risk Rating (LxC)	Weighted Residual Risk Rating	Weighted Residual Risk Rating	Residual Risk Assessment	
Water	Increased number of Hydrocarbon Storage Containers (IBC's) on site	IBC breaks during movement between truck and Storage Facility and waste oil eventuates in storm water and natural watercourse.	100					15.4	High	12,00L Hydrocarbon Bund is contained within a larger concrete bund which is in turn drained to the wash bay area and holding facility for separation and further processing and removal. The current control measures for hydrocarbons and waste oil will be implemented including: Mandatory PPE, strict bunding requirements, waste separation and monthly environmental inspections by Exact Mining Groups Environmental Coordinator. Company Spills Procedure. Company Spill Reporting Regulation and Online Spills Register. Safety Management Plan. Environmental Management Plan. Hazardous Chemicals Procedure. Environmental Program - Sensitive Management of Materials. Site specific Emergency Response Plan for Polluting Incidents				4.8	Low
		Fauna	20	Moderate	Likely	17.0	3.4			Minor	Rare	3.0	0.6		
		Flora	20	Major	Almost Certain	23.0	4.6			Moderate	Unlikely	9.0	1.8		
		Governance	5	Moderate	Possible	13.0	0.7			Insignificant	Rare	1.0	0.1		
		Health and safety	10	Moderate	Unlikely	9.0	0.9			Minor	Unlikely	5.0	0.5		
		Legacy	10	Minor	Unlikely	5.0	0.5			Insignificant	Rare	1.0	0.1		
		Public relations	10	Minor	Possible	8.0	0.8			Minor	Unlikely	5.0	0.5		
		Resource use	5	Minor	Unlikely	5.0	0.3			Minor	Unlikely	5.0	0.3		
		Stormwater and drainage	15	Major	Almost Certain	23.0	3.5			Moderate	Rare	6.0	0.9		
		Visual appearance	5	Minor	Almost Certain	16.0	0.8			Insignificant	Rare	1.0	0.1		



Category	Mining Activity	Risk Description	Raw Risk Assessment					Residual Risk Rating						
			W (TOTAL 100%)	Consequence	Likelihood	Raw Risk Rating (CXL)	Weighted Raw Risk Rating (RRRxW/100)	Weighted Raw Risk Rating (RRRxW/100)	Raw Risk Assessment	C	L	Raw Risk Rating (LxC)	Weighted Residual Risk Rating	Residual Risk Assessment
Water	Increased number of Hydrocarbon Storage Containers (IBC's) on site	12 000L Bund becomes loses integrity and waste oil eventuates in storm water and natural watercourse	100					16.2	Very High				2.5	Low
		Fauna	20	Moderate	Likely	17.0	3.4			Minor	Rare	3.0	0.6	
		Flora	20	Major	Almost Certain	23.0	4.6			Minor	Rare	3.0	0.6	
		Governance	5	Moderate	Possible	13.0	0.7			Insignificant	Rare	1.0	0.1	
		Health and safety	10	Moderate	Likely	17.0	1.7			Insignificant	Rare	1.0	0.1	
		Legacy	10	Minor	Unlikely	5.0	0.5			Insignificant	Rare	1.0	0.1	
		Public relations	10	Minor	Possible	8.0	0.8			Minor	Unlikely	5.0	0.6	
		Resource use	5	Minor	Unlikely	5.0	0.3			Insignificant	Rare	1.0	0.1	
		Stormwater and drainage	15	Major	Almost Certain	23.0	3.5			Minor	Rare	3.0	0.6	
		Visual appearance	5	Minor	Almost Certain	16.0	0.8			Insignificant	Rare	1.0	0.1	

Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information

Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information



Category	Activity	Risk Description	Raw Risk Assessment						Residual Risk Rating								
			W (TOTAL 100%)	Consequence	Likelihood	Raw Risk Rating (CxL)	Weighted Raw Risk Rating (RRR _{XW} /100)	Raw Risk Assessment	C	L	Raw Risk Rating (LxC)	Weighted Residual Risk Rating	Weighted Residual Risk Rating	Residual Risk Assessment			
5. Land	Increased number of Hydrocarbon Storage Containers (IBC's) on site	IBC breaks during movement between truck and Storage Facility and waste oil eventuates on soil	100					High	13.9				4.4		Low		
			20	Moderate	Possible	13.0	2.6		Minor	Unlikely	5.0	1.0					
			20	Major	Almost Certain	23.0	4.6		Minor	Possible	8.0	1.6					
			5	Moderate	Possible	13.0	0.7		Insignificant	Rare	1.0	0.1					
			10	Moderate	Likely	17.0	1.7		Insignificant	Rare	1.0	0.1					
			10	Minor	Unlikely	5.0	0.5		Insignificant	Rare	1.0	0.1					
			10	Minor	Possible	8.0	0.8		Minor	Unlikely	5.0	0.5					
			5	Minor	Unlikely	5.0	0.3		Minor	Rare	1.0	0.1					
			15	Moderate	Possible	13.0	2.0		Minor	Unlikely	5.0	0.8					
			5	Minor	Almost Certain	16.0	0.8		Insignificant	Possible	4.0	0.2					

12,00L Hydrocarbon Bund is contained within a larger concrete bund which is in turn drained to the wash bay area and holding facility for separation and further processing and removal. The current control measures for hydrocarbons and waste oil will be implemented including: Mandatory PPE, competent and qualified drivers, strict bunding requirements, waste separation and monthly environmental inspections by Exact Mining Groups Environmental Coordinator, Company Spills Procedure, Company Spill Reporting Regulation and Online Spills Register, Safety Management Plan, Environmental Management Plan, Hazardous Chemicals Procedure, Environmental Program - Sensitive Management of Materials, Site specific Emergency Response Plan for Polluting Incidents.



Mining Category	Risk Description	Raw Risk Assessment						Controls	Residual Risk Rating			
		W (TOTAL 100%)	Consequence	Likelihood	Raw Risk Rating (CxL)	Weighted Raw Risk Rating (RRRxW/100)	Raw Risk Assessment		C	L	Raw Risk Rating (LxC)	Weighted Residual Risk Rating
Waste	Increased level of waste stored at Burton Facility	100				8.3	Moderate	Amount of waste stored on site will not increase. Existing safety measures and double bunding of waste oil to prevent uncontrolled spills. Level of waste oil on site restricted by maximum capacity of bund.			3.8	Low
	Increased amount of hazardous waste on site for increased period of time.											
	Atmosphere	5	Insignificant	Rare	0.0	0.0			Insignificant	Rare	0.0	
	Cultural heritage	5	Minor	Rare	3.0	0.2			Minor	Rare	1.0	
	Fauna	5	Minor	Rare	3.0	0.2			Minor	Rare	3.0	
	Flora	5	Minor	Rare	3.0	0.2			Minor	Rare	3.0	
	Governance	5	Insignificant	Rare	1.0	0.1			Minor	Rare	3.0	
	Health and safety	20	Minor	Rare	3.0	0.6			Insignificant	Rare	1.0	
	Legacy	10	Moderate	Likely	17.0	1.7			Minor	Rare	3.0	
	Public relations	15	Minor	Rare	3.0	0.5			Minor	Unlikely	5.0	
	Resource use	5	Insignificant	Rare	1.0	0.1			Minor	Rare	3.0	
	Stormwater and drainage	5	Moderate	Rare	6.0	0.3			Insignificant	Rare	1.0	
	Visual appearance	20	Minor	Almost Certain	16.0	3.2			Insignificant	Rare	1.0	
									Minor	Possible	8.0	1.6

Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information



Category	Activity	Risk Description	Raw Risk Assessment						Residual Risk Rating												
			W (TOTAL 100%)	Consequence	Likelihood	Raw Risk Rating (CxL)	Weighted Raw Risk Rating (RRRxC/W/100)	Raw Risk Assessment	Controls	C	L	Raw Risk Rating (LxC)	Weighted Residual Risk Rating	Weighted Residual Risk Rating	Residual Risk Assessment						
Community	Development of Burton Facility into a known 'Waste Transfer Station'	Negative community perception of facility due to open knowledge of environmentally hazardous substances. Cultural heritage Governance Health and safety Legacy Public relations Visual appearance	100						11.0	Moderate	Compulsory public statement release. Continuation of adaptive environmental management plan.					3.5	Moderate				
			15	Minor	Possible	8.0	1.2					Minor	Possible	8.0	1.2						
			20	Moderate	Possible	13.0	2.6						Moderate	Possible	13.0	2.6					
			5	Insignificant	Unlikely	2.0	0.1							Insignificant	Unlikely	2.0	0.1				
			20	Moderate	Possible	13.0	2.6							Moderate	Possible	13.0	2.6				
			25	Moderate	Possible	13.0	3.3							Minor	Unlikely	5.0	1.3				
			15	Minor	Possible	8.0	1.2							Minor	Unlikely	5.0	0.8				

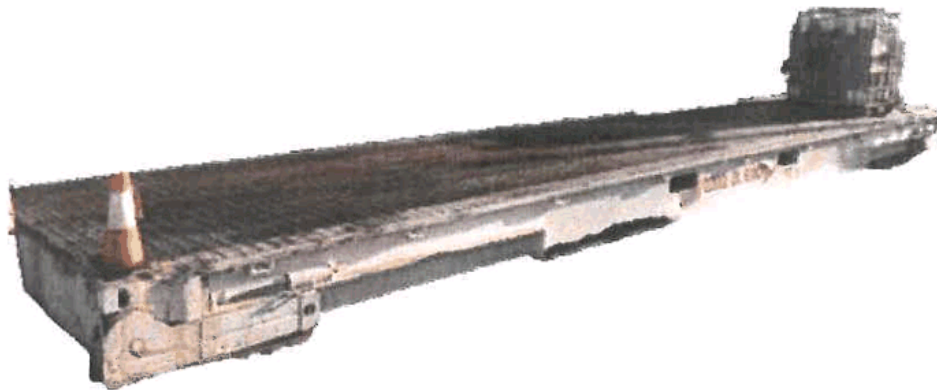
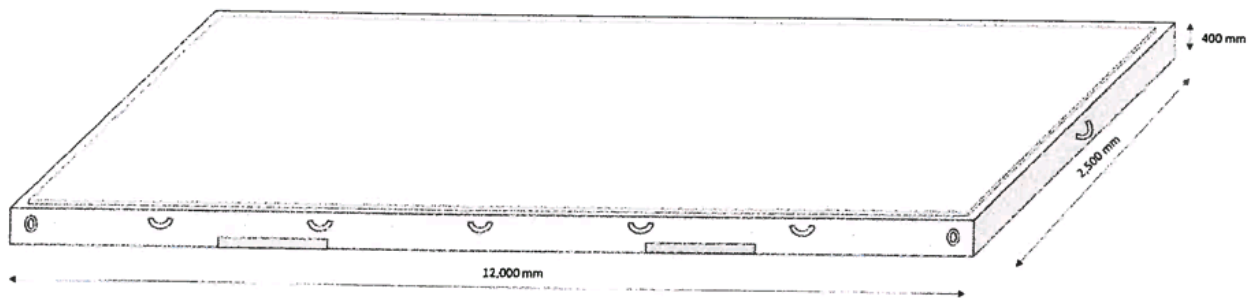


Engineering
1000-1000-1000
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Appendix B: Site Layout

See attached.

Appendix C: 12,000L Hydrocarbon Bund Dimensions






Waste Tracking Card
 WASTE TRACKING CARD
 WASTE TRACKING CARD

Appendix D: Internal Waste Transfer Forms & Tracking Labels

To assist with the external EPA Waste Tracking and Waste Transport Certificates, an internal Exact Mining Group weather proof Waste Tracking Card is to be attached to the controlled waste prior to transport. The Waste Transfer docket provides the Exact Mining Group with comprehensive information on the movement of listed wastes around South Australia and Australia. The information helps to ensure controlled wastes are properly identified, transported and reach appropriate depots for treatment, recycling, storage and/or disposal.



WASTE TRACKING CARD

refer to waste
 procedures approvals SA

NON LISTED
 (NOT HAZARDOUS)

LISTED
 (HAZARDOUS)

This card is to be completed by the site producer of the waste and attached securely to the waste prior to transport

USE BLOCK LETTERS ONLY

PROJECT NAME/ ORIGIN OF WASTE.....

DESTINATION OF WASTE.....

TYPE OF WASTE (mark box next to waste)

- WATER/ OIL MIXTURES
- GREASETRAP/ VEGETABLE WASTES
- INERT SLUDGES/ WOOL SCOURING SLUDGE
- WATER-BASED PAINT SLUDGES
- WASTE OIL
- OTHER WASTE.....
- LIGHT VEHICLE TYRES, HOW MANY:
- TRUCK TYRES, HOW MANY:
- EARTHMOVING TYRES, HOW MANY:

AMOUNT OF WASTE

 LITRES

I hereby declare that the above consignment is accurately described and is in proper condition for transport.

Signature..... Name..... Date.....

Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information



10/1/2017 10:28:00 AM
10/1/2017 10:28:00 AM
10/1/2017 10:28:00 AM

Appendix E: Cleanaway Waste Transport & Retrieval Mobile Plant



Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Information

EXACT
MINING GROUP

14-10-2017
14-10-2017
14-10-2017





Appendix F: Existing Bund to be used for proposed Waste Transfer Station



Chris Carrey

From: Terri Rhodes <trhodes@exactmining.com.au>
Sent: Wednesday, 18 October 2017 2:27 PM
To: Chris Carrey
Subject: Exact Mining Services Burton Hours

Hey Chris,

As per the below email that Dave Fellows sent out on the 24th of September, our operational hours at Burton are from 7am to 6:30pm Monday to Saturday (sorry I wrote 7am to 6pm in my response). The trucks are parked up at the front property on Hawker Road if they come in after hours, the workers do not go down to the wash bay or the rear of the property. There is no work across the whole site on Public Holidays as well.

Other transport companies around us (who are in the Industrial Zoning) operate outside of 7am to 6:30am, so we also do not want to be mistaken/ held responsible for their light spill or noise pollution. We are happy to provide you with security reports from Titanium Security to show the activity levels onsite (I will forward you them in the next email as I can't seem to attach them). None of our Heavy Vehicle transport fleet uses Helps Road to access the property, we cannot physically get a truck and a trailer into the rear of the property and do not contribute to the existing heavy vehicle traffic on Helps Road. We only access the rear of the property to have the wash bay serviced, to access our mains power connection and now to maintain our landscaping. The rear gate is locked at all times and there are only two people onsite who have a key to the rear gates.

Thanks

Regards,

Terri Rhodes
 Environmental and Sustainability Officer
 Ph: 08 8372 1100 | Fax: 08 8372 1199 | Mb: -
 43 Greenhill Road, Wayville SA 5034

Exact Contracting

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-----Original Message-----

From: David Fellows
Sent: Sunday, 24 September 2017 5:44 AM
To: Mark Bergamin <mbergamin@exactmining.com.au>; Matt Morris <mmorris@exactmining.com.au>; Kirk Taylor <ktaylor@exactmining.com.au>; Ashley De Kruyf <adekruyf@exactmining.com.au>; Cameron Palmer <campalmer@exactmining.com.au>; Darren Tilmouth <dtilmouth@exactmining.com.au>; Peter Brown <pbrown@exactmining.com.au>; Tom Jones <tjones@exactmining.com.au>; Kimberley Goerecke

<KGoerecke@exactmining.com.au>; Stuart Yorston <syorston@exactmining.com.au>; Andrew Walker <awalker@exactmining.com.au>; Purchasing <Purchasing@exactmining.com.au>
Cc: Terri Rhodes <trhodes@exactmining.com.au>
Subject: Burton hours

All,

Due to the area working hrs that have been in place for the Burton area for many years we are left with no choice but to work the following hrs effective immediately Monday to Saturday 7 to 6.30 Sunday and Public Holidays no work

Matt this also means trucks coming back late at night as we have had complaints about them using the wash bay and reverse beepers upto Midnight which we have to stop immediately also. We will have to come up with a plan where the trucks can park up and how this occurs on return trips after these hours

This is part of our conditions of the site and is not negotiable until such time we can get approval to get these hrs amended

Regards,

David Fellows
Operations Manager
Ph: 08 8372 1100 | Fax: 08 8372 1199 | Mb: 0458 001 990
43 Greenhill Road, Wayville SA 5034

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Attachment 2
Notice of Category 2 Application and Representations
Received

**DEVELOPMENT ACT 1993
CITY OF SALISBURY**

NOTICE OF APPLICATION FOR CATEGORY 2 DEVELOPMENT
Pursuant to Section 38(4) of the Development Act, 1993

An application for development has been lodged with the Council for assessment. The details are as follows:

DEVELOPMENT NO:	361/1282/2017/2B
APPLICANT:	Exact Mining Group Pty Ltd 43 Greenhill Rd WAYVILLE SA 5034
NATURE OF THE DEVELOPMENT:	WASTE DEPOT (TEMPORARY STORAGE OF WASTE OIL) IN ASSOCIATION WITH EXISTING INDUSTRIAL ACTIVITIES (EXACT MINING)
LOCATED AT:	43-45 & 47 Hawker Road , Burton SA 5110 71 & 79-85 Helps Road, Burton SA 5110
CERTIFICATE OF TITLE:	CT-5566/142, CT-5566/144, CT-6008/880, CT-6018/51, CT-5991/483
ZONE:	Urban Employment

The application may be examined at the Office of the Council located at 12 James Street, Salisbury during normal business hours (8.30am – 5pm Monday to Friday) and on Council's web site at www.salisbury.sa.gov.au. Any person or body may make representations in writing, or by email development@salisbury.sa.gov.au, concerning this application and should address their representation to the Chief Executive Officer at PO Box 8, Salisbury or representations@salisbury.sa.gov.au. Representations must be received **no later than Friday 15th September 2017**.

Each person making a submission should indicate whether they wish to appear personally, or be represented by another party, in support of their submission. Please note that should you nominate to be heard in support of your representation, you will be required to attend a Development Assessment Panel meeting held at the Council offices, scheduled on the fourth Tuesday of each month at 6.00pm (unless otherwise advised).

Please note that pursuant to Section 38(8) of the Development Act, a copy of each representation received will be forwarded to the applicant to allow them to respond to all representations received.

This development is classified as a Category 2 development under the Development Act. Please be aware that there is no right of appeal against Council's decision.

Signed: Chris Carrey, Development Officer

Date: 31 August 2017

THIS IS THE FIRST AND ONLY PUBLICATION OF THIS NOTICE

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act



To: City of Salisbury
PO Box 8, SALISBURY SA 5108
Email: representations@salisbury.sa.gov.au

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

Development Number:	361/1282/2017/2B
Applicant:	Exact Mining Group Pty Ltd
Location:	43-45 & 47 Hawker Road , Burton SA 5110 71 & 79-85 Helps Road, Burton SA 5110
Proposed Development:	WASTE DEPOT (TEMPORARY STORAGE OF WASTE OIL) IN ASSOCIATION WITH EXISTING INDUSTRIAL ACTIVITIES (EXACT MINING)

YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): William KIRLAND

ADDRESS: 120 HELPS RD BURTON 5110

PHONE NO: [REDACTED] EMAIL: [REDACTED]

I am: (please tick one of the following boxes as appropriate)

- The owner/occupier of the property located at:
- Other (please state): TENANT

YOUR COMMENTS:

I/We: (please tick the most appropriate box below)

- Support the proposed development.
- Oppose the proposed development.

Whether you support or oppose this proposal you must provide written reasons below to ensure that this is a valid representation.

* See attachment

PTO

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard. Please note that if you do not indicate that you wish to be heard, it will be taken that you do not wish to be heard by the Panel.

I/We:

Do not wish to be heard in support of my representation.

Wish to be heard in support of my representation, and I will be:

Appearing personally,

OR

Represented by the following person:

Contact details:

(Please note, matters raised in your written representation will be considered during the assessment and do not need to be repeated at the hearing).

Your written representation must be received by Council no later than 11.59pm on Friday 15th September 2017, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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

Signature: W.A. Kitchin

Date: 14/9/17

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Friday 15th September 2017**.

361/1282/2017/2B

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My concerns would be addressed by: *(state changes/actions to the proposal sought)*

* See Attachment

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PTO

Item 5.1.1 - Attachment 2 - Notice of Category 2 Application and Representations Received

As a tenant of the property adjacent to the proposed waste oil facility I am opposed to its development.

Already, odours being emitted from diesel vehicles are of concern.

This facility is operating 7 days a week until midnight each day,

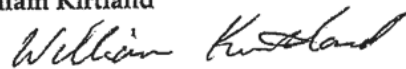
I am concerned about any leakage / spillage occurring as well as accidents.

The proposed facility is less than 100 metres from adjacent housing, should any abandoned or stolen vehicle be set alight in the vicinity, on Helps Road (as occurred recently) it would pose a serious danger.

I consider the proposal and the continuing expansion of the Exact Mining Group to be inappropriate to the area.

Sincerely yours,

William Kirtland

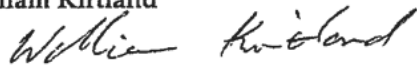


Unfortunately, Helps Road is at the interface of industrial and non-industrial / residential zones.

The heavy industrial nature of the Exact Mining Group and its continuing expansion will be a ongoing source of potential conflict. As such, apart from complete removal of Exact Mining Group to a site more favourable, it is difficult to state any changes to the proposals sought that would address the concerns of non industrial property owners.

Sincerely yours,

William Kirtland



STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act



To: City of Salisbury
PO Box 8, SALISBURY SA 5108
Email: representations@salisbury.sa.gov.au

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

Development Number:	361/1282/2017/2B
Applicant:	Exact Mining Group Pty Ltd
Location:	43-45 & 47 Hawker Road , Burton SA 5110 71 & 79-85 Helps Road, Burton SA 5110
Proposed Development:	WASTE DEPOT (TEMPORARY STORAGE OF WASTE OIL) IN ASSOCIATION WITH EXISTING INDUSTRIAL ACTIVITIES (EXACT MINING)

YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): DAVID COCKINGTON
ADDRESS: 120 HELPS RD BURTON
PHONE NO: [REDACTED] EMAIL:

I am: (please tick one of the following boxes as appropriate)

- The owner/occupier of the property located at: 120 HELPS RD BURTON
- Other (please state):

YOUR COMMENTS:

I/We: (please tick the most appropriate box below)

- Support the proposed development.
- Oppose the proposed development.

Whether you support or oppose this proposal you must provide written reasons below to ensure that this is a valid representation.

..... See Attached pages. (4)
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PTO

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard. Please note that if you do not indicate that you wish to be heard, it will be taken that you do not wish to be heard by the Panel.


I/We:

- Do not wish to be heard in support of my representation.
- Wish to be heard in support of my representation, and I will be:

Appearing personally,

OR

Represented by the following person: Amelia Thiele.....

Contact details: 

(Please note, matters raised in your written representation will be considered during the assessment and do not need to be repeated at the hearing).

Your written representation must be received by Council no later than 11.59pm on Friday 15th September 2017, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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

Signature: D. Flocking

Date: 15 / 9 / 17

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Friday 15th September 2017**.

Category 2 Representation for Development Application 361/1282/2017/2B
Applicant: Exact Mining Group P/L
(4 pages total)

We have concerns relating to the proposal of storing hazardous chemicals adjacent to our property. Our property is located 30 metres from the site and our dwelling is within 120 metres from the proposed location of the proposed waste storage area.

Primary Production and Limited Residential

The land directly adjacent the site, to the East is zoned Primary Production, under the Council's Development Plan. We live on land in this zone, which encourages/envisages such uses as farming and horticulture. It is in my opinion that these two types of land uses are not appropriate directly adjacent to each other.

It is not only our dwelling located within a close proximity to the site, another 5 more dwellings are all located within 330 metres (approx) of the proposed waste storage area. It must be noted, residential use is consistent with the Development Plan, which acknowledges residential development specifically in this location, Precinct 12 – Limited Residential.

Commercial farming is located within close proximity to the site also. Food is grown on this land for human consumption and the risk of soil and water contamination is concerning. Has research gone into the affects of having hazardous materials stored on a site within 30-40 metres of food cultivation? What is considered to be a safe distance between these two types of land uses?

Water Catchment and Public Open Space

Another serious concern is the close distance (15-20metres) the site is to a Council swale/ water catchment which runs parallel with Helps Road. This swale/water catchment feeds to the large lakes and open space area at the southern end of Helps Road. Water runoff collects in these lakes which is used for the enjoyment of the residents of Spring Banks and surrounding areas, including native fauna/flora. The wider community could be at risk if contaminants entre the swale at any point along Helps Road.

Between the Springbank catchment system, is the extensive wetlands area called Kauna Park. This park is within 370 metres of the proposed site for the waste depot. Given the surrounding and immediate locality, which contains a significant amount of environmentally sensitive areas that funnel to residential development. It is an overwhelming concern that this hazardous type of land use is proposed on the site subject.

The report by T Rhodes mentioned environmental monitoring (page 2), has Council requested evidence of this? Providing evidence of such monitoring would have been in the best interest of the applicant, to demonstrate to the adjacent property owners/tenants and Council of their ongoing monitoring and awareness of the serious effects this type of land use can have on the environment. Given the close proximity the site is to residential properties it should have been provided during the notification process, as this is a sensitive type of existing use which will be directly affected.

Environmental Impact Assessment (EIA)

There are a number of assumptions made throughout the EIA, what expert advice and information/data does this stem from. The report under Adjoining Landholders, does not mention any residential development or farming at all. Rather it only identifies the surrounding transport base industries.

Number of vehicles – Traffic management

The report written by T Rhodes mentions noise pollution from the potential increased number of trucks and light vehicles entering the site. Clarification on the increase in vehicle numbers needs to be provided. I understand the volume of vehicle numbers can fluctuate (depending on contracts) but an estimation of the vehicle traffic at the highest and lowest volume would suffice. Clarification regarding the frequency of collection from the site, fortnightly or monthly if possible, are all stated in the report.

Dust and Odour Emissions

The increase in dust emissions is another concern as vehicle numbers are likely to increase. The wind direction on our site primarily comes from a western direction. Bringing with it not only dust pollutants, but also noise and fumes.

Vehicle Access

I am concerned the site plans lodged to Council show a reference to new access off Helps Road. Although the report prepared by T Rhodes does disclaim there is no changes to access, these plans should reflect that.

Separation Distance

Can more information be provided as to the safe and appropriate distances this type of land use should be from dwellings and water courses?

The 'Locality Plan showing distance from Bund to the Nearest Dams' is not taking into consideration the actual, dam collection area, in which the surface water is funnelled into the dams. As previously mentioned the collection of stormwater for the lakes at Springbank are within 15-20 metres from the site.

Water Quality

Report mentions large scale spills causing negative environmental effect on water quality. Any size spill, be it large or small, can cause negative environmental effects of water quality. Small spills, unlike large spills can go undetected, the built up of these chemicals in the environment can be catastrophic.

Noise pollution

Currently we are experiencing noise issues coming from the site generally and in particular the wash bay closest to Helps Road. The noise of the high pressure cleaners and the vehicles reversing is loud and is amplified given the eastern side of the structure is open in nature.

The report by T Rhodes mentions, "Quaternary Barrier – the sump product (if any) is pumped to the wash bay area for further processing, separation from waste water and removal to a licensed facility". The wash bay referred to above is located closer to the dwellings on Helps Road. It is concerning that the hazardous materials will be moved closer to the dwellings and the real potential of them becoming airborne as a result of using high pressure cleaning equipment. This is something that currently occurs, and as mentioned earlier with the wind direction this is blown directly into our properties.

Operating hours

Page 1 of the report, states 'Current operation hours of the Burton Facility are 6am-6pm. The proposal will have no impact on these hours and they will continue as previous.' The current operating hours are not limited to 6am-6pm. There are often trucks coming and going from the site until very late at night, in some cases 12am (midnight). Is this likely to continue and with the increase in vehicle numbers predicted, likely to worsen?

As a result of the hours of operation extending into the night, light spill from the wash bay and yard is an issue currently.

Urban Employment Zone

We understand the site is located within an Urban Employment Zone, which envisages a variety of different uses. It is then Council's role to determine if the land use/s proposed are appropriate in the locality. We do not necessarily believe the use is inappropriate in the zone but given the locality and the close proximity it is with sensitive existing and envisaged uses/zones, it is not appropriate. The desired character of the Urban Employment Zone states, 'Allotments that adjoin the boundary of another zone where more sensitive land uses are anticipated (e.g. residential development), will be large enough to accommodate design features and sitting arrangements that limit impact on the adjoining zone'.

Although this refers to the built form primarily, it is emphasising the importance of limiting the impacts on the adjoining zone, where more sensitive land uses are located (e.g. residential development).

The report by T Rhodes states the application for the above mentioned proposal is for 'logistical convenience'. Should the local environment which is highly sensitive to such hazardous substances (given its close proximity to water catchment areas, residential properties and farming) be put at risk for this reason?

Interface between Land Uses

Relevant Development Plan Objectives,

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

The proposal would not comply with the objectives listed above.

Principles of Development Control 1, Interface between Land Uses;

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (a) The emission of effluent, odour, fumes, dust or other airborne pollutants
 - (b) Noise
 - (e) Light spill
 - (g) Hours of operation
 - (h) Traffic impacts

Increasing in vehicle numbers for the disposal and collection of the hazardous waste is likely to cause the issues above. A direct concern relating to the increase in vehicle/machinery numbers, is the likelihood of the increased use of the wash bay. As previously mentioned the wash bay is currently a nuisance on the amenity of the adjacent residential properties.

Principles of Development Control 5, Interface between Land Uses;

5 Sensitive uses likely to conflict with continuation of lawfully existing developments and land uses desire for the zone should be designed and minimise negative impacts.

The proposal for a waste depot at the site would not minimise negative impacts with the zone and existing land uses adjacent.

Hazards

Containment of Chemical and Hazardous Materials

Principles of Development Control 23, Hazards;

23 Hazardous materials should be stored and contained in a manner that minimises the risk to public health and safety and the potential for water, land or air contamination.

24 Development that involves the storage and handling of hazardous materials should ensure that these are contained in designated areas that are secure, readily accessible to emergency vehicles, impervious, protected from rain and stormwater, intrusion and other measures necessary to prevent:

- (a) Discharge of polluted water from the site
- (b) Contamination of land
- (c) Airborne migration of pollutants
- (d) Potential interface impacts with sensitive land uses.

As previously mentioned the storage of the hazardous chemicals would put public health and safety at risk including the potential for water, land or air contamination.

Summary

Given the close proximity the site and proposed use is to existing sensitive land uses, including but not limited to residential, farming and horticulture, this proposal should not be approved.

It is not a use that should be approved on the interface of the Urban Employment Zone and more so in close proximity to a number of environmentally sensitive waterways.

Our dwelling is directly opposite the site which already causes a disruption to the enjoyment of our residence. If it was approved this would further affect the liveability of our property which in return will decrease in the market value.

Report written by Amelia Thiele on behalf of David Cockington of 120 Helps Road Burton



**STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act**

To: City of Salisbury
PO Box 8, SALISBURY SA 5108
Email: representations@salisbury.sa.gov.au

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

Development Number:	361/1282/2017/2B
Applicant:	Exact Mining Group Pty Ltd
Location:	43-45 & 47 Hawker Road , Burton SA 5110 71 & 79-85 Helps Road, Burton SA 5110
Proposed Development:	WASTE DEPOT (TEMPORARY STORAGE OF WASTE OIL) IN ASSOCIATION WITH EXISTING INDUSTRIAL ACTIVITIES (EXACT MINING)

YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): Carlo Primomo

ADDRESS: 122 Helps Road, Burton SA 5011

PHONE NO: [REDACTED] EMAIL: [REDACTED]

I am: (please tick one of the following boxes as appropriate)

- The owner/occupier of the property located at:
- Other (please state):

YOUR COMMENTS:

I/We: (please tick the most appropriate box below)

- Support the proposed development.
- Oppose the proposed development.

Whether you support or oppose this proposal you must provide written reasons below to ensure that this is a valid representation.

(see attached)
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PTO

Item 5.1.1 - Attachment 2 - Notice of Category 2 Application and Representations Received

361/1282/2017/2B

I strongly oppose the proposal to store large volumes of waste oil at the adjacent property for the following reasons:

- The surrounding area is situated on a large aquifer providing water for primary production. Should an accident, leakage or spillage occur, pollution of this water and subsequent environmental damage would be alarming.
- The neighbouring properties already have to contend with diesel fuel and exhaust odours, especially from their wash bay area. We most certainly do not want any expansion of their operations, together with the odours of a waste storage depot.
- Torching of cars are a frequent occurrence in the area; an event of this nature could spark a disaster in the vicinity of the waste oil.
- Initially, there were olive trees surrounding the area. These trees all subsequently died due to the pollution of the wash bay area.

I also oppose the proposed driveway for passenger vehicles at the Helps Road entrance as this would seriously add to the noise pollution that already occurs. The applicant is already operating with noise and bright lights until midnight 7 days a week. Further, there is nothing to guarantee that heavy vehicles would not subsequently use this entrance when convenient.

I opposed the applicant's original submission (361/30/2013/2B) some years ago, based on the fact that my wife and I spent our life savings in building a house for our retirement in what was then a semi-rural area. We were then, and are now, very disappointed that the Council approved our plans to build a residential home, but has, and continues to, allow the type of developments that are not suitable for an area abutting residential homes. Our property is now devalued as a result, and our lifestyle is considerably comprised due to the noise pollution, the heavy vehicle traffic, the aesthetic aspect of the area, and environmentally unsound activities.

Subsequent to my original objection to Development Application No. 361/30/2013/2B, and consultation with the applicant (Exact Mining), I was led to understand that the Helps Road side of the property would be landscaped, with large trees camouflaging the structures and reducing the noise. None of this has materialised. There is no landscaping and all that is visible are some tall, ugly structures, bright lights at all times of the night, and, of course, the noise.

My concerns would be addressed by:

- the absolute refusal of the proposal in Development Application No. 361/1282/2017/2B;
- no driveway be approved from the Helps Road side of the property (whether for passenger or other vehicles);
- the applicant making good the original plans to landscape the Helps Road side of the property to ameliorate what is now an immense eyesore for a person returning home from work.

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard. Please note that if you do not indicate that you wish to be heard, it will be taken that you do not wish to be heard by the Panel.

I/We:

Do not wish to be heard in support of my representation.

Wish to be heard in support of my representation, and I will be:

Appearing personally,

OR

Represented by the following person:

Contact details:

(Please note, matters raised in your written representation will be considered during the assessment and do not need to be repeated at the hearing).

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Representor's Declaration:

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

Signature: 

Date: 14/9/2017

Please complete this checklist to ensure your representation is valid:

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- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
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**STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act**

Valid
11 SEP 2017

To: City of Salisbury
PO Box 8, SALISBURY SA 5108
Email: representations@salisbury.sa.gov.au

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Proposed Development:	WASTE DEPOT (TEMPORARY STORAGE OF WASTE OIL) IN ASSOCIATION WITH EXISTING INDUSTRIAL ACTIVITIES (EXACT MINING)

YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): SAMA BOSNAKIS

ADDRESS: 126 - 130 HELPS RD BURTON ST

PHONE NO: XXXXXXXXXX EMAIL: _____

I am: (please tick one of the following boxes as appropriate)

- The owner/occupier of the property located at: as above
- Other (please state): _____

YOUR COMMENTS:

I/We: (please tick the most appropriate box below)

- Support the proposed development.
- Oppose the proposed development.

Whether you support or oppose this proposal you must provide written reasons below to ensure that this is a valid representation.

THE DEVELOPMENT IS TOO CLOSE TO MY HOUSE (OPPOSITE) THE NOISE THE SMELL AND MOST IMPORTANTLY THE LIKELY HOOD OF A FIRE CLOSE TO MY HOUSE

I STRONGLY OBJECT TO THE

PTO

Item 5.1.1 - Attachment 2 - Notice of Category 2 Application and Representations Received

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I/We:

Do not wish to be heard in support of my representation.

Wish to be heard in support of my representation, and I will be:

Appearing personally,

OR

Represented by the following person: *N/A*

Contact details:

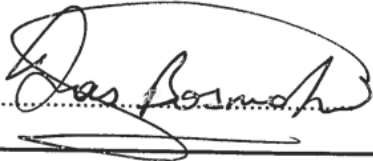
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Signature:



Date:

7 19 17

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- Detail of reasons for making the representation.
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Valid

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Location:	43-45 & 47 Hawker Road , Burton SA 5110 71 & 79-85 Helps Road, Burton SA 5110
Proposed Development:	WASTE DEPOT (TEMPORARY STORAGE OF WASTE OIL) IN ASSOCIATION WITH EXISTING INDUSTRIAL ACTIVITIES (EXACT MINING)

YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): Kangelight Pty Ltd. — Brett Russell

ADDRESS: 138 West Coast Ice Trigg WA 6029

PHONE NO: [REDACTED] EMAIL: [REDACTED]

I am: (please tick one of the following boxes as appropriate)

- The owner/~~owner~~ of the property located at: 79-85 Helps Rd Burton
- Other (please state):

YOUR COMMENTS:

I/We: (please tick the most appropriate box below)

- Support the proposed development.
- Oppose the proposed development.

Whether you support or oppose this proposal you must provide written reasons below to ensure that this is a valid representation.

The construction looks like it will securely hold the oil and avoid any leakage underground

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PTO

Item 5.1.1 - Attachment 2 - Notice of Category 2 Application and Representations Received

Chris Carrey

From: [REDACTED]
Sent: Monday, 18 September 2017 11:17 AM
To: Chris Carrey
Subject: RE: Statement of Representation DA 361/1282/2017

Hi Chris,

Yes I do not wish to speak in person. However, is my agreement in writing enough?

Regards

Brett

From: Chris Carrey [<mailto:CCarrey@salisbury.sa.gov.au>]
Sent: Monday, 18 September 2017 8:27 AM
To: brett@atmwa.com.au; [REDACTED]
Subject: Statement of Representation DA 361/1282/2017

Hi Brett

I refer to your Statement of Representation for DA 361/1282/2017 (attached).

It looks like only 1 page of the representation form came through to us. I assume that you do not wish to be heard by Council's Assessment Panel in support of your representation?

If you could advise that would be appreciated.

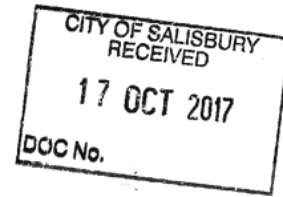
Thanks
Chris

Chris Carrey
Development Officer - Planning
Development Services
D: 08 8406 8526
E: CCarrey@salisbury.sa.gov.au

City of Salisbury
12 James St, Salisbury, South Australia, 5108
P: 08 8406 8222
F: 08 8281 5466
TTY: 08 8406 8596
W: www.salisbury.sa.gov.au



Attachment 3
Applicant Response to Representations



City of Salisbury
Development Services
12 James St
Salisbury
South Australia, 5108

APPLICANT: Exact Mining Group Pty Ltd

APPLICATION NO: 361/1282/2017/2B

SUBJECT SITE: 43-45 Hawker Road, Burton SA 5110

PROPOSED DEVELOPMENT: Waste Depot (temporary storage of waste oil) in association with existing industrial activities (Exact Mining Services).

Dear Chris Carrey - Development Services,

Exact Mining Group wishes to submit the following information to the City of Salisbury Council in response to 4 of the representations received as part of the Category 2 public notification process in regards to Exact's development proposal to temporarily store waste oil onsite within an EPA approved bund.

Exact Mining Group, would like to reiterate that the development application is not to expand the business operations into commercial waste storage or processing or increase the level of activity at the Burton site.

The proposed temporary waste oil storage bund will not detrimentally affect the amenity of the locality or cause unreasonable interference between land users through any emission of effluent, odour, fumes, dust or other airborne pollutants; noise, light spill, hours of operation or traffic impacts.

It is believed that the use of the generic term "waste depot" in Exact Mining Group's development application may have caused concern with the neighbouring properties. The generic term "waste depot" does not clearly reflect what Exact is proposing to do. Exact is seeking a development approval for facilities designed to store waste oil that is produced in the course of its core business. Exact Mining Group is not a waste company. There will be no material change to Exact's operations at the Burton site and Exact will not be handling "bulk" quantities of waste oil.

Due to the decline in the mining industry, Exact Mining Group has decreased in size by 60% and are now diversifying into the civil and agricultural sectors. At Exact's temporary job locations, in particular in remote communities such as the APY Lands, there are no facilities at which Exact can dispose of waste oil onsite. Because of the relatively small quantities involved and their location, Exact cannot get licensed contractors to collect the waste oil directly. As such, in some cases, Exact will have no option but to transport the waste back to our facility in original 1,000 litre containers (IBC) on an EPA approved bund to be collected by an EPA certified waste collection company. Exact also service machinery onsite at Burton which means that the Company has to store waste oil which is produced in the course of those activities. Again this is done on an EPA approved bunding structure.

Traffic Route and Volumes



The current access to the Burton Facility occurs through the main access gate on 43-45 Hawker Road, Exact does not intend to transport waste oil using Helps Road or the Helps Road access. Exact does not wish to use Helps Road for regular access to the property. There will not be an increase in traffic volumes, as the waste oil will be back-loaded onto vehicles that will be accessing the site in any event. The waste oil will be collected by Cleanaway on a weekly to fortnightly basis dependent on volume. This will occur between 7am-6pm. Cleanaway already attend the Exact site and so traffic volumes are not expected to increase. Where possible, Exact will also seek to have waste oil removed directly from job sites to limit the need to bring the waste back to the Burton site.

Spill Risks

In relation to the spill risks that the respondents have raised, all of Exact mining's personnel are trained in spill response and Exact have appropriate spill kits to ensure that, in the unlikely event a spill did occur, it can be immediately addressed. We will only be storing waste oil on an impervious bund that meets South Australia's EPA 2016 Bunding and Spill Management publication.

Landscaping Issues

Exact Mining acknowledge the issues that the residents have raised in relation to landscaping and have taken urgent action to resolve these issues. We apologise that we did not, ourselves, identify this issue earlier. Exact does not use Helps Road to access the property, and as such, the visual amenity issues with that access point have been overlooked. On the 6th of October Exact Mining finished installing a garden along Helps Road consisting of Australian native plants. We intend on further improving the streetscape with more hedging along the side of the property, the plant species we would like to use is Phontinia Robusta. In the past the workers onsite have maintained the yard, however this system has not been consistent, so we have engaged a gardener from Jim's mowing to ensure the weeds are sprayed and that the lawn is mowed periodically.



Figure 1 Landscaping at Helps Road completed on the 6th of October 2017

Wash Bay

To address the noise issues, the respondents have raised, it is proposed that the rear and side of the wash bay shed be enclosed to decrease the noise from our pressure washer. We are actively seeking quotes for this installation. A Development Application for the shed enclosure was lodged with the City of Salisbury on the 16th of October 2017. A baseline of the noise emitted from the property has been taken in a noise monitoring test conducted on the 13th of October. A noise monitoring test following the infrastructure upgrade will allow Exact to measure the reduction in noise emissions.

There was some concern from the respondents about the wash bay system's water quality and possible environmental risk. An overview of the wash bay is attached, which was also provided to the representatives at 120 Helps Road on the 6th of October 2017. This wash bay facility has a management procedure, where the equipment is externally serviced by Jag on a monthly basis, the wash pad is inspected on a daily basis and monthly environmental inspection is completed. Exact Mining also have an alarm on the holding tanks and pH monitor, should a water quality or volume issue ever arise the system will be immediately stopped.

Monitoring

Exact Mining Services environmental co-ordinator currently assists key personnel with maintaining the Burton Environmental Management Plan. The coordinator completes monthly environmental inspections and reports. Further visual monitoring of Exact's activities at the rear of the property (near



Helps Road) will take place. Following the enclosure of the wash bay shed, noise monitoring surveys from the rear of the boundary will be undertaken to ensure Exact's operations are at an acceptable level.

Furthermore, a noise monitoring survey in accordance with the *AS/NZS 1269.1:2005 Occupational noise management - measurement and assessment of noise emission and exposure* and *AS1055:1997 Acoustics - Description and measurement of environmental Noise – General procedures* standards will be conducted annually by Exact Mining Services to ensure the site continues to operate within the *2007 EPA Guidelines for the use of the Environment Protection (Noise) Policy*.

Noise Monitoring

A noise survey was conducted by Exact's Environmental Coordinator and found that the noise level from the wash bay high pressure hose activities reached a maximum level of 56.7 decibels (dB), whilst the traffic on Helps Road reached a maximum level of 71.7dB (with a baseline of 46.5-47.8B). Although Exact Mining Services is emitting noise, it sits within the parameters of Light Industrial Zoning of 57dB with an average emission of 53.96dB (refer to Noise Monitoring Report and Raw Data Sheet attached). A conclusion of the results from the testing on Friday the 13th of October between 7:50AM to 2:57PM can be found below:

- The baseline noise on Helps Road is between 46.5-47.8dB.
- Exact Mining Services Wash Bay usage is approximately 10dB less noise emissions in comparison to Heavy Vehicle Traffic on Helps Road.
- Wash Bay usage is approximately 5dB less noise emissions in comparison to Light Vehicle Traffic on Helps Road.
- Approximately 0.8dB more noise emitted from reverse sirens than Heavy Vehicle traffic on Helps Road.
- As per the EPA general environmental noise requirements of the "different land uses (residential and light industrial) ... the noise levels are averaged to give a noise level to be met at the noise receiver". Although Exact Mining Services Burton Facility is emitting noise, it sits within the parameters of Light Industrial Zoning of 57dB with an average emission of 53.96666667dB (refer to Raw Data Sheet attached).
- Manual noise reduction barriers and techniques will be investigated by Exact Mining Services to reduce the noise emitted from the site.
- A total of 9 primary tests were conducted during day time hours. Night time testing is also suggested. The noise test completed on the 13th of October is an indication of the average noise levels, further repeat testing would be required to obtain higher confidence levels of the average noise emissions from the Exact Mining site.

Operating Hours

The updated operation hours of the Burton Facility are 7:00AM-6:00PM Monday-Saturday.

Due to the facility constantly being targeted for theft, a security company Titanium Security Australia will continue to monitor and complete periodic patrols of the property after hours (from 6:00PM to 7:00AM).

Neighbouring Properties

The representors of 120 Helps Road have been invited to inspect the proposed bund facility as well as be provided with copies of Exact's Company Environmental Management Plan, Burton site specific Environmental Management Plan and Exact's monthly environmental inspections. Please refer to the attached letter that was sent to the occupiers of 120 Helps Road.



Environmental Qualifications and Environmental Management Experience

The representors of 120 Helps Road were concerned of Exact Mining's experience to assess environmental risks. The below environmental management information is provided:

Company certifications:

- Exact Mining Group has a certified ISO14001:2015 Environmental Management System by SAI Global.

Terri Rhodes (Environmental and Sustainability Officer) qualifications and experience:

- Bachelor of Economics (International Agriculture Business), University of Adelaide.
- Master of Environmental Management and Sustainability (Natural Resource Management), University of South Australia.
- Certificate IV in Work Health and Safety.
- Lead Auditor.
- 7 years' experience in environmental management.
- 14 years' experience across the civil and mining industries.

Dylan Edwards (Environmental Coordinator) qualifications and experience:

- Bachelor of Science (Mineral Geoscience), University of Adelaide.
- Bachelor of Environmental Policy and Management, University of Adelaide.
- Graduate Certificate in Protected Area Governance and Management, University of Tasmania.
- 3.5 years' experience in environmental sector.

Additional Information

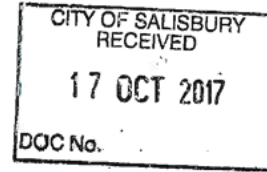
Along with this response please find the following attached documents:

- Noise Monitoring Report, Helps Road Burton Completed the 13th of October 2017.
- Raw Data from the Helps Road Noise Monitoring Survey.
- Correspondence to the Representatives at 120 Helps Road Burton on the 6th of October 2017.
- Exact Mining Services Wash Bay overview.

Yours sincerely,

A handwritten signature in black ink that reads "Rhodes".

Terri Rhodes
Environmental and Sustainability Officer



6/10/2017

120 Helps Road

Burton, SA 5110

Dear Amelia, David and William,

I have been unable to reach Amelia on the phone to discuss your concerns in relation to our development application for our Burton site. As such, I thought it would be helpful for me to write to you to give you further information as to what is proposed and to address some of the concerns that you have raised.

Landscaping Issues

Firstly, we acknowledge the issues that you have raised in relation to landscaping and have taken urgent action to resolve these issues. We apologise that we did not, ourselves, identify this issue earlier. Exact does not use Helps Road to access the property, and as such, the visual amenity issues with that access point have been overlooked. We appreciate that landscaping is important, in particular to residents. This week we installed a garden along Helps Road consisting of Australian native plants. We intend on further improving the streetscape with more hedging along the side of the property. In the past the workers onsite have maintained the yard, however this system has not been consistent, so we will also engage a gardener to ensure the weeds are sprayed and that the lawn is mowed periodically.

Wash Bay

To address the noise issues, the rear side of the wash bay shed will be enclosed to decrease the noise from our pressure washer. We are actively seeking quotes for this. A draftsman has drawn up the shed enclosure and we will have to submit a Development Application for the enclosure of the rear of the shed. I have attached some information about the wash bay system as there were comments made about the water quality and hopefully this will give you some clarity that the wash bay equipment is externally serviced by Jag on a monthly basis, the wash pad is inspected on a daily basis and monthly environmental inspection is completed. We also have an alarm on the holding tanks and pH monitor should a water quality or volume issue ever arise so that it will be immediately stopped. I have also attached a wash bay information sheet which explains the way in which oil is safely separated and contained during that process.

Dylan Edwards is our other environmental co-ordinator in the company and he looks after the Burton site including monthly inspections and reports. He will undertake further visual monitoring of our activities at the rear of our property. Following installation of the enclosure to the shed, we will undertake noise monitoring surveys from the rear of the boundary and liaise with you in relation to those.

Development Application

We would like to assure you that our development application is not to expand our business operations into commercial waste storage or processing or increase the level of activity at the Burton site.

Due to the decline in the mining industry, our family business has decreased in size by 60% and we are now diversifying our services into civil and agricultural sectors. At our temporary job locations, in



particular in remote communities such as the APY Lands, there are no facilities at which we can dispose of waste oil onsite. Because of the relatively small quantities involved and their location, we cannot get licensed contractors to collect the waste oil directly. As such, in some cases, we will have no option but to transport the waste back to our facility in original 1,000 litre containers (IBC) on an EPA approved bund to be collected by an EPA certified waste collection company. We also service machinery onsite at Burton which means that we have to store waste oil which is produced in the course of those activities. Again this is done on an EPA approved bunding structure. We want to assure you that Exact is not expanding its business into waste storage or processing, nor are we setting up a processing facility. The use of the term "waste depot" in our development application is a generic term which does not reflect what Exact is proposing to do. Exact is seeking a development approval for facilities designed to store waste oil that is produced in the course of its core business. We are not a waste company. There will be no material change to our operations at the Burton site and we will not be handling "bulk" quantities of waste oil.

There will also not be an increase in traffic volumes, as the waste oil will be back-loaded onto vehicles that will be accessing the site in any event. We do not intend to transport waste oil using Helps Road or the Helps Road access. The waste oil will be collected by Cleanaway on a weekly to fortnightly basis dependent on volume. This will occur between 7am-6pm. Cleanaway already attends our site and so traffic volume are not expected to increase. Where possible, we will also seek to have waste oil removed directly from job sites to limit the need to bring that waste back to the Burton site.

In relation to the spill risks that you have raised, all of our personnel are trained in spill response and we have appropriate spill kits to ensure that, in the unlikely event that a spill did occur, it can be immediately addressed. Exact has a certified ISO 14001:2015 Environmental Management System by SAI Global, so we are quite used to maintaining transparency throughout our operations. I can provide yourselves with copies of our Company Environmental Management Plan, Burton site specific Environmental Management Plan and our monthly environmental inspections. Please let me know.

Next Steps

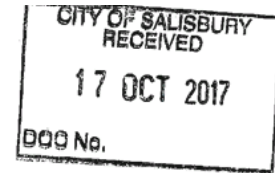
We are happy to keep you updated on the progress of the steps we have outlined in this letter. We are also happy for you to come to site to inspect the bunding that we are proposing.

I can be contacted on 0418 897 056.

Yours sincerely,

A handwritten signature in black ink that reads "Rhodes".

Terri Rhodes
Environmental and Sustainability Officer



**EXACT MINING SERVICES
NOISE MONITORING REPORT HELPS ROAD
OCTOBER 2017**

Item 5.1.1 - Attachment 3 - Applicant Response to Representations



**Noise Monitoring Report – Helps Road,
Burton**

Item 5.1.1 - Attachment 3 - Applicant Response to Representations

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Noise Monitoring Report – Helps Road, Burton

1. INTRODUCTION

Exact Mining Services recognises its commitment under the relevant work health and safety, and environment legislation to identify and minimise the risks to people, community and the environment from the exposure to excessive noise. Exact Mining Services recognises its Burton facilities are adjacent to some residential areas and is striving to achieve noise emissions below background levels.

2. PURPOSE

The Burton site environmental management plan aims to minimise the generation of all noise, without sacrificing functionality of the facility. One of the major potential impacts was identified as; the disturbance of people and fauna from noise and vibration.

The site environmental management plan entails noise management inclusive of the following;

- All machinery and equipment will comply with legislative and industry standards for noise emissions, including environment protection licensing requirements.
- Machinery and equipment shall be subject to audiometric testing, and serviced and maintained to meet noise thresholds.
- Noise barriers, buffers, enclosed areas and attenuation may be considered where an activity or use of equipment has the potential to exceed defined noise criteria.
- All noise and vibration monitoring equipment (where required) must be calibrated as per equipment manufacturer specifications at a NATA approved laboratory.

The purpose of this report is to detail the methodology for the measurement and monitoring of noise, together with the analysis of data conclusively identifying changes or improvements in public nuisance noise emitted to the Helps Road area. Changes in noise emissions should be identifiable as noise barriers are constructed on the south-eastern boarder of the property.

3. RELEVANT LEGISLATION

- Work Health and Safety Act & Regulations 2012 (SA)
- SA Environment Protection Act 1993
- SA Environment Protection Regulations 2009
- SA Environment Protection (Noise) Policy 2007

4. RELEVANT DOCUMENTS

- AS/NZS 1269.1:2005 Occupational noise management - measurement and assessment of noise emission and exposure
- AS1055:1997 Acoustics - Description and measurement of environmental Noise – General procedures
- EPA - Guidelines for the use of the Environment Protection (Noise) Policy 2007



Noise Monitoring Report – Helps Road, Burton

5. NOISE IDENTIFICATION

Exact Mining Services recognises the differences between Occupational Noise (and the required personal protective equipment during its production) and public safety including emissions to residence in the area.

During the public notification phase of an existing development proposal various complaints of noise pollution arose including;

- Reverse sirens
- General machinery noise
- High pressure washer noise
- Wash bay facility noise

For this reason, testing was conducted during and inclusive of each of the above activities.

6. METHOD

6.1. COMPETENCE

- 6.1.1. A noise and vibration assessment should only be completed by a competent person.
- 6.1.2. A competent person is one, who through training and experience:
 - A. Understands the requirements under environmental protection legislation.
 - B. Knows how to check the performance of the instruments.
 - C. Knows how to take the measurements correctly.
 - D. Is able to interpret, store and communicate the results of the measurements.

6.2. RATE

- 6.2.1. Each monitoring session was conducted over a continuous 20-minute test.
- 6.2.2. Pursuant to AS1055-1997 Section 3.7; the measurement time interval was no less than 10 min. Extended period measurements were subdivided into individual time intervals of not more than 1 hour.
- 6.2.3. Testing was repeated during morning, afternoon and evening as per attached data sheets.
- 6.2.4. A total of 9 primary tests were conducted as per attached data sheets.
- 6.2.5. A total of 6 control tests were conducted as per attached data sheets.

6.3. SPECIFICATIONS

- 6.3.1. Primary testing was conducted at 120-124 Helps Road
 - A. 34°43'51.0"S 138°36'22.5"E
- 6.3.2. Testing was conducted on Friday 13th October.
- 6.3.3. Control tests were completed at the following locations:
 - A. SE Corner of Helps Road & Waterloo Corner Road (for identification of baseline heavy traffic noise levels).
 - 34°44'14.3"S 138°36'02.5"E
 - B. 107 Helps Road (for identification of baseline traffic noise levels).
 - 34°44'00.3"S 138°36'13.4"E

6.4. EQUIPMENT



Noise Monitoring Report – Helps Road, Burton

- 6.4.1. A Center 390 Data Logger Sound Level Meter (IEC 61672-1 class 2) was used for testing.
- 6.4.2. Last calibration date was 10/11/2016 EXP: Nov 2017.
- 6.4.3. Calibration was conducted by S2 Category Calibration – Instrument Choice - NATA approved.
- 6.4.4. Relative accuracy of noise monitor is $\pm 1.4\text{dB}$
- 6.4.5. Software used to analyze data was SE390 - Version 3.6.1.0.
- 6.4.6. Monitor was placed in a stationary outdoor location for the duration of testing (refer to attached image).
- 6.4.7. Monitor was fitted with a wind guard to prevent inaccuracies (refer to attached image).
- 6.4.8. Monitoring was conducted by Dylan Edwards – Environmental Coordinator.

6.5. SETTING

- 6.5.1. Cleared areas, minimal reflective surfaces
- 6.5.2. The nature and state of the ground between noise source(s) and measurement position(s):
 - A. 107 Helps Road; Not Applicable – Control.
 - B. SE Corner of Helps Road & Waterloo Corner Road; Bitumen and approx. 4m of dirt road.
 - C. 120-124 Helps Road; Bitumen road, chain-link fence, colour bond fence & creek bed.
- 6.5.3. Pursuant to AS1055-1997 Section 6.2.2; measurements were carried out at least 3.5 m from any reflecting structure other than the ground. With a measurement height of 1.2m.
- 6.5.4. Pursuant to AS1055-1997 Section A2.5; Meteorological conditions levels were averaged.
- 6.5.5. Note: In general, the further the measurement location is from the sound source, the greater variation in sound level due to meteorological influences.
- 6.5.6. Note: Testing is indicative only; testing based upon AS1055-1997 yet not accredited.

6.6. CONDITIONS

- 6.6.1. PARAFIELD AIRPORT (Station Details ID: 023013)
- 6.6.2. Weather Station Location: Latitude: -34.80, Longitude: 138.63
- 6.6.3. Weather Data: Refer to Appendix E.
- 6.6.4. Date of test: Friday, 13th October 2017.

7. DISCUSSION

- 7.1.1. Various other noise sources in the area suggest that daytime noise emissions from facility are less than general light and heavy vehicle traffic on Helps Road (refer to testing notes in appendix D).
- 7.1.2. Due to the intermittent nature of noise emissions on Helps Road averages of results provided the most reliable results for analysis.
- 7.1.3. Due to the sampling rate of 60 seconds the results are only indicative of general emissions.
- 7.1.4. Individual emissions of noise were taken through real time collection of data.
- 7.1.5. The EPA Guidelines for the use of the Environment Protection (Noise) Policy 2007 note that the reversing signal on a truck may attract a penalty for a modulating characteristic due to the rise and fall of sound and a penalty for a tonal characteristic due to the distinctive tone used to attract attention, but only if both dominate the noise impact and are not simply audible in the ambient noise.



Noise Monitoring Report – Helps Road, Burton

- 7.1.6. Reverse signals being 0.8dB over the ambient noise of the Helps Road traffic is marginal. None the less, suggestions for reductions in release of tonal character noise emissions are suggested in section 8.

8. CONCLUSIONS

- 8.1.1. The baseline noise on Helps Road is between 46.5-47.8dB
- 8.1.2. Exact Mining Services Wash Bay usage is approximately 10dB less noise emissions in comparison to Heavy Vehicle Traffic on Helps Road.
- 8.1.3. Wash Bay usage is approximately 5dB less noise emissions in comparison to Light Vehicle Traffic on Helps Road.
- 8.1.4. Approximately 0.8dB more noise emitted from reverse sirens than Heavy Vehicle traffic on Helps Road.
- 8.1.5. As per the EPA general environmental noise requirements of the "different land uses (residential and light industrial) ... the noise levels are averaged to give a noise level to be met at the noise receiver". Although Exact Mining Services Burton Facility is emitting noise, it sits within the parameters of Light Industrial Zoning of 57dB with an average emission of 53.96666667dB (refer to Raw Data Sheet attached).
- 8.1.6. Manual noise reduction barriers and techniques will be investigated by Exact Mining Services to reduce the noise emitted from the site.
- 8.1.7. A total of 9 primary tests were conducted during day time hours. Night time testing is also suggested. The noise test completed on the 13th of October is an indication of the average noise levels, further repeat testing would be required to obtain higher confidence levels of the average noise emissions from the Exact Mining site.

9. APPENDIX

9.1. APPENDIX A: HELPS ROAD PRIMARY TESTING



9.2. APPENDIX B: CONTROL WATERLOO



9.3. APPENDIX C: CONTROL HELPS



9.4. APPENDIX D: MONITORING NOTES (RESULTS)

9.4.1. HELPS ROAD

Light vehicle Traffic 64.5dB

Heavy vehicle Traffic 68.2dB

Baseline Average 46.5-47.8dB

Wash bay High Pressure Hose 56.7dB

Reverse Siren 69dB

Afternoon Baseline (increased winds) 49.7-52.1dB

Test 1 8:53AM October 13, 2017

Reverse siren at Wash Bay area at commencement and washing use throughout. Note peak hour traffic.

Test 2 9:14AM

Inclusive of close quarters deliveries to household on helps road. 81dB upon leaving. Wash bay usage. Note: morning traffic.

Test 3 9:36AM

Reverse siren within yard and wash bay use throughout.

Inclusive of close quarters deliveries to household on helps road. 78.8dB upon leaving.

Test 4 1:10PM

Pedestrians walked past whistling at dogs. No wash bay usage.

Test 5 1:31PM

Wash bay usage, no reverse sirens.



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Test 6 1:51PM

Wash bay use and reverse sirens. No other abnormalities.

Test 7 2:56PM

Wash bay in use, dropping of metallic objects, reverse sirens in use (within yard, but not wash bay). Earthmoving equipment drove past on helps road (unrelated to site). Two residents cars entered property past noise monitor.

Test 8 3:18PM

Two abnormally loud motocross bikes rode past twice once on helps road and once on the SE side of helps road directly past monitor hitting approx. 101dB at approximately 4mins into test. Moderate traffic.

Test 9 3:38PM

Police sirens and conversation approx. 1min into testing. Two trucks in wash bay. Wash bay in use. Moderate traffic.

9.4.2. CONTROL – HELPS ROAD

Heavy Vehicle Traffic 71.7dB

Light Vehicle Traffic 63.3-63.5dB

Baseline 44.8-47.9dB

Test 1 9:57AM October 13th, 2017

No abnormalities

Pedestrian foot traffic in adjacent recreational area.

Test 2 10:24AM

No abnormalities

Pedestrian foot traffic in adjacent recreational area.

Test 3 2:14PM

Police officer talking to driver approx. 35m away. No pedestrian foot traffic. Speed camera in area, predicted lower dB reading.

Test 4 2:34PM

Police officer still present. Refer to previous notes. No pedestrian foot traffic. No other abnormalities.

9.4.3. CONTROL - WATERLOO CORNER ROAD

Heavy Vehicle Traffic 79.6-81.2dB

Light Vehicle Traffic 73.1-78.1dB

Baseline 53.5dB

Test 1 10:59AM October 13th, 2017

Moderate traffic. No abnormalities

Test 2 11:21AM

Moderate traffic. Light vehicle used horn at approx. 1:45 into recording.

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9.5. APPENDIX E: WEATHER DATA

Date/Time CDT	Temp	App	Dew	Rel	Delta-T	Wind				Press	Press	Rain since	
	°C	Temp	Point	Hum	°C	Dir	Speed	Gust	Speed	Gust	MSL	9am	
	°C	°C	°C	%	°C		km/h	km/h	kts	kts	hPa	mm	
13/04:00pm	19.2	15.6	9.7	54	5.0	SW	19	32	10	17	1021.9	1021.8	0.0
13/03:30pm	18.4	14.6	8.9	54	4.9	SW	19	28	10	15	1022.1	1022.0	0.0
13/03:00pm	18.3	14.2	10.2	59	4.3	SW	22	30	12	16	1022.3	1022.2	0.0
13/02:30pm	18.5	15.2	9.6	56	4.7	SW	17	24	9	13	1022.4	1022.3	0.0
13/02:00pm	19.2	15.9	11.0	59	4.5	WSW	19	26	10	14	1022.7	1022.6	0.0
13/01:30pm	18.3	15.2	10.2	59	4.3	WSW	17	24	9	13	1022.8	1022.7	0.0
13/01:00pm	17.9	14.9	10.5	62	4.0	SW	17	26	9	14	1023.0	1022.9	0.0
13/12:30pm	17.2	13.7	10.3	64	3.6	WSW	19	24	10	13	1023.2	1023.1	0.0
13/12:12pm	17.3	13.7	10.7	65	3.5	WSW	20	30	11	16	1023.3	1023.2	0.0
13/12:00pm	17.0	14.0	10.8	67	3.3	WSW	17	24	9	13	1023.3	1023.2	0.0
13/11:30am	16.3	13.0	11.7	74	2.5	WSW	20	28	11	15	1023.5	1023.4	0.0
13/11:28am	16.0	12.6	11.2	73	2.6	WSW	20	26	11	14	1023.5	1023.4	0.0
13/11:00am	16.3	13.8	11.2	72	2.7	WNW	15	20	8	11	1023.5	1023.4	0.0
13/10:41am	15.5	13.7	10.9	74	2.4	NW	11	19	6	10	1023.4	1023.3	0.0
13/10:30am	15.6	13.3	10.4	71	2.7	WNW	13	19	7	10	1023.4	1023.3	0.0
13/10:00am	15.0	13.5	10.6	75	2.3	NW	9	13	5	7	1023.4	1023.3	0.0
13/09:30am	14.9	12.9	10.1	73	2.5	NNW	11	15	6	8	1023.2	1023.1	0.0
13/09:00am	14.1	12.4	9.7	75	2.3	N	9	15	5	8	1022.9	1022.8	0.2

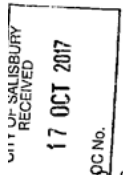


**Noise Monitoring Report – Helps Road,
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13/08:30am	12.7	10.6	9.9	83	1.4	N	11	15	6	8	1022.7	1022.6	0.2
13/08:00am	11.5	9.1	10.2	92	0.7	N	13	17	7	9	1022.5	1022.4	0.2
13/07:30am	10.7	8.4	10.5	99	0.1	N	13	15	7	8	1022.3	1022.2	0.2

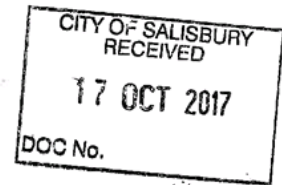
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	Helps Test 1	Helps Test 2	Helps Test 3	Helps Test 4	Helps Test 5	Helps Test 6
Start Time	13/10/2017 7:52	13/10/2017 8:13	13/10/2017 8:33	13/10/2017 12:09	13/10/2017 12:30	13/10/2017 12:50
Sampling R	60	60	60	60	60	60
DataNo	21	21	21	21	21	20
AVG	53.8	51.3	56.9	55.7	53.2	50.6
Maximum	61.9@13/10/2017 7:54:39 AM	62.1@13/10/2017 8:25:28 AM	68.5@13/10/2017 8:53:54 AM	63.7@13/10/2017 12:18:56 PM	63.9@13/10/2017 12:36:25 PM	58.6@13/10/2017 1:04:53 PM
Minimum	46.8@13/10/2017 8:04:39 AM	42.1@13/10/2017 8:18:28 AM	44.6@13/10/2017 8:35:54 AM	43.1@13/10/2017 12:25:56 PM	42.4@13/10/2017 12:43:25 PM	43.2@13/10/2017 12:59:53 PM



*Note: Above time of testing is incorrect due to changes in daylight savings time. For correct monitoring times refer to Test note in appendix of noise monitoring report.

Helps Test 7	Helps Test 8	Helps Test 9	Average
13/10/2017 13:58	13/10/2017 14:18	13/10/2017 14:39	
60	60	60	60
21	21	21	21
54.4	55.2	54.6	53.96667
70.3@13/10/2017 2:18:28 PM	66.9@13/10/2017 2:21:50 PM	62.4@13/10/2017 2:54:01 PM	
46.4@13/10/2017 2:03:28 PM	47.9@13/10/2017 2:25:50 PM	47.9@13/10/2017 2:57:01 PM	



Overview of vehicle washing operations

Exact Mining Services operates a vehicle washing bay at the Transport Division, 43-47 Hawker Rd, Burton, South Australia. The principal activities are the washing of road grime from the transport fleet and washing of machinery in preparation for maintenance. Solid loads are minimal due to vehicle hygiene compliance that requires heavy earthmoving machinery to be washed at designated wash bay facilities at our project sites nationally prior to demobilisation.

Washing is limited to the use of cold water high-pressure cleaning with quick-break biodegradable detergents and degreasers. Estimated peak water use is 139 KL per month, although the down-turn in the mining sector has considerably reduced the volume of water used for vehicle and machinery washing.

The current washing infrastructure discharges the processed water to the SA Water effluent system at an estimated rate of 20 L per hour. The vehicle washing process consists of the following:

- Removal of coarse earthen particulate matter from an undercover concrete wash bay floor;
- Retention of fine particulate matter in an in-ground concrete settling pond;
- Emulsification of hydrocarbons using quick break detergent/degreaser and capture in an in-ground concrete tank;
- Separation of hydrocarbons from process water using a floating skimmer and Vertical Gravity Separator;
- pH Monitoring and automatic shut-down of critical pumping infrastructure
- Licensed Waste Transport of all waste streams.

Detergents and degreasers

Vehicle washing is completed using biodegradable quick break detergents and degreasers which have been classed as non-hazardous/non-dangerous by the supplier. Detergents and degreasers are supplied in either 200L metal drums or 1000L Intermediate Bulk Containers (IBC). Spills are prevented using a plastic caddy for the 200L drums and pallet bunds for the IBC's.

Wash bay solids management

The management approach for solid earthen material is to retain the coarse particulates to the concrete wash bay floor. Heavy soil solids are contained to the undercover, v drain profile, bunded wash bay floor (450 m²) with a fall of 1:150. Physical separation between the two stage in-ground concrete settling ponds is maintained with a fine aperture stainless steel screen. Solids are regularly recovered from the wash bay floor and transported by licenced waste transporter to licenced waste facility. Exact Mining Services has an EPA Licence (21522) for transport of Category A, B and C waste materials.



Settling Pit Sediment Management

Fine particulate matter is separated from the water using a two stage concrete settling pond system. The first stage (16 049 L) provides initial settling. The second stage (10 200 L) allows for the removal of hydrocarbons with a floating oil skimmer which is connected to the Vertical Gravity Separator (VGS). Accumulated fine particulate sludge from the first stage holding pond is routinely removed by a licenced liquid waste contractor using a vacuum truck.

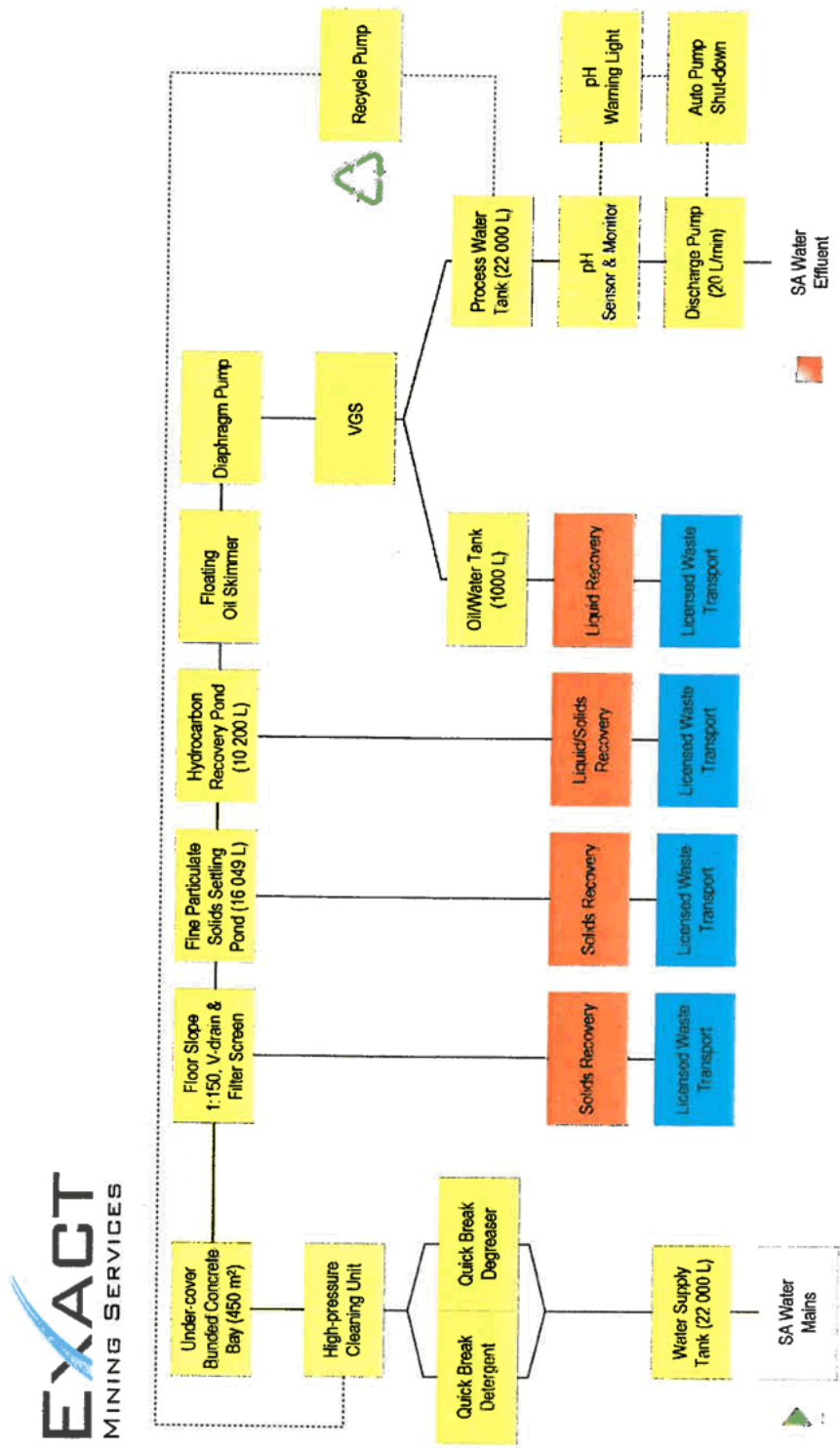
Hydrocarbon Separation

Hydrocarbon residue is separated using an above-ground SA Water approved, ISS (V30PF3) Vertical Gravity Separator (VGS) with the waste emulsion outlet connected to a 1000 L Intermediate Bulk Container (IBC). The process water outlet is connected to a 22 000L poly tank and stored for discharge to trade waste. The hydrocarbon water emulsion is transported to a licenced facility using a licenced liquid waste transporter. The VGS are subject to scheduled monthly maintenance and annual service with both being completed by specialist contractor.

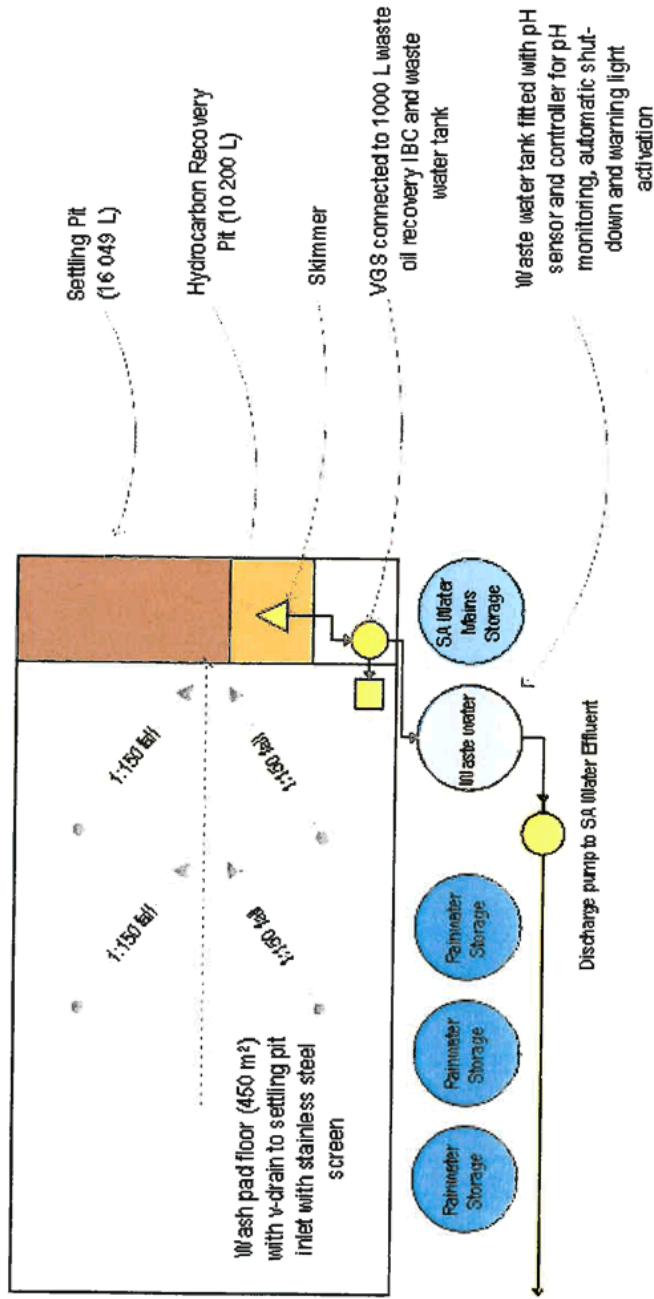
pH Monitoring and Shut-down Procedures

Post VGS treated water is collected in a 22 000 L poly tank (waste water tank) and analysed for the correct pH range of pH 6.0-10.0 using a Hofmann PMH-2 Digital Controller and in-tank sensor. On detection of out-of-range pH a visual warning alarm is activated and the effluent discharge pump is automatically shut-down. Manual dosing directly to the process water tank will be achieved for low pH (<6.0) using soda ash (sodium carbonate) at a rate of 88 grams/22 000 litres for every 0.1 increase in pH to achieve a target range of pH 7.0–7.6. Manual dosing for high pH (>10.0) will utilise dry acid (sodium bisulphate) with an initial addition of 250 g and adjustment to achieve the desired target pH range of 7.0-7.6. Reactivation of system will automatically occur once the pH sensor confirms an acceptable pH range of 6.0-10.0.

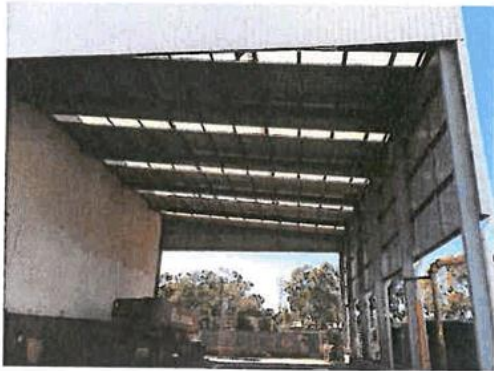
Item 5.1.1 - Attachment 3 - Applicant Response to Representations



Vehicle Washing Overview



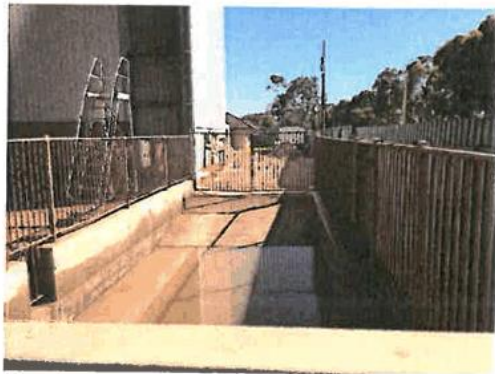
Wash Pad Plan View



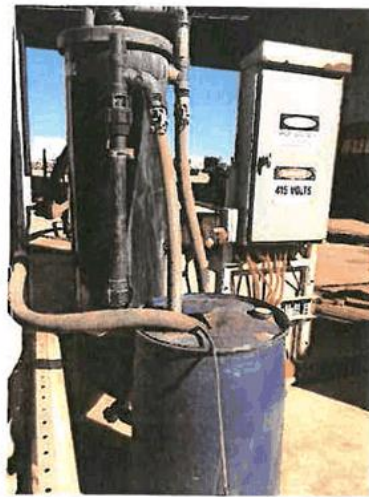
Covered wash pad



Detergent/degreaser caddy and equipment



Settling pit



Vertical Gravity Separator



Waste oil pod for recycling



Wastewater manifold and discharge pump



pH Controller



pH warning light



Wastewater tank



Sewer delivery (Exact Mining)



Overview of wash pad



VGS OIL SEPERATOR
SERVICE REPORT



SITE NAME EXING MINE Location Hampshire Co Barton

DATE 31/1/17 VGS MODEL / serial # VGS 135 - 140011
PUMP MODEL / serial # VGS 22 - 300201

ILM	Description	Done
1	Arrive on site and complete JSA	✓
2	Inspect VGS unit and record unit and pump model details	✓
3	Locate and visually inspect alarm light and control panel	N/A
4	Open pit and visually inspect condition and water level	✓
5	Retate SPAK Assembly to break up sludge	✓
6	Run pump manually and lower water level and test pump operation	✓
7	Raise float and test Alarm function & inspect condition	N/A
8	Drain sludge at the bottom of the VGS	✓
9	Remove SPAK from unit and clean	✓
10	Inspect SPAK for defective plates and tie rod condition & re instal	✓
11	Inspect the collection pit for solids build up and clean if required	N/A
12	Inspect foot valve or strainer if MONO type pump	N/A
12a	Inspect open suction pipe for Diaphragm type pump	✓
13	Inspect delivery pump oil level if Diaphragm type	✓
14	Check gearbox arm for tightness on the shaft	✓
15	Add water to pit if required and test pump in AUTO & MANUAL	N/A
16	Check waste oil collection container and empty if required	✓
17	Close pit lid	N/A
18	ENSURE SYSTEM IS IN A JTC	✓
19	Clean up work area and close/lock all doors	✓
20	Return site KEYS and complete paper work	✓

COMMENTS / NOTES

check that paper into the top of the VGS should
have a D type pump. There was no indication
of a problem as this has been removed
in the past.

it has been checked and may stop the discharge
from continuing to stop.

Technician Name Graham Dunn

Signed

Attachment 4
EPA Response

Environment Protection Authority
www.epa.sa.gov.au



GPO Box 2607 Adelaide SA 5001
250 Victoria Square Adelaide SA
T (08) 8204 2000 F (08) 8204 2020
Country areas 1800 623 445

EPA Reference: 34181

11 October 2017

Mr Chris Carrey
Development Officer - Planning
City Of Salisbury
PO Box 8
SALISBURY SA 5108

Dear Mr Carrey

DIRECTION - Activities of Major Environmental Significance

Development Application No.	361/1282/2017
Applicant	Exact Mining Group Pty Ltd
Location	A49 FP114410, A52 FP114413, Hundred Munno Para, 43-45 Hawker Road, Burton SA 5110.
Activity of Environmental Significance	Schedule 8 Item 11; Schedule 22 Part A Activities, Item 22-3(3)
Proposal	Waste Depot (Temporary Storage of Waste Oil) in Association with Existing Industrial Activities.
Decision Notification	A copy of the decision notification must be forwarded to: Client Services Officer Environment Protection Authority GPO Box 2607 ADELAIDE SA 5001

I refer to the above development application forwarded to the Environment Protection Authority (EPA) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves an activity of major environmental significance as described above.

The following response is provided in accordance with Section 37(4)(b)(ii) of the *Development Act 1993* and Schedule 8 Item 11 of the *Development Regulations 2008*.

In determining this response the EPA had regard to and sought to further the objects of the *Environment Protection Act 1993*, and also had regard to:

- the General Environmental Duty, as defined in Part 4, Section 25 (1) of the Act;

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- and
- relevant Environment Protection Policies made under Part 5 of the Act.

Please direct all queries relating to the contents of this correspondence to Michael Guy on telephone (08) 82042129 or facsimile (08) 81244673 or email Michael.Guy@epa.sa.gov.au.

THE PROPOSAL

The proposal is for a change in use at the Exact Mining Group's Burton Facility to include the temporary storage of waste oil prior to removal off-site for processing (in addition to the existing activities).

Approximately 182,000 litres would be stored at the facility per year and would be stored in 1,000 litre intermediate bulk containers (IBCs).

The current hours of operation would not change as a result of the proposal (6am to 6pm).

SITE DESCRIPTION

The site of the proposed development is described as 43-45 Hawker Road, Burton and registered on Certificates of Title Volume 5566 Folio 442 and Volume 5566 Folio 144.

The subject site is located within the Urban Employment Zone of the *Salisbury Council Development Plan* (consolidated 15 December 2016). The site is subject to an existing EPA licence for abrasive blasting and waste transport activities (licence number 21522).

The proposed site of oil storage activity would be approximately 100 metres from dwellings (to the south-east).

The site was inspected by EPA officers on 19 September 2017.

CONSIDERATION

Advice in this letter includes consideration of the location with respect to existing land uses and is aimed at protecting the environment and avoiding potential adverse impacts upon the locality.

ENVIRONMENTAL ISSUES

Evaluation Distances

The EPA's *Evaluation distances for effective air quality and noise management* (2016) recommends an evaluation distance of 300 metres between licenced non-landfill waste or recycling depots and nearby sensitive receivers. The publication describes dust and noise as potential environmental impacts from waste and recycling depot activities. The proposed activities are not anticipated to increase off-site air quality or noise impacts to nearby dwellings when compared to existing operations. Notwithstanding, potential air quality and noise impacts are discussed below.

Air Quality

The waste oil is proposed to be stored in high density polyethylene IBCs (until collected by a contractor) and is unlikely to omit any substantial odours.

Existing dust management procedures would be maintained and truck movements would not significantly increase as a result of the proposed activity (oil would be collected once a fortnight or once a week in busy periods). Existing EPA licence conditions require all reasonable and practicable measures to prevent dust from leaving the premises.

The EPA is satisfied the proposed development would not result in adverse air quality impacts and no conditions are directed.

Noise

The applicant has advised that the proposed activity would not increase the intensity of current operations in the yard and operating hours would remain 6am to 6pm. The EPA is satisfied the proposed development would not result in adverse noise impacts and no conditions are directed.

Water Quality

The EPA's *Guidelines for bunding and spill management* (May 2016) provides information for the establishment of appropriate bunding to ensure compliance with the *Environment Protection (Water Quality) Policy 2015*.

The waste oil at the Burton Facility is generated at various sites throughout South Australia and decanted into IBCs. Delivery of oil occurs via Exact's licenced waste transporters using forklifts to transfer the IBCs into a bunded container. An emergency spill response kit is located at the bund and staff are trained in spill response management.

The bunded container would be 12 metres long and 2.5 metres wide (similar in shape to a shipping container) with a capacity to contain 9,000 litres (or nine IBCs). The bunded container would be located in a concrete bunded pad with a sump and capacity of 48,400 litres.

The sump would be plumbed to direct any spills or stormwater to a vertical gravity separator, located adjacent to the existing wash bay. The vertical gravity separator has the ability to remove oil, grease and suspended solids from wastewater. The 'clean' water would be disposed of via an SA water effluent system / trade waste connection. The separated oil would be contained in an existing IBC pod for recycling / disposal.

The proposed containment infrastructure is considered sufficient to manage the risk of spills or unintended release of liquid waste during the receipt, handling and storage of waste oil and a condition has been directed to ensure that the bunding is installed prior to operation and consistent with the requirements of the EPA's *Guidelines for bunding and spill management* (May 2016).

Environmental Authorisation

If the proposed oil storage activity is approved by the planning authority, the existing EPA authorisation (licence) may require amendment, including new conditions. The applicant is advised to contact the EPA to determine licencing requirements. A note is directed regarding this.

CONCLUSION

Provided the waste oil storage activity is constructed and operated in accordance with the details provided in the application, the EPA anticipates potential environmental impacts can be minimised to acceptable levels. Ongoing management of the site would be managed via conditions of the EPA authorisation.

DIRECTION

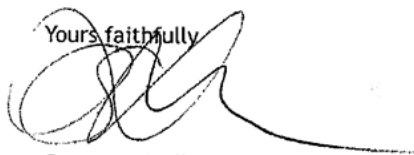
The planning authority is directed to attach the following conditions to any approval:

1. Prior to receipt of waste oil, an impervious bunded area must be installed with a net capacity of at least 133 per cent of the volume of the largest oil container to be stored within the bunded area. All waste oil must be stored within the bunded area. For further information refer to the EPA's *Guidelines for bunding and spill management* (May 2016) accessed here: http://www.epa.sa.gov.au/files/47717_guide_bunding.pdf

The following notes provide important information for the benefit of the applicant and are requested to be included in any approval:

- The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
- The applicant is required to contact the Environment Protection Authority before acting on this approval to ascertain licensing requirements.
- EPA information sheets, guidelines documents, codes of practice, technical bulletins etc can be accessed on the following web site: <http://www.epa.sa.gov.au>

Yours faithfully



Courtney Stollznow
Delegate
ENVIRONMENT PROTECTION AUTHORITY

Attachment 5

Relevant Development Plan Extracts and Location Maps, Consolidated 15 December 2016

Hazards

OBJECTIVES

- 1 Maintenance of the natural environment and systems by limiting development in areas susceptible to natural hazard risk.
- 2 Development located away from areas that are vulnerable to, and cannot be adequately and effectively protected from the risk of natural hazards.
- 3 Critical community facilities such as hospitals, emergency control centres, major service infrastructure facilities, and emergency service facilities located where they are not exposed to natural hazard risks.
- 4 Development located and designed to minimise the risks to safety and property from flooding.
- 5 Development located to minimise the threat and impact of bushfires on life and property.
- 6 Expansion of existing non-rural uses directed away from areas of high bushfire risk.
- 7 The environmental values and ecological health of receiving waterways and marine environments protected from the release of acid water resulting from the disturbance of acid sulphate soils.
- 8 Protection of human health and the environment wherever site contamination has been identified or is suspected to have occurred.
- 9 Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.
- 10 Minimisation of harm to life, property and the environment through appropriate location of development and appropriate storage, containment and handling of hazardous materials.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be excluded from areas that are vulnerable to, and cannot be adequately and effectively protected from, the risk of hazards.
- 2 Development located on land subject to hazards as shown on the *Overlay Maps - Development Constraints* should not occur unless it is sited, designed and undertaken with appropriate precautions being taken against the relevant hazards.
- 3 There should not be any significant interference with natural processes in order to reduce the exposure of development to the risk of natural hazards.

Flooding

- 4 Development should not occur on land where the risk of flooding is likely to be harmful to safety or damage property.
- 5 Development should not be undertaken in areas liable to inundation by tidal, drainage or flood waters unless the development can achieve all of the following:
 - (a) it is developed with a public stormwater system capable of catering for a 1-in-100 year average return interval flood event
 - (b) buildings are designed and constructed to prevent the entry of floodwaters in a 1-in-100 year average return interval flood event.

Salisbury Council
General Section
Hazards

Containment of Chemical and Hazardous Materials

- 23 Hazardous materials should be stored and contained in a manner that minimises the risk to public health and safety and the potential for water, land or air contamination.
- 24 Development that involves the storage and handling of hazardous materials should ensure that these are contained in designated areas that are secure, readily accessible to emergency vehicles, impervious, protected from rain and stormwater intrusion and other measures necessary to prevent:
 - (a) discharge of polluted water from the site
 - (b) contamination of land
 - (c) airborne migration of pollutants
 - (d) potential interface impacts with sensitive land uses.

Landslip

- 25 Development, including associated cut and fill activities, should not lead to an increased danger from land surface instability or to the potential of landslip occurring on the site or on surrounding land.
- 26 Development on steep slopes should promote the retention and replanting of vegetation as a means of stabilising and reducing the possibility of surface movement or disturbance.
- 27 Development in areas susceptible to landslip should:
 - (a) incorporate split level designs to minimise cutting into the slope
 - (b) ensure that cut and fill and heights of faces are minimised
 - (c) ensure cut and fill is supported with engineered retaining walls or are battered to appropriate grades
 - (d) control any erosion that will increase the gradient of the slope and decrease stability
 - (e) ensure the siting and operation of an effluent drainage field does not contribute to landslip
 - (f) provide drainage measures to ensure surface stability is not compromised
 - (g) ensure natural drainage lines are not obstructed.

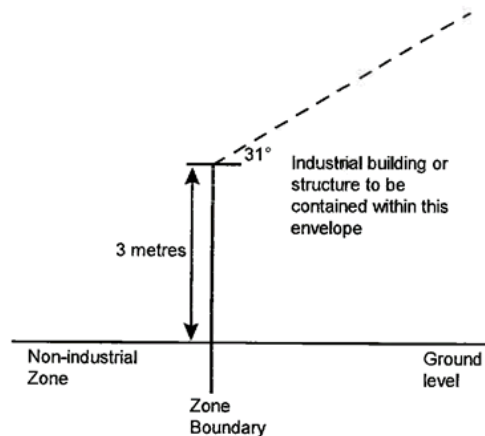
Industrial Development

OBJECTIVES

- 1 Industrial, warehouse, storage and transport distribution development on appropriately located land, integrated with transport networks and designed to minimise potential impact on these networks.
- 2 The development of small scale agricultural industries, wineries, mineral water extraction and processing plants, and home based industries in rural areas.
- 3 Industrially zoned allotments and uses protected from encroachment by adjoining uses that would reduce industrial development or expansion.
- 4 Industrial development occurring without adverse effects on the health and amenity of occupiers of land in adjoining zones.
- 5 Compatibility between industrial uses within industrial zones.
- 6 The improved amenity of industrial areas.
- 7 Co-location of industries in townships to enable promotion and implementation of innovative waste recovery practices, methods of power generation and reuse of by-products.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Offices and showrooms associated with industrial, warehouse, storage and transport development should be sited at the front of the building with direct and convenient pedestrian access from the main visitor parking area.
- 2 Any building or structure on, or abutting the boundary of, a non-industrial zone should be restricted to a height of 3 metres above ground level at the boundary and a plane projected at 31 degrees above the horizontal into the development site from that 3 metre height, as shown in the following diagram:



- 3 Industrial development should enable all vehicles to enter and exit the site in a forward direction.
- 4 Industrial development abutting an arterial road, a non-industrial zone boundary, or significant open space should be developed in a manner that does not create adverse visual impacts on the locality.

**Salisbury Council
General Section
Industrial Development**

- 5 Building facades facing a non-industrial zone, public road, or public open space should:
 - (a) use a variety of building finishes
 - (b) not consist solely of metal cladding
 - (c) contain materials of low reflectivity
 - (d) incorporate design elements to add visual interest
 - (e) avoid large expanses of blank walls.
- 6 Industrial development should minimise significant adverse impact on adjoining uses due to hours of operation, traffic, noise, fumes, smell, dust, paint or other chemical over-spray, vibration, glare or light spill, electronic interference, ash or other harmful or nuisance-creating impacts.
- 7 Development within 50 metres of the Residential Zone boundary should:
 - (a) demonstrate appropriate acoustic performance
 - (b) ensure that all noise sources including machinery, outside loading, unloading and other service areas are located away from the Residential Zone boundary
 - (c) comprise buildings of masonry or equivalent construction to minimise the transmission of noise with openings located away from residential properties
 - (d) limit operating hours to between 7am and 6 pm
 - (e) where there is a railway on the boundary development should:
 - (i) ensure the rear walls of the industrial premises are sited on the rear boundary of the allotments
 - (ii) incorporate building materials that will minimise the reflection of railway traffic noise towards the residential area opposite
 - (iii) where a wall is not located on the boundary, landscaping, including mounding, land sculpting and/or thick planting, is to be established between the rear walls of the industrial premises and the railway in order to minimise the reflection of railway traffic noise.
- 8 Landscaping should be incorporated as an integral element of industrial development along non-industrial zone boundaries.
- 9 Fencing (including colour-coated wire mesh fencing) adjacent to public roads should be set back in one of the following ways:
 - (a) in line with the building facade
 - (b) behind the building line
 - (c) behind a landscaped area that softens its visual impact.
- 10 Marine aquaculture onshore storage, cooling and processing facilities should not impair the coastline and its visual amenity and should:
 - (a) be sited, designed, landscaped and developed at a scale and using external materials that minimise any adverse visual impact on the coastal landscape
 - (b) be sited and designed with appropriate vehicular access arrangement
 - (c) include appropriate waste treatment and disposal.

Interface between Land Uses

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
 - (b) noise
 - (c) vibration
 - (d) electrical interference
 - (e) light spill
 - (f) glare
 - (g) hours of operation
 - (h) traffic impacts.
- 2 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.
- 3 Development adjacent to a **Residential Zone** should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space.
- 4 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.
- 5 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.
- 6 Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

Noise Generating Activities

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

Salisbury Council
General Section
Interface between Land Uses

- 9 Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.
- 10 Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise level assessment location	Desired noise level
Adjacent existing <i>noise sensitive development</i> property boundary	Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and Less than 5 dB(A) above the level of background noise ($LA_{90,15min}$) for the overall (sum of all octave bands) A-weighted level
Adjacent <i>land</i> property boundary	Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum or Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level

Air Quality

- 11 Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.
- 12 Chimneys or exhaust flues associated with commercial development (including cafes, restaurants and fast food outlets) should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:
- incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere
 - ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

Rural Interface

- 13 The potential for adverse impacts resulting from rural development should be minimised by:
- not locating horticulture or intensive animal keeping on land adjacent to townships
 - maintaining an adequate separation between horticulture or intensive animal keeping and townships, other sensitive uses and, where desirable, other forms of primary production.
- 14 Traffic movement, spray drift, dust, noise, odour and the use of frost fans and gas guns associated with primary production should not lead to unreasonable impact on adjacent land uses.
- 15 Existing primary production and mineral extraction should not be prejudiced by the inappropriate encroachment of sensitive uses such as urban development.
- 16 Development that is adjacent to land used for primary production (within either the zone or adjacent zones) should include appropriate setbacks and vegetative plantings designed to minimise the potential impacts of chemical spray drift and other impacts associated with primary production.

Salisbury Council
General Section
Natural Resources

Natural Resources

OBJECTIVES

- 1 Retention, protection and restoration of the natural resources and environment.
- 2 Protection of the quality and quantity of South Australia's surface waters, including inland, *marine and estuarine* and underground waters.
- 3 The ecologically sustainable use of natural resources including water resources, including *marine waters*, ground water, surface water and watercourses.
- 4 Natural hydrological systems and environmental flows reinstated, and maintained and enhanced.
- 5 Development consistent with the principles of water sensitive design.
- 6 Development sited and designed to:
 - (a) protect natural ecological systems
 - (b) achieve the sustainable use of water
 - (c) protect water quality, including receiving waters
 - (d) reduce runoff and peak flows and prevent the risk of downstream flooding
 - (e) minimise demand on reticulated water supplies
 - (f) maximise the harvest and use of stormwater
 - (g) protect stormwater from pollution sources.
- 7 Storage and use of stormwater which avoids adverse impact on public health and safety.
- 8 Native flora, fauna and ecosystems protected, retained, conserved and restored.
- 9 Restoration, expansion and linking of existing native vegetation to facilitate habitat corridors for ease of movement of fauna.
- 10 Minimal disturbance and modification of the natural landform.
- 11 Protection of the physical, chemical and biological quality of soil resources.
- 12 Protection of areas prone to erosion or other land degradation processes from inappropriate development.
- 13 Protection of the scenic qualities of natural and rural landscapes.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be undertaken with minimum impact on the natural environment, including air and water quality, land, soil, biodiversity, and scenically attractive areas.
- 2 Development should ensure that South Australia's natural assets, such as biodiversity, water and soil, are protected and enhanced.

Orderly and Sustainable Development

OBJECTIVES

- 1 Orderly and economical development that creates a safe, convenient and pleasant environment in which to live.
- 2 Development occurring in an orderly sequence and in a compact form to enable the efficient provision of public services and facilities.
- 3 Development that does not jeopardise the continuance of adjoining authorised land uses.
- 4 Development that does not prejudice the achievement of the provisions of the Development Plan.
- 5 Development abutting adjoining Council areas having regard to the policies of that Council's Development Plan.
- 6 Urban development contained within existing townships and settlements and located only in zones designated for such development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not prejudice the development of a zone for its intended purpose.
- 2 Land outside of townships and settlements should primarily be used for primary production and conservation purposes.
- 3 The economic base of the region should be expanded in a sustainable manner.
- 4 Urban development should form a compact extension to an existing built-up area.
- 5 Ribbon development should not occur along the coast, water frontages or arterial roads shown in *Overlay Maps - Transport*.
- 6 Development should be located and staged to achieve the economical provision of public services and infrastructure, and to maximise the use of existing services and infrastructure.
- 7 Where development is expected to impact upon the existing infrastructure network (including the transport network), development should demonstrate how the undue effect will be addressed.
- 8 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.

- (c) secure bicycle parking facilities provided at the rate set out in [Table Sal/3 - Off Street Bicycle Parking Requirements](#).
- 20 Pedestrian facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 13*.
- 21 Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 14*.

Access

- 22 Development should have direct access from an all weather public road.
- 23 Development should be provided with safe and convenient access which:
 - (a) avoids unreasonable interference with the flow of traffic on adjoining roads
 - (b) provides appropriate separation distances from existing roads or level crossings
 - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
 - (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 24 Development should not restrict access to publicly owned land such as recreation areas.
- 25 The number of vehicle access points onto arterial roads shown on *Overlay Maps - Transport* should be minimised, and where possible access points should be:
 - (a) limited to local roads
 - (b) shared between developments.
- 26 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.
- 27 Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse on to or from the road.
- 28 Development with access from arterial roads or roads as shown on *Overlay Maps - Transport* should be sited to avoid the need for vehicles to reverse on to or from the road.
- 29 Driveways, access tracks and parking areas should be designed and constructed to:
 - (a) follow the natural contours of the land
 - (b) minimise excavation and/or fill
 - (c) minimise the potential for erosion from run-off
 - (d) avoid the removal of existing vegetation
 - (e) be consistent with *Australian Standard AS 2890 Parking facilities*.

Access for People with Disabilities

- 30 Development should be sited and designed to provide convenient access for people with a disability.
- 31 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

Waste

OBJECTIVES

- 1 Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.
- 2 Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:
 - (a) avoiding the production of waste
 - (b) minimising waste production
 - (c) reusing waste
 - (d) recycling waste
 - (e) recovering part of the waste for re-use
 - (f) treating waste to reduce the potentially degrading impacts
 - (g) disposing of waste in an environmentally sound manner.
- 2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.
- 3 Development should avoid as far as practical, the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).
- 4 Untreated waste should not be discharged to the environment, and in particular to any water body.
- 5 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.
- 6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:
 - (a) screened and separated from adjoining areas
 - (b) located to avoid impacting on adjoining sensitive environments or land uses
 - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system
 - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water

Salisbury Council
General Section
Waste

- (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
- (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

Wastewater

- 7 The disposal of wastewater to land should only occur where methods of wastewater reduction and reuse are unable to remove the need for its disposal, and where its application to the land is environmentally sustainable.
- 8 Wastewater lagoons should not be sited in any of the following areas:
 - (a) within land subject to a 1-in-100 year average return interval flood event
 - (b) within 50 metres of the top of the bank of a watercourse
 - (c) within 500 metres of the coastal high water mark
 - (d) where the base of the lagoon would be below any seasonal water table.
- 9 Artificial wetland systems for the storage of treated wastewater, such as wastewater lagoons, should be:
 - (a) sufficiently separated from adjoining sensitive uses to minimise potential adverse odour impacts
 - (b) sited and designed to minimise potential public health risks arising from the breeding of mosquitoes.

Waste Treatment Systems

- 10 Development that produces any sewage or effluent should be connected to a waste treatment system that complies with (or can comply with) the relevant public and environmental health legislation applying to that type of system.
- 11 The methods for, and siting of, effluent and waste storage, treatment and disposal systems should minimise the potential for environmental harm and adverse impacts on:
 - (a) the quality of surface and groundwater resources
 - (b) public health
 - (c) the amenity of a locality
 - (d) sensitive land uses.
- 12 Waste treatment should only occur where the capacity of the treatment facility is sufficient to accommodate likely maximum daily demands including a contingency for unexpected high flows and breakdowns.
- 13 Any on-site wastewater treatment system/ re-use system or effluent drainage field should be located within the allotment of the development that it will service.
- 14 A dedicated on-site effluent disposal area should not include any areas to be used for, or could be reasonably foreseen to be used for, private outdoor open space, driveways, car parking or outbuildings.
- 15 The spreading or discharging of treated liquid or solid waste onto the ground should only occur where the disposal area consists of soil and vegetation that has the capacity to store and use the waste without contaminating soil or surface or ground water resources or damaging crops.

Salisbury Council
 General Section
 Waste Management Facilities

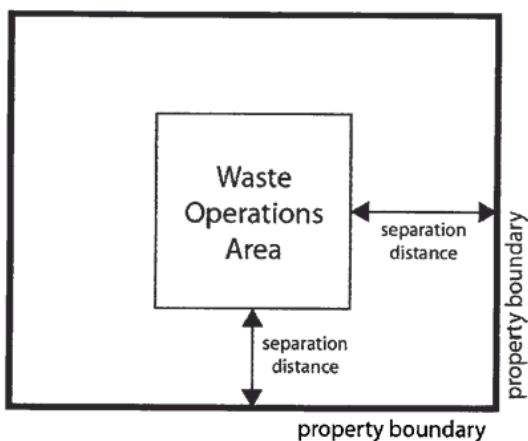
Waste Management Facilities

OBJECTIVES

- 1 The orderly and economic development of waste management facilities in appropriate locations.
- 2 Minimisation of human and environmental health impacts from the location and operation of waste management facilities.
- 3 Protection of waste management facilities from incompatible development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Waste management facilities should be located and designed to minimise adverse impacts on both the site and surrounding areas from the generation of surface water and groundwater pollution, traffic, noise, odours, dust, vermin, weeds, litter, gas and visual impact.
- 2 Waste management facilities in the form of land fill and organic processing facilities should not be located in existing or future township, living, residential, centre, office, business, institutional or environmental protection, conservation, landscape, water protection and open space areas.
- 3 Waste management facilities should not be located where access to the facility requires, or is likely to involve, the use of non-arterial roads in adjacent residential areas.
- 4 Waste management facilities should:
 - (a) be appropriately separated from sensitive land uses and environmentally-sensitive areas
 - (b) incorporate the separation distance between the waste operations area (including all closed, operating and future cells) and sensitive uses within the development site as illustrated in the figure below:



- (c) not incorporate other land uses and activities within the separation distance unless they are compatible with both a waste management facility and any adjacent land uses.
- 5 Separation and/or noise attenuation should be used to ensure noise generation associated with the waste management operation does not unreasonably interfere with the amenity of sensitive land uses.

- 6 Sufficient area should be provided within the waste operations area for the:
 - (a) maximum expected volume of material on the site at any one time
 - (b) containment of potential groundwater and surface water contaminants
 - (c) diversion of clean stormwater away from the waste and potentially-contaminated areas.
- 7 Processing facilities and operational areas should be screened from public view.
- 8 Waste management sites should be accessed by appropriately constructed and maintained roads.
- 9 Traffic circulation movements within any waste management site should:
 - (a) be of a dimension and constructed to support all vehicles transporting waste
 - (b) enable all vehicles to enter and exit the site in a forward direction.
- 10 Suitable access for emergency vehicles should be provided to and within waste management sites.
- 11 Chain wire mesh or pre-coated painted metal fencing to a minimum height of 2 metres should be erected on the perimeter of a waste management facility site to prevent access other than at entry points.
- 12 Plant, equipment or activities that could cause a potential hazard to the public should be enclosed by a security fence.
- 13 Litter control measures that minimise the incidence of wind blown litter should be provided.
- 14 The waste operations area of a landfill or organic waste processing facility should be sited at least:
 - (a) 3 kilometres from an airfield used by commercial aircraft to minimise the risk of bird strikes to aircraft
 - (b) 500 metres from:
 - (i) the boundaries of the allotment
 - (ii) the nearest dwelling, shop, office, public institution or other building designed primarily for human occupation in the case of an organic waste processing facility for the composting of waste
 - (c) 250 metres from a public open space reserve, forest reserve, national park, conservation zone or policy area
 - (d) 100 metres from:
 - (i) the nearest surface water (whether permanent or intermittent)
 - (ii) a 1-in-100 year average return interval flood event area.
- 15 The waste operations area of a landfill should not be located on land:
 - (a) that is subject to land slipping
 - (b) with ground slopes greater than 10 per cent, except where the site incorporates a disused quarry.
- 16 The waste operations area of an organic waste processing facility should not be located on land:
 - (a) that is subject to land slipping

Urban Employment Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A mixed use employment zone that primarily accommodates a range of industrial land uses together with other employment and business activities that generate wealth and employment for the State.
- 2 Local activity centres, which include a range of activities including shops, consulting rooms, personal service establishments, child care and training facilities that provide support services for businesses and an expanding workforce.
- 3 Provision for large floor plate enterprises, such as major logistics and manufacturing plants, and high technology and/or research and development facilities, located to take advantage of existing and future road and rail infrastructure.
- 4 The effective location and management of activities at the interface of industrial/commercial activity with land uses that are sensitive to these operations.
- 5 A high standard of development which promotes distinctive building, landscape and streetscape design, with high visual and environmental amenity, particularly along arterial roads and the boundaries of adjoining zones.
- 6 Development that promotes business clusters that provide a range of economic and environmental benefits.
- 7 Co-ordinated and integrated development that:
 - (a) incorporates high speed information technology and telecommunications facilities and infrastructure
 - (b) contributes to the improvement of the physical, social and economic conditions of adjoining communities where appropriate.
- 8 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

Greater Edinburgh Parks will be a high quality enterprise and employment destination, attracting a specialised workforce and providing a focus for manufacturing, research and technology, logistics and transport services, intermodal operations and expansion of defence industries in particular. Development will build on existing industrial and enterprise activities at Edinburgh Parks, the Defence Science Technology Organisation and RAAF Base, and major automotive manufacturing at Elizabeth South.

Superior road and rail connections and information communication technology will also link the area to ports and harbours and specialised defence and technology precincts at Osborne and Mawson Lakes, providing significant competitive advantages for the State. Coordinated staging of development and infrastructure, and integration with the Salisbury and the Elizabeth Centres, is envisaged to contribute to the improvement of the physical, social and economic conditions of adjoining communities, including enhancing access to public transport.

This zone provides for the establishment of business clusters that create opportunities for innovation, start up and the growth of new businesses, and link businesses to global investment opportunities.

Salisbury Council
Zone Section
Urban Employment Zone

Desirable land uses include a wide range of activities that generate employment, focusing on industry, indoor industrialised horticulture and associated processing and packaging, transport and technology-based activities that can operate on a twenty-four hour, seven day per week basis where appropriate, together with offices and industry-related training and educational establishments. Existing defence operations, including explosive ordnance activities, will be protected and not adversely impacted by development. Development should also comprise high technology and/or research and development related uses where it is compatible with adjoining uses.

As a primary freight route and key access into Greater Edinburgh Parks, Heaslip Road will be a focus for road-based logistics, warehousing, distribution and transport services requiring convenient access to Port Wakefield Road, the Northern Expressway and rail facilities. Large allotment sizes are envisaged adjacent both sides of Heaslip Road to accommodate large floor plate enterprises. Edinburgh Road will provide the key access route into Edinburgh Parks from Heaslip Road. Access points onto Edinburgh Road and Heaslip Road will therefore be limited and direct property access onto these roads should not occur in order to preserve their planned function.

Special industry should not occur in the zone unless associated with food and beverage production, is considered necessary to support major manufacturing clusters or involves bulk handling activities associated with intermodal and transport operations. Such industries should not be located adjacent or in close proximity to local activity centres, sensitive land uses or other zones. Where special industry is proposed, use of best available technology economically achievable will be encouraged to minimise land use impacts and reduce the need for large buffer or separation areas.

The development of local activity centres accommodating local shops (including cafes and restaurants), consulting rooms, service trade premises, child care facilities, recreation facilities and training facilities is encouraged in the zone to support an expanding workforce and provide support services for business. These activity nodes will be compatible with the function of other zones or nearby centres. More sensitive land uses such as educational establishments, child care centres and consulting rooms will be located and designed to ensure that higher impact land uses such as general industry do not undermine the successful operation of any land use. Locations of activity nodes are shown on *Concept Plan Map Sal/7 – Greater Edinburgh Parks*.

The bulky goods node or other local activity centres should provide the primary location of bulky goods outlets.

A high level of compatibility between land uses in the zone is envisaged to ensure a quality and attractive business environment is maintained. Clustering of industrial activities to share resources and reduce waste impacts and energy needs is encouraged in the zone, as well as shared use of facilities and services, including training, communication and information technology, shipping and receiving facilities, and car parking areas where practical. Allotments that adjoin the boundary of another zone where more sensitive land uses are anticipated (e.g. residential development), will be large enough to accommodate design features and siting arrangements that limit impact on the adjoining zone. Conventional horticulture is not anticipated in the zone, and will be replaced by envisaged land uses over time. Consequently, establishing new conventional horticulture should not occur. Development will also respect the historical character of places of cultural or heritage significance such as the Sturton Church and graveyard.

Development will comprise high quality, innovative contemporary architecture that is both adaptable and flexible to accommodate multiple uses or changes in future land uses where practical. Buildings will comprise low reflective materials and provide a variation in finishes, façade treatments and setbacks rather than appearing as large uniform buildings with blank facades. Outdoor storage and service areas will also be located away from major roads or residential areas and be screened from public view with fencing/structures of varied materials that limit potential for vandalism.

Landscaping will be used to define gateways to the area and be carefully integrated with built form, ensuring that vegetation is sustainable, drought tolerant, locally indigenous and matched to the scale of development, while also providing a comfortable, pleasant and attractive environment. Siting of development and setbacks from arterial roads, freight routes and the Northern Expressway in particular will allow for suitable landscaped areas to enhance the visual amenity of key movement, entry and arrival points to the area. Car parking areas will include trees to provide shade and enhance visual amenity. The appearance of outdoor storage areas will also be enhanced through landscaping. Landscaping will be carefully designed to minimise opportunity for crime by ensuring passive/active surveillance and minimising places of entrapment. Landscaping, building and structures should also be sited and designed to ensure that the security of the DSTO security fence is not compromised.

Water Sensitive Urban Design systems, including the harvest, treatment, storage and reuse of stormwater, will be integrated throughout the area at the neighbourhood, street, site and building level, taking advantage of large allotment sizes and impervious areas. Roadways will be designed to accommodate major stormwater flows in excess of the capacity of underground drainage systems. Major stormwater drainage infrastructure should be developed in accordance with *Concept Plan Map Sal/7 – Greater Edinburgh Parks* and be designed in an attractive form with grass-lined sides and allow for the planting of trees and shrubs on both sides of open channels. Harvested stormwater will improve the aesthetic and functional value of landscaping and open spaces, including public access ways and greenways, contributing to a superior working environment.

Two buried high pressure gas transmission pipelines traverse some areas within the zone, namely the Epic Energy and SEA Gas pipelines. These transmission pipelines are to be designed, constructed, operated and maintained in accordance with Australian Standard (AS) 2885: Pipelines – Gas and Liquid Petroleum to ensure protection of the pipeline, which in turn ensures the safety of the community, protection of the environment and security of (gas) supply to users.

Any change to the use of land and/or proposed construction activity in the vicinity of these pipelines require a detailed assessment to be undertaken to ensure that all risks associated with continued pipeline operations remain acceptable. In light of these requirements, development within 640 metres of the SEAGAS gas pipeline and 400 metres of the Epic gas pipeline as shown on *Overlay Map Sal/1 Development Constraints* should conform with the minimum pipeline safety requirements for AS2885 (Pipeline Gas and Liquid Petroleum).

Infrastructure for Greater Edinburgh Parks

Development within the Greater Edinburgh Parks requires the co-ordinated delivery of infrastructure and should only proceed where it has been demonstrated that such co-ordination exists to ensure infrastructure between development sites (or a stage of a development) facilitates the overall achievement of the relevant Concept Plan. In some cases this may include provision for temporary works pending development of adjacent land or other land within the same Concept Plan area.

Particular attention will be given to infrastructure co-ordination to achieve the following:

- (a) an efficient and easily maintained stormwater management system comprising a series of drainage channels and retention / detention basins and /or wetlands
- (b) key upgrades to local road junctions (including Heaslip / Edinburgh Roads, Argent / Womma Roads, Heaslip / Womma Roads and Andrews / Womma Roads to provide either an intersection upgrade or provision of a roundabout to distribute traffic to the existing road network
- (c) key electricity substations located near the intersection of Penfield / Short Roads and Mill / Short Roads to accommodate the requirements of SA Power Networks.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development, or combination thereof, are envisaged in the zone:

- consulting room
- dwelling in association with industry
- electricity substation
- fuel depot
- indoor industrialised horticulture
- indoor recreation centre
- industry
- intermodal rail freight facility
- motor repair station
- office
- petrol filling station

Form of development	Exceptions
Secondary school	
Stadium	
Stock slaughter works	
Tourist accommodation	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

In addition, the following forms of development, or any combination thereof (except where the development is classified as non-complying), are designated:

Category 1	Category 2
All kinds of development except where the site of the proposed development is within 60 metres of a Residential Zone or a Mixed Use Zone boundary	Development where the site of the proposed development is within 60 metres of a Residential Zone or a Mixed Use Zone boundary



Item 5.1.1 - Attachment 5 - Relevant Development Plan Extracts and Location Maps, Consolidated 15 December 2016



Overlay Map Sal/9 TRANSPORT

SALISBURY COUNCIL
Consolidated - 15 December 2016






— South East Australia Gas Pipeline
 - - - - - Development Plan Boundary

Overlay Map Sal/9 DEVELOPMENT CONSTRAINTS

SALISBURY COUNCIL
 Consolidated - 15 December 2016

Item 5.1.1 - Attachment 5 - Relevant Development Plan Extracts and Location Maps, Consolidated 15 December 2016

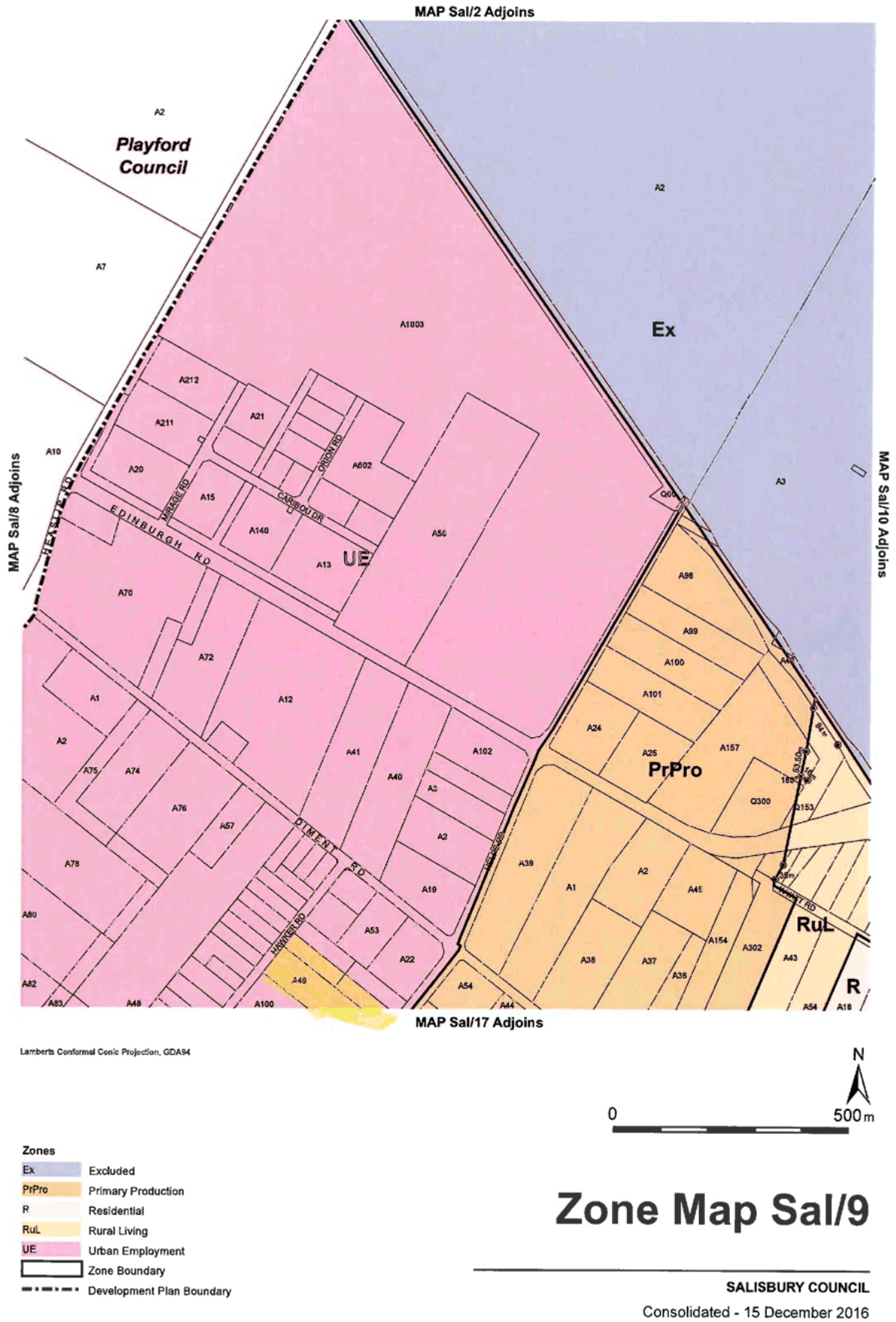


-  Strategic Transport Route
-  Strategic Transport Routes Designated Area
-  Development Plan Boundary

Overlay Map Sal/9

STRATEGIC TRANSPORT ROUTES

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Item 5.1.1 - Attachment 5 - Relevant Development Plan Extracts and Location Maps, Consolidated 15 December 2016



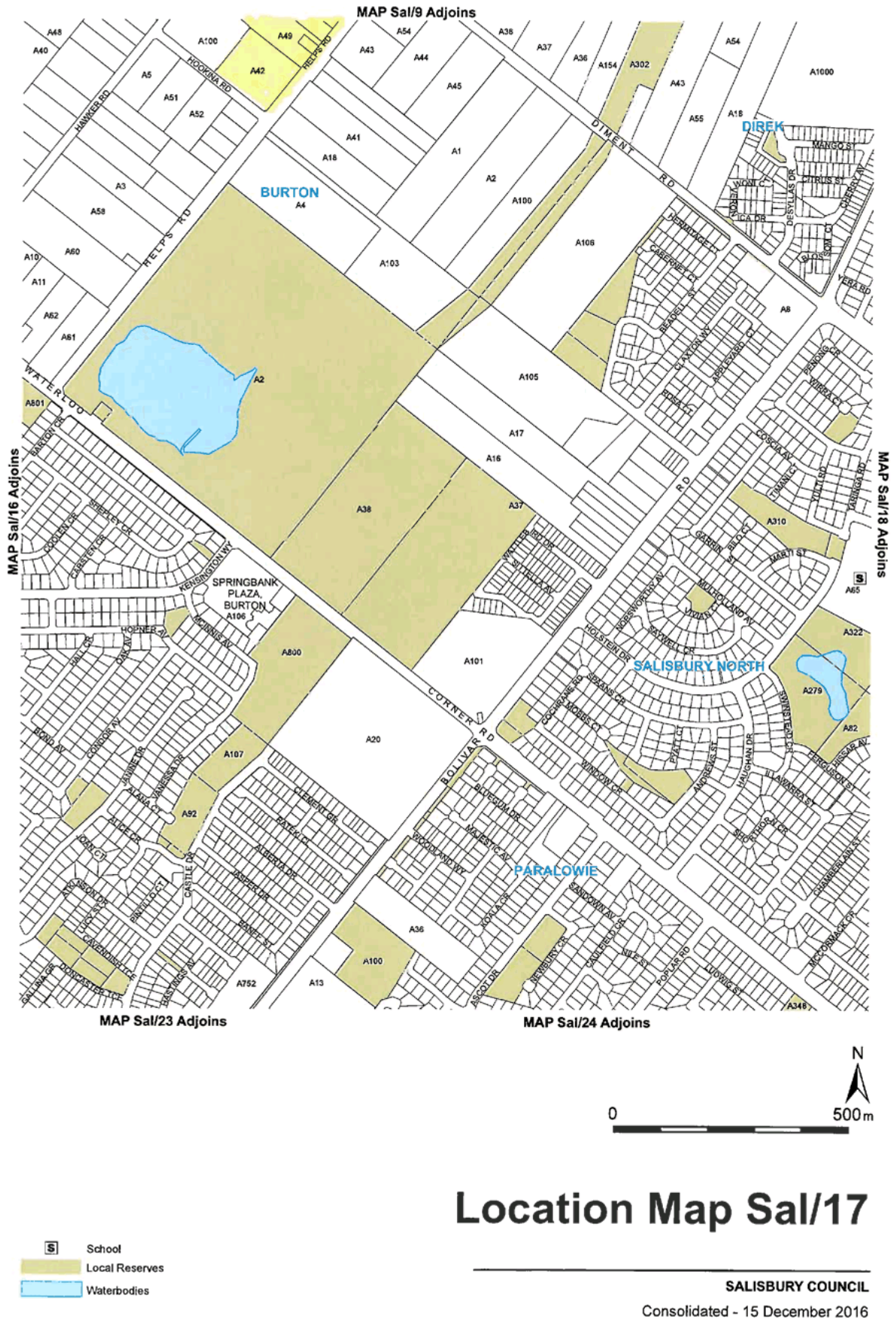


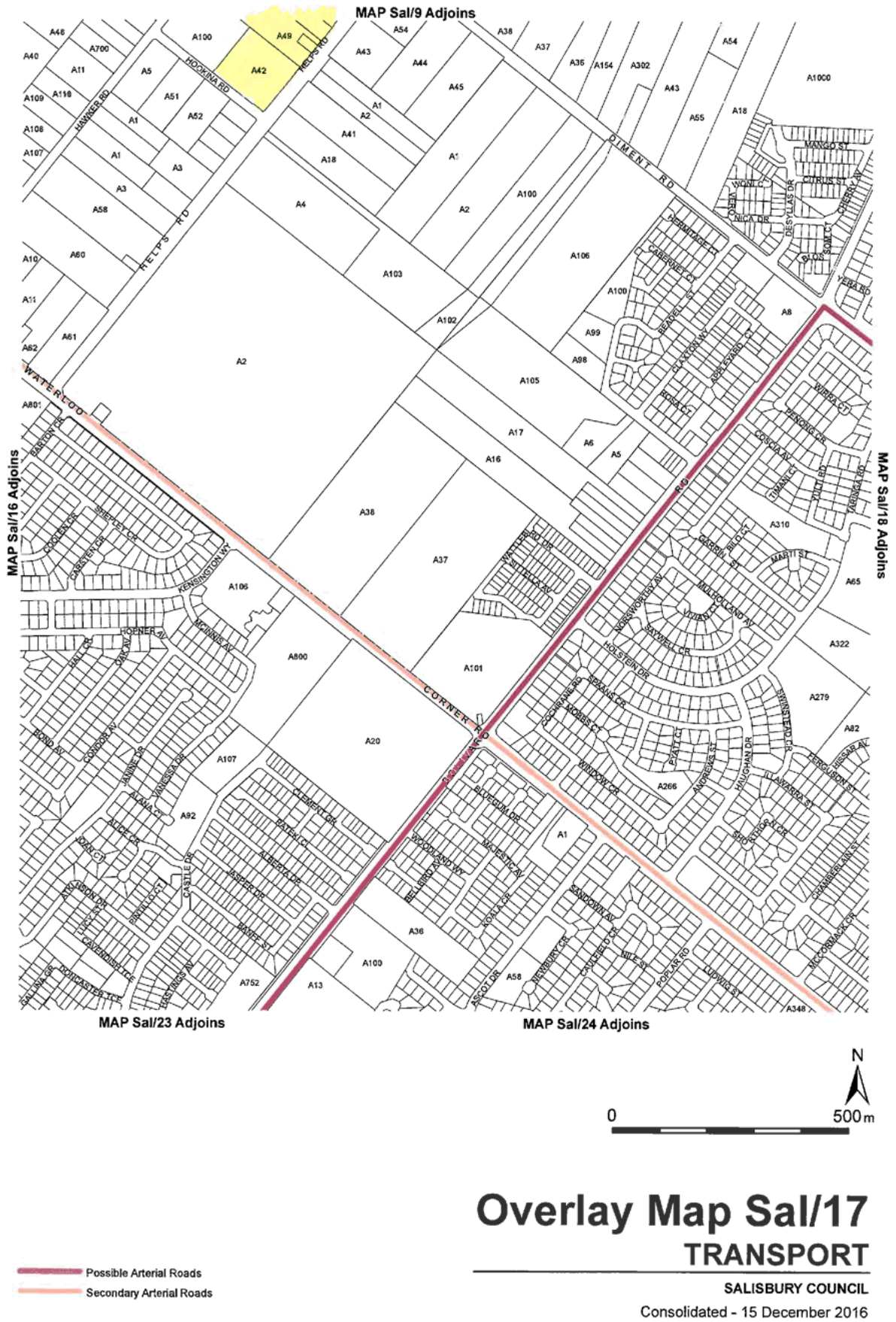
Precinct Boundary
 Development Plan Boundary

Precinct Map Sal/9

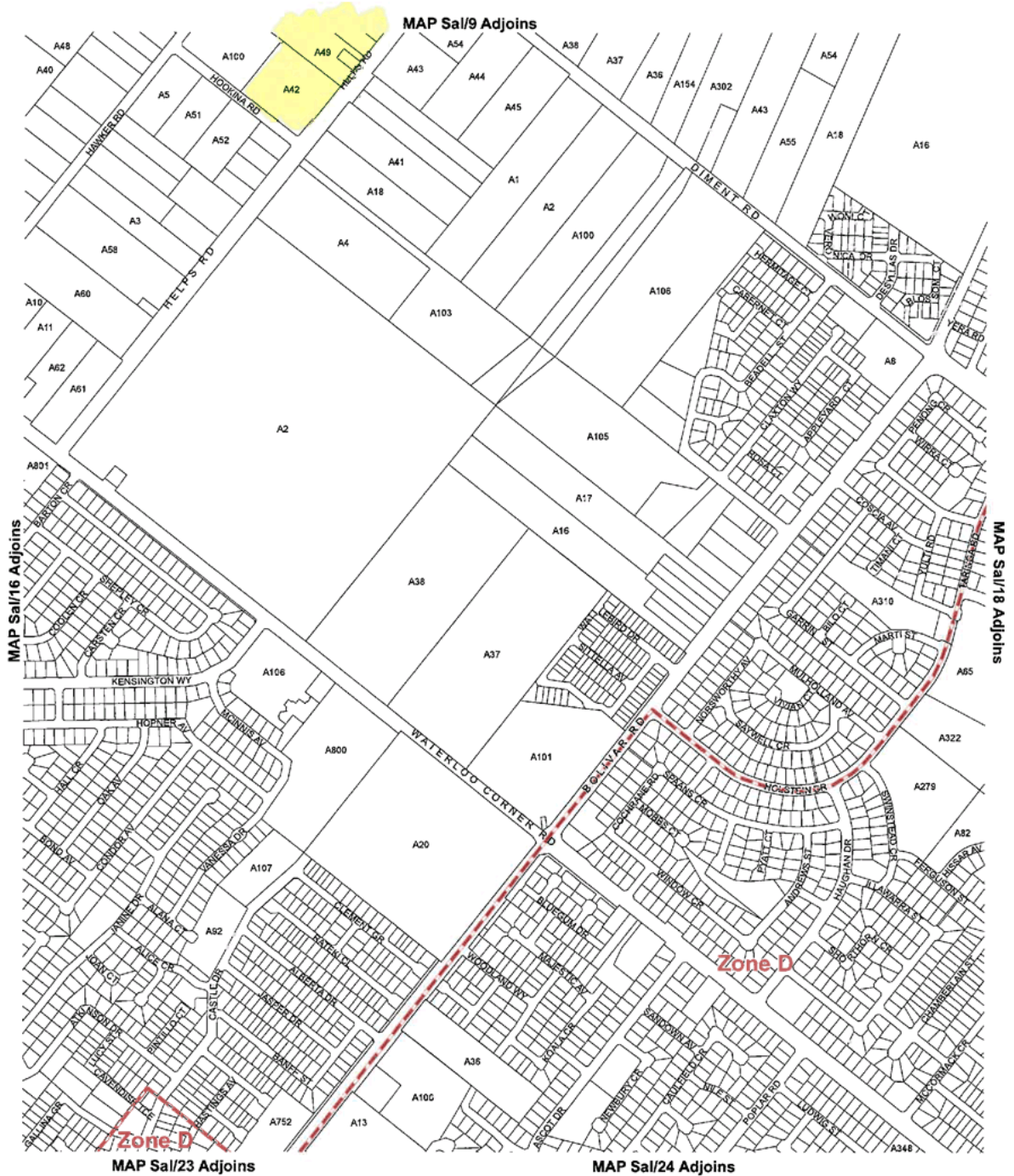
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Item 5.1.1 - Attachment 5 - Relevant Development Plan Extracts and Location Maps, Consolidated 15 December 2016





Item 5.1.1 - Attachment 5 - Relevant Development Plan Extracts and Location Maps, Consolidated 15 December 2016



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
 Referral to Commonwealth Secretary
 for Dept. of Transport and Regional Services

Zone D All Structures Exceeding 45 metres above existing ground level

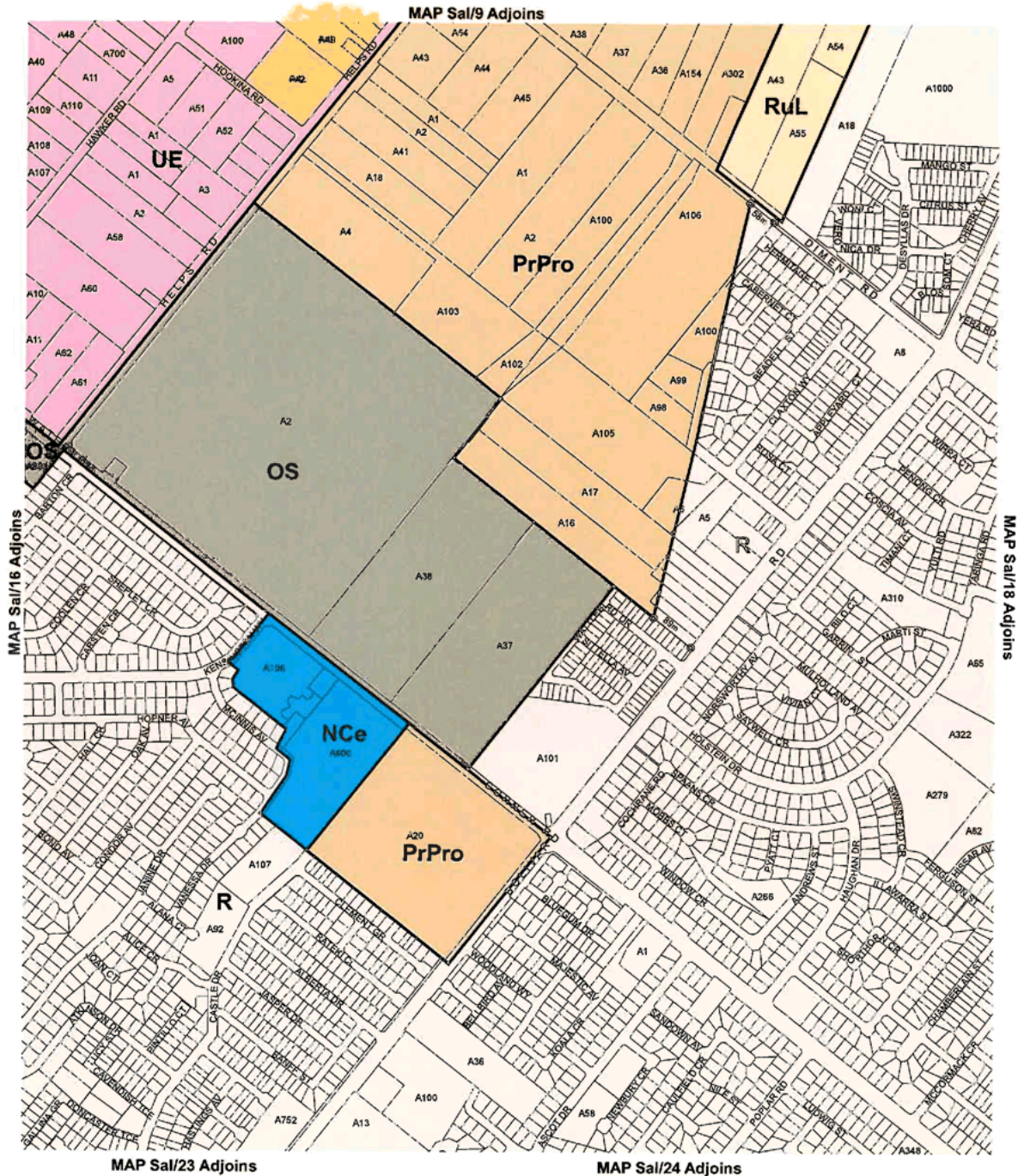


Overlay Map Sal/17 DEVELOPMENT CONSTRAINTS

SALISBURY COUNCIL

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 Airport Building Heights



Zone Map Sal/17

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Policy Area Map Sal/17

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Consolidated - 15 December 2016



Precinct Map Sal/17

Precinct Boundary

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 Consolidated - 15 December 2016

Item 5.1.1 - Attachment 5 - Relevant Development Plan Extracts and Location Maps, Consolidated 15 December 2016

ITEM	5.1.2
	COUNCIL ASSESSMENT PANEL
DATE	28 November 2017
APPLICATION NO.	361/241/2017/2A
APPLICANT	Distinctive Homes Pty Ltd
PROPOSAL	Twelve (12) two storey dwellings, combined fence & retaining walls (maximum height 3.5m) and associated internal driveway, car-parking & landscaping
LOCATION	231 Bridge Road, Ingle Farm
CERTIFICATE OF TITLE	Volume 6071 Folio 769
AUTHOR	Marie Molinaro, Development Officer Planning and Compliance, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Residential Zone
Application Type	Merit Category 2
Public Notification	Representations received: Five Representations to be heard: Two
Referrals - External	Commissioner of Highways (DPTI) - statutory Northern Adelaide Waste Management Authority (NAWMA) - informal
Referrals – Internal	Development Engineering
Development Plan Version	Salisbury (City) Development Plan Consolidated 15 December 2016 (Subject to Gazette Notice 19 January 2017 incorporating authorised amendment to the Development Plan under Section 29(2)(b)(ii) of the <i>Development Act 1993</i> – not relevant to this application)
Assessing Officer	Marie Molinaro
Recommendation	Approval with Conditions
Meeting Date	28 November 2017

2. REPORT CONTENTS

Assessment Report

Attachment 1:	Proposal Plans
Attachment 2:	Notice of Category 2 Application, Copies of Representations and Applicant's Response
Attachment 3:	Commissioner of Highways (DPTI) Response
Attachment 4:	Relevant Development Plan Extracts and Location Maps Consolidated 15 December 2016

3. EXECUTIVE SUMMARY

The applicant seeks Development Plan Consent for twelve (12) x two storey dwellings, combined fence & retaining walls (maximum height 3.5m) and associated internal driveway, car-parking and landscaping at 231 Bridge Road, Ingle Farm.

The subject site is located in the Residential Zone. The application is an on-merit form of development, subject to Category 2 public notification. Five (5) representations were received during the public notification period. Two representors wished to be heard in support of their written representations.

This report provides a detailed assessment of the application against the relevant provisions of the Salisbury Development Plan. The assessment found that:

- a) Dwellings in a range of forms are clearly envisaged within the Residential Zone;
- b) The proposal will be a medium density form of development that is in close proximity to public transport, public open space and centres;
- c) Each dwelling will be provided with sufficient private open space, area for storage and clothes drying;
- d) Adequate on-site parking and manoeuvring will be provided;
- e) Privacy of adjoining residential allotments will be maintained through treatment to upper level windows and fencing along the site boundaries;
- f) Overshadowing of both dwellings on the subject site and adjoining allotments is consistent with the Development Plan criteria;
- g) Potential interface conflicts with commercial land uses in the adjacent Industry Zone are considered to be limited; and
- h) The proposal is consistent with the desired character of the Residential Zone and has incorporated design elements that are encouraged by the Development Plan to maintain the amenity of the locality.

4. SUBJECT SITE

The subject site is located at 231 Bridge Road, Ingle Farm which is comprised of one allotment – Lot 1, Certificate of Title Volume 6071 Folio 146.

The site is irregular in shape, with a frontage to Bridge Road of 58.75 metres and secondary street frontage to Baloo Street of 58.09 metres. The western side boundary is 56.90m long and the southern side boundary is 61.77m long.

The total area of the subject site is approximately 3,588 square metres.

The subject site is on the eastern side of Bridge Road and southern side of Baloo Street.

Bridge Road is an arterial road, with dedicated bus route. The subject site is approximately 80m south of the nearest bus stop on Bridge Road.

The centre line of Bridge Road forms the boundary between the Residential Zone and Industry Zone. The subject site is approximately 20 metres from the Zone boundary and 45 metres west of the nearest site in the Industry Zone.

The land contains a single detached dwelling and associated outbuildings, which are located near the north-western portion of the site.

The buildings on the site are currently being demolished (demolition approved via separate development application).

The site is currently serviced via three cross-over points – two located along the Bridge Road frontage and one along the Baloo Street frontage.

Along the entire portion of the southern side boundary spans a 12.22m wide Council stormwater drainage easement. The stormwater easement follows the slope of the site, draining towards Bridge Road.

The site has a north-east to south-west fall, with a slope of approximately 1 in 18 across the site – high point 104.73 at north western corner and low point of 100.28.

The verge within the road reserve in front of the site along Bridge Road is approximately 12 metres wide, and the verge within the road reserve in front of the site along Baloo Street is approximately 5 metres wide.

There are no regulated or significant trees on the subject site, adjoining allotments or road reserve.

There are no Land Management Agreement or Encumbrance restrictions listed on the Certificate of Title, excepting for the forementioned stormwater easement.

Site photos are provided on the following page.

Photo 1:



On Baloo Street looking south towards the subject site

Photo 2:



On Baloo Street looking west showing intersection of Baloo Street & Bridge Road

Photo 3:



Stormwater entry pit on Baloo Street

Photo 4:



Main access point on Bridge Road – looking east

Photo 5:



On subject site, looking south towards dwelling on adjoining allotment

Photo: 6



On subject site, looking south towards outbuilding on adjoining allotment

Photo: 7



On subject site – south-eastern corner

Photo: 8



On subject site – looking towards north-eastern corner and dwelling on adjoining allotment

Photo: 9



On subject site – looking west towards Bridge Road

Photo: 10



On subject site looking towards Baloo Street and 2 Burri Street

Photo: 11



On Bridge Road looking south

Photo: 12



On Bridge Road looking west towards Pooraka Can & Recycling Depot

Photo: 13



On Bridge Road looking north at intersection of Bridge Road and Baloo Street

Photo: 14



On Baloo Street looking east, two storey dwellings at 1 Burri Street and 12 Baloo Street

Photo 15:



On Baloo Street looking north towards 2 Burri Street

5. LOCALITY

The site is located in the Residential Zone of the Salisbury Council Development Plan (consolidated 15 December 2016).

The locality is generally characterised by residential development consisting of single detached dwellings. Within this locality there has been limited in-fill development, apart from the dwellings on the corner of Baloo and Burri Street to the north-east of the subject site (1 Burri Street and 12 Baloo Street).

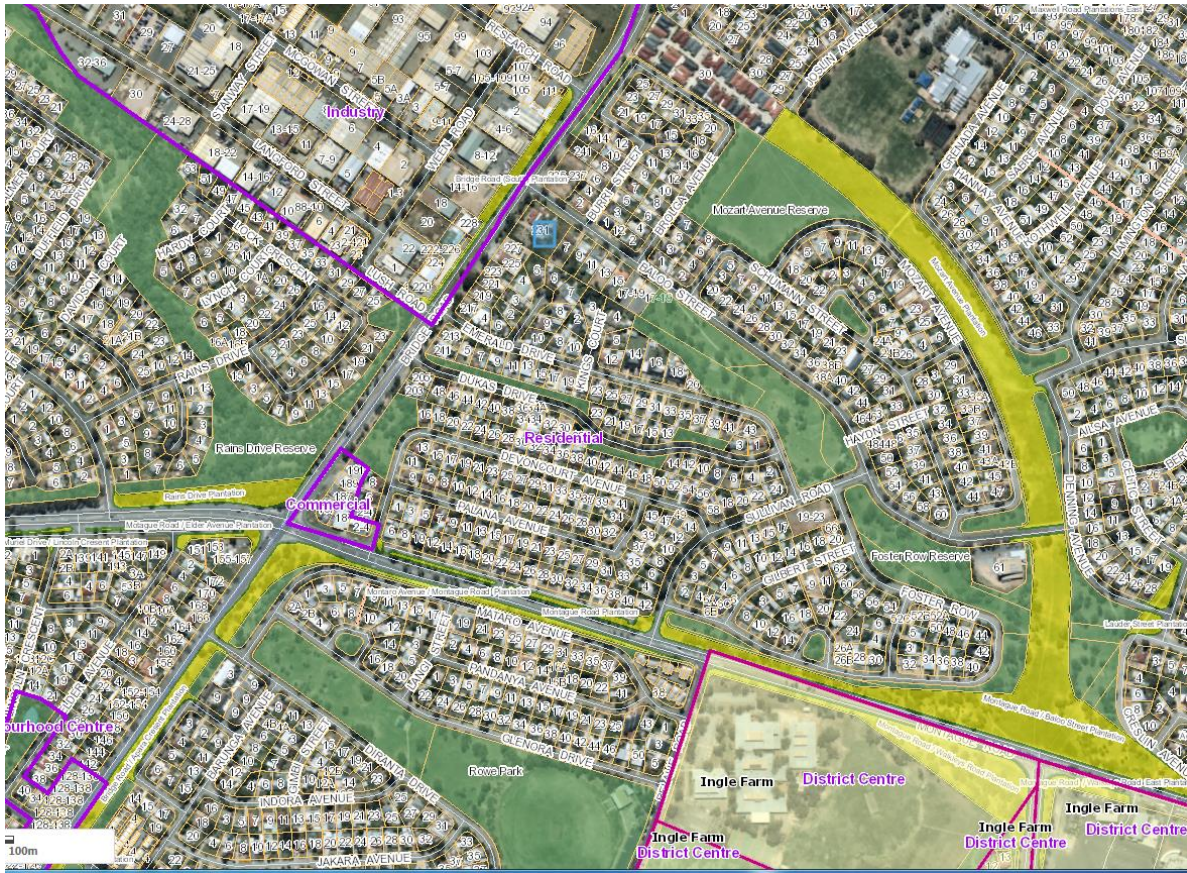
The average allotment size in the locality is 792 square metres.



Dwellings in the locality are typically single storey and articulated in design with the incorporation of recessed front facades, verandahs and roof pitches. The dwellings at 1 Burri Street, 12 Baloo Street and 225 Bridge Road are two storey.

The subject site is approximately 20 metres away from the Industry Zone boundary, which follows the centre line of Bridge Road. The subject site is approximately 45 metres away from the nearest site within the Industry Zone.

Land uses within the adjacent Industry Zone nearest to the subject site typically comprise of motor vehicle repair workshops (including crash repair workshop), general warehousing/storage and a waste recycling depot.

A locality plan and contextual plan are provided below.

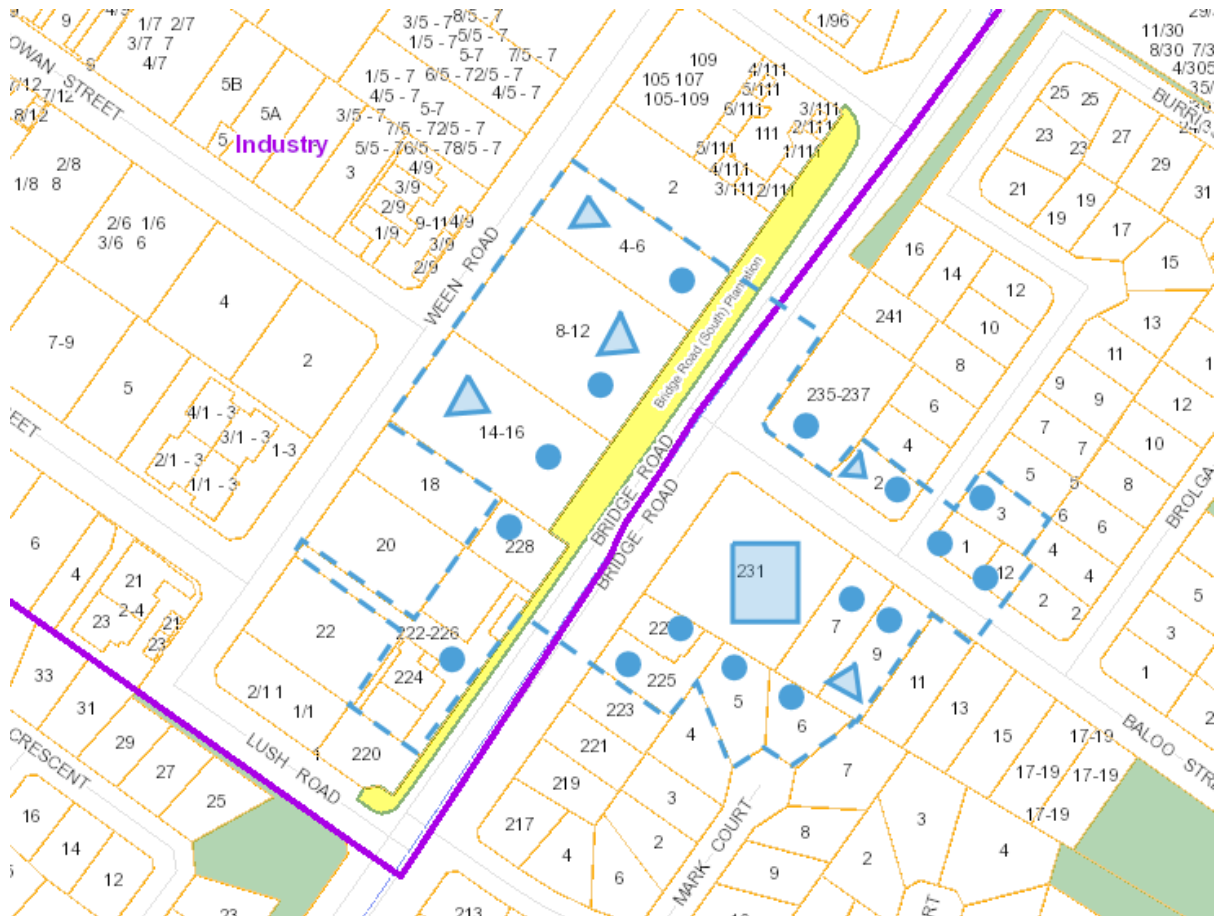







Legend (Source: Dekho)	
	Subject site
	Zone boundary

Item 5.1.2

ITEM 5.1.2






Item 5.1.2



Legend (Source: Dekho)	
	Subject site
	Zone boundary
	Locality boundary
	Properties notified
	Representors



Item 5.1.2

Legend (Source: Nearmap)	
	Subject site
	Zone boundary
	Locality boundary
	Properties notified
	Representors

6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposal is for the following;

- Construction of twelve (12) x two storey dwellings (group dwellings).
- Dwellings 1 – 5 will be located on the northern portion of the site.
- Dwellings 6 – 12 will be located to the south of dwellings 1-5 (clear of Council stormwater easement located along the southern boundary of the site), separated from dwellings 1 – 5 by an internal driveway.
- Dwellings 1 & 2 abut and will be separated from dwelling 3 by communal bank of six (6) visitor car-parking spaces and six (6) metre wide entrance to the site.
- A (6) metre wide entrance will flare out in a T-shape to provide sealed driveway access to the dwellings. A bank of six (6) visitor car-parking spaces are located off this driveway.
- The driveway will be landscaped by intermittently spaced garden beds. Planting within the garden beds will consist of low-lying (maximum height 800mm) flowering plants and shrubs.
- Along the Bridge Road frontage taller trees (maximum height 3m) will be planted within the yards of dwellings 1 and 12.
- The floor plan of the dwellings will consist of the following;
 - Lower level – entrance, open plan kitchen, living and dining room with separate laundry and toilet
 - Upper level – three bedrooms (master with ensuite), study and separate bathroom
- Dwellings 1, 3, 6, 7, 9, 10 & 11 will provide a single garage under main roof.
- Dwellings 2, 4, 5, 8 and 12 will provide a double garage under main roof.
- The dwellings with a single garage will have a floor area of 153.10 square metres.
- The dwellings with a double garage will have a floor area of 170.53 square metres.
- The individual site areas for the dwellings ranges from 139.06 square metres (dwelling 3) to 393 square metres (dwelling 12). The average allotment size is 187.93 square metres.
- The external materials and colours of the buildings will consist of texture coated “rendapanel” walls to match Colorbond ‘Evening Haze’ (light beige) with feature “hardi axon” and “hardi matrix” panel to match either Colorbond ‘Paperbark’ (darker beige), ‘Dune’ (light brown) or ‘Jasper’ (darker brown) and Colorbond ‘Evening Haze’ roofing.
- Upper level windows facing Baloo Street and the internal driveway will be fitted with sunshade devices. Sunshade devices are not provided to the rear (west) elevations of dwellings 6 – 12.
- The dwellings will have a maximum height of 6.5m, with no roof pitch (flat roof design).
- Clotheslines will be provided at the side or rear of each dwelling, with bin storage along the side of each dwelling, or within the garage area. Dwelling 9 is the only dwelling where bins will need to be stored in the garage.
- The Bridge Road and Baloo Street boundaries of the site will be fenced with 1.5m Colorbond ‘Woodland Grey’ sheeting, with 300mm high feature timber slats on top of the fence sheeting (total height 1.8m). Along the Bridge Road frontage a maximum height 1.05 metre retaining wall will be required (maximum height of combined fencing and retaining wall 2.185m). This retaining wall will be retaining fill.

- Along the eastern side boundary a maximum height 1.7m retaining wall is required, which the fencing will be attached to (maximum height 3.5m). The retaining wall will be retaining cut.
- Along the southern side boundary 1.8m high Colorbond fencing will be provided. No retaining wall is proposed along this boundary.
- Internally between the dwelling sites 1.8m high Colorbond fencing will also be provided. In some instances this will be 2.4m high combined fence & retaining walls.
- Fencing treatment along Bridge Road and Baloo Street will be treated with anti-graffiti coating.
- Earthworks associated with the dwellings will range in the order of 1.7m of excavation at the north-eastern corner of the site to 1.05m of fill at the western end of the site.
- Bench levels of the dwellings range from 101.65 (dwellings 11 & 12 – at the south-western corner of the site) to 103.25 (dwelling 5 – at the north-eastern corner of the site).
- The ground level floor levels are 200mm above the bench levels.

A copy of the proposal plans and supporting documentation are contained in Attachment 1.

7. CLASSIFICATION

The site is located within the Residential Zone of the Salisbury (City) Development Plan (consolidated 15 December 2016). The proposal is not listed as a complying or non-complying form of development in the Zone. Therefore the proposal defaults to being an ‘on-merit’ form of development.

8. PUBLIC NOTIFICATION

The proposal is not listed in the Development Plan as either a Category 1 or Category 2 form of development. Therefore, pursuant to section 38 of the Development Act (1993), Schedule 9 of the Development Regulations (2008) applies.

Schedule 9, Part 2, Clause 18 of the Development Regulations (2008) states:

Except where the development falls within Part 1 of this Schedule is within the City of Adelaide, or is classified as non-complying development under the relevant Development Plan, any development which consists of the construction of the following, or a change of land use consequent on the construction of the following:

- (a) ...
- (b) *2 or more dwellings on the same site where at least 1 of those dwellings is 2 storeys high, but no residential building is to be more than 2 storeys high; ...*

The proposal consists of twelve (12) two storey dwellings and as per Schedule 9, Part 2, Clause 18 (b) as above, defaults to a Category 2 form of development for public notification purposes.

The Category 2 public notification period took place between 8 and 25 September 2017. During this time five (5) representations were received.

Representations received		
Representations received		Wish to be Heard
1	Antonio & Geraldine De Conno 7 Cedar Avenue, Dernancourt SA 5075	
2	Tamara Dignum 2 Burri Street, Ingle Farm SA 5098	
3	I Piatanesi 4 Ween Road, Pooraka SA 5095	
4	Carri Hollis (Pooraka Bottle & Can Recycling Pty Ltd) – represented by Masterplan 10-12 Ween Road, Ingle Farm SA 5095	Y
5	David Little 9 Baloo Street, Ingle Farm SA	Y

A copy of the Category 2 public notice, representations received and the applicant's response are contained in Attachment 2. The content of the representations and the applicant's response are summarised in the table below:

Summary of Representations	
Representation	Applicant's Response
Antonio & Geraldine De Conno	
Does not object in principle to the proposal but raised concern regarding possible interface issues between additional residential development in the area and nearby industrial land uses.	<ul style="list-style-type: none"> The separation distance between the subject site and allotments in the Industry Zone is approximately 45 metres. Dwellings 1 and 12 nearest to the Industry Zone have few window or door openings facing the Industry Zone. The boundary of the site facing the Industry Zone will be fenced with 1.8m high solid Colorbond sheeting. An arterial road separates the subject site from the Industry Zone. Although there is an increase in residential density at the subject site, the majority of dwellings will be buffered from industrial land uses by dwellings 1 & 12.

Tamara Dignum	
<ul style="list-style-type: none"> Does not object in principle to the proposal, but raised concern regarding possible overlooking across Baloo Street from dwellings 1- 5. 	<ul style="list-style-type: none"> Dwelling 4 is immediately opposite the rear open space of T Dignum’s property. There is a separation of approximately 26m between this dwelling and the rear open space area of T Dignum’s dwelling. Given this, it is unlikely that dwellings 1 – 5 would each have a direct line of sight into this space. However, there is no objection to a condition requiring obscuring glazing to the upper level north facing windows of these dwellings to a height of 1.7m above floor level.
Carri Hollis (Pooraka Bottle & Can Recycling Pty Ltd) – represented by Masterplan	
<ul style="list-style-type: none"> Does not object in principle to the proposal, but raised concern regarding possible interface issues between additional residential development in the area and nearby industrial land uses, particularly as it relates to noise. Particular reference was made to ensuring noise attenuation measures are consistent with Minister’s Specification – SA 78B – Construction requirements for the control of external sound. 	See response to the representation by Antonio & Geraldine De Conno as per above, who raised a similar concern.
I Piatanesi	
<ul style="list-style-type: none"> Supports the proposal, limited comment – “better presentation on Bridge Road stimulate more business in the area”. 	<ul style="list-style-type: none"> No response
David Little	
<ul style="list-style-type: none"> Objects the proposal and raises a number of concerns, which are grouped below. Traffic – The proposal does not provide enough on-site car parks for both residents and their visitors. Manoeuvring into the visitor spaces is too tight for most vehicles Because of lack of on-site parking and visitor spaces being not functional this will lead to vehicles parking along Baloo Street. Vehicles being parked along Baloo Street will block sightlines. This will be compounded by bin storage on Baloo Street on pick-up day and by the fencing along the Baloo Street frontage, which is also considered to block sightlines 	<ul style="list-style-type: none"> The Development Plan encourages the minimisation of driveway crossovers. Visitor parking is located so that it is clearly visible to visitors and minimises the need for visitors to use the internal driveway which provides direct access to individual garages. The location of a boundary fence in relation to the driveway is no different that most residential development, noting that the driveway arrangement will allow vehicles to exit the site in a forward direction. Parking restrictions relating to off-street parking are a matter for Council. It is not mandatory in a residential context to provide specific provision

<p>The driveway entrance on Baloo Street will result in traffic queues for when vehicles turn right into the site The internal driveway configuration does not allow for emergency service vehicle access</p> <ul style="list-style-type: none"> • Privacy – The dwellings will overlook each other internally. • Noise – An increase in residential density at the site will result in an increase in noise. Noise associated with visitor movements and possible pets – e.g. dog barking noise. 	<p>for disability parking or dedicated pedestrian pathways.</p> <ul style="list-style-type: none"> • The two storey nature of the dwellings may mean that they are less attractive to people with a disability. • A developer cannot predict how future occupants may utilise the garaging • The upper level window of dwellings 6 – 12 (facing Mark Court) will be fitted with fixed obscure glazing to a.17m above floor level. This obscure glazing will not prevent light penetration. • Given the provision of off-street visitor parking it should not be assumed that there will be unreasonable demand for visitor parking on Baloo Street as a consequence of the proposal. • Council by-laws apply to animal keeping at all premises regardless of the housing type.
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9. REFERRALS – STATUTORY

Commissioner of Highways (DPTI) – Statutory Referral

Bridge Road is an arterial road and Baloo Street is a Council road.

Although the access point to the subject site will be off of Baloo Street as the access point is within 25 metres of the intersection with Bridge Road this triggered the referral to DPTI pursuant to Schedule 8 part 2 (9).

DPTI does not object in-principle the proposal, but recommended the following conditions;

- All vehicular access to/from the site shall be gained via Baloo Street only. No direct vehicular access to/from Bridge Road shall be permitted.
- The obsolete crossovers on Bridge Road shall be reinstated to Council standard gutter and kerb at the applicant's cost. This shall be completed prior to occupation of the development.
- Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of Bridge Road. Any alterations to the road drainage infrastructure shall be at the applicant's cost.

In addition, DPTI also recommended that Council consider banning car parking along both sides of Baloo Street at least up to the proposed access point, in order to maximise sightlines at the access points, and maximise the free flow of traffic to/from Bridge Road

A copy of the DPTI referral response is contained in Attachment 3.

Northern Adelaide Waste Management Authority (NAWMA) – Informal Referral

NAWMA has advised that the Baloo Street frontage is sufficient to cater for bins associated with each dwelling to be put out on the kerb for collection. There is no need for garbage trucks to enter the subject site.

10. REFERRALS – INTERNALDevelopment Engineering

Development Engineering reviewed the proposal and advised the following;

- The civil works plan by Ginos Engineering is generally acceptable, however the applicant still needs to demonstrate that stormwater disposal is satisfactory. It is proposed to seek a final civil plan as a reserved matter if the application is approved (see recommended reserved matter 1).
- The turning pathway detail plan by Fyfe is satisfactory, subject to no parking in front of the garage of dwelling five (5).
- The proposal in its current form will not impact on the existing stormwater easement, subject to careful design/review of design details of retaining wall and hand excavation for fence post footings across the easement.
- Possible future applications for verandahs attached to the rear of dwellings 6-12 will also need careful consideration to ensure no damage to the infrastructure within the easement. Occupants of dwellings 6-12 will however be able to pave over, and install garden sheds within the easement.
- Fencing at the intersection of Bridge Road and Baloo Street will not block vehicle sight lines at this intersection.
- The DPTI recommendation for a parking restrictions on Baloo Street from the intersection of Bridge Road up to the access point to the subject site is supported. Council's Traffic Section have advised this parking ban will be controlled via marking of a solid line. The timeframe for this work to occur is not yet known however.

Development Engineering also recommended the following conditions;

- Stormwater systems shall be designed and constructed to cater for minor storm flows (Industrial / Commercial ARI =10yrs). The design of the stormwater system shall ensure that no stormwater is discharged onto any adjoining land. Surface stormwater is to be managed in a manner that ensures no ponding of water against buildings and structures, no creation of any insanitary conditions, and no runoff into neighbouring property for the major storm event ARI = 100 years.
- The Finished Floor Level of the buildings are to be a minimum of 150mm above the calculated post-development flood level adjacent each building for the major storm ARI = 100 years.

11. DEVELOPMENT DATA

Site Characteristics	Guideline	Proposed
Site Area	Not stated	Site areas held exclusively for individual dwellings range from 139.06 square metres (dwelling 3) to 393 square metres (dwelling 12). The average site area is 187.93 square metres.
Easement	Not stated	Existing 12 metre wide Council drainage easement along the southern boundary of the subject site. Combined fence & retaining wall structures will be constructed across the easement, but Council Development Engineering is satisfied that the construction of these structures can occur without impacting on the infrastructure within the easement. Any possible future applications for verandahs at the rear of dwellings 6-12 will need careful consideration to ensure that there is no impact on the infrastructure within the easement. The easement can be paved over, and garden sheds are permitted within the easement.
Design Characteristics	Guideline	Proposed
<i>Site Coverage</i>		
Buildings only	Qualitative provision only	Maximum 63 per cent – dwelling 4
<i>Building Height</i>		
Storeys	Qualitative provision only	Two (2) storey 6.5m maximum overall height
<i>Set-backs</i>		
Primary street – Bridge Road	Qualitative provision only	6 metres
Secondary street – Baloo Street	Qualitative provision only	6 metres
Side(s) – Western side boundary	Qualitative provision only	Dwelling 5 – 2.2 metres at the closest point (both ground floor & upper floor)

		Dwelling 6 2.834m at the closest point (both ground floor & upper floor)
Garage / Carport	Qualitative provision only	Garages associated with each dwelling is recessed from the front façade. The layout allows for a 5.5m space in front of each dwelling.
<i>Boundary Walls</i>		
Length	Qualitative provision only	None of the dwellings have any built form on the boundaries external to the subject site. Dwellings 1 & 2, 6 & 7 9 & 10 will abut each other for the entire length of the dwellings. Dwellings 3, 4 & 5, 8 & 9 11 & 12 will abut each other for the length of the garages only.
<i>Private Open Space</i>		
Site Area < 250 square metres	35 m ² min	Dwelling 1 – 140m ² Dwelling 2 – 46m ² Dwelling 3 – 42m ² Dwelling 4 – 53m ² Dwelling 5 – 60m ² Dwelling 6 – 116m ² Dwelling 7 – 94m ² Dwelling 9 – 81m ² Dwelling 10 – 99m ² Dwelling 11 – 90m ²
Dimensions	Minimum dimension 4m and directly accessible from a living room	Achieved for all dwellings with an exclusive site area less than 250 square metres. Directly accessible from living room on the ground floor of each dwelling.
Site Area > 250 square metres	20 per cent of the site area	Dwelling 8 – 49 per cent Dwelling 12 – 70 per cent
<i>Dimensions</i>	Minimum dimension 5m and directly accessible from a living room	Achieved for all dwellings with an exclusive site area greater than 250 square metres. Directly accessible from living room on the ground floor of each dwelling.
<i>Car Parking & Access</i>		
Number of parks – Group dwellings	1 space per dwelling, plus 0.5 on-site visitor car parking spaces per dwelling Total – 18 spaces	23 car-parking spaces will be provided. This excludes the provision/allowance for vehicle parking in front of each garage.

Driveway width	6m	6m
Garage door width	6m or 50 per cent of the allotment	Not considered to be directly applicable to this proposal as none of the dwelling have a direct street frontage.
<i>Trees</i>		
	Regulated	Nil
	Significant	Nil
<i>Street Infrastructure</i>		
Crossover	Not stated	The existing cross-overs to the subject site will be closed-off. A new cross-over on Baloo Street will be constructed. The proposed cross-over is clear of any street infrastructure such as stormwater entry pits, stobie poles, telecommunication pits and street trees.

12. ASSESSMENT

Pursuant to Section 35(2) of the *Development Act (1993)*, it is recommended that the Panel determine that the proposed development is not seriously at variance with the Salisbury Development Plan, Consolidated 15 December 2016. Residential development of the kind proposed is clearly envisaged by the Development Plan.

Assessment

A detailed assessment of the application has taken place against the relevant provisions of the Salisbury Development Plan and is described below under headings.

An extract of the relevant Development Plan, Consolidated 15 December 2016, is contained in Attachment 4. The relevant provisions are also highlighted in the Attachment.

Residential Zone

The Objectives of the Residential Zone seek dwellings, with a range and mix of dwelling types encouraged to revitalise and increase the residential amenity of under-developed suburbs. Dwelling density is encouraged in areas that are in close proximity to centres, public transport routes and public open space. Development that contributes to the desired character of the Zone is also encouraged. Extracts from the Desired Character Statement are listed below.

'The zone is suitable for a range of low to medium density housing, with higher density in appropriate locations.'

'Medium density forms of housing including semi-detached dwellings, row dwellings, residential flat buildings and group dwellings are encouraged in areas with good access to services and facilities.'

‘Concentrated nodes of medium density development of up to 4 storeys in height are anticipated in areas close to centres, public transport and significant public open space, and are to be developed in a co-ordinated and orderly manner.’

‘Development will be of a form and scale compatible with adjoining residential development. As part of the increase in residential density there will be an increase in the number of dwellings of two or more storeys. Such development will recognise the proximity of adjoining development and will be designed and sited to maintain the privacy of adjoining dwellings and their private open space areas, and will be designed to integrate with the existing built form.’

The proposal provides an increase in density and an alternate dwelling type specifically envisaged by the Desired Character Statement. The subject site is within close proximity to the District Centre (Ingle Farm Shopping Centre) – approximately 1.7km south-east of the subject site, Neighbourhood Centre (Montague Farm Shopping Centre) – approximately 1.5km south-west of the subject site, public transport routes – bus stop approximately 80m south of the subject site on Bridge Road and public open space – Baloo Street Reserve approximately 145m east of the subject site and Mozart Avenue Reserve approximately 183m north-east of the subject site.

The proposed dwelling net density will be approximately 40 dwellings per hectare, which fits within the State government’s definition of medium density category as outlined in the document entitle ‘Understanding Residential Densities; A Pictorial Handbook of Adelaide Examples’.

Whilst the form, scale and design of the proposal is different to the predominant existing pattern of development in the locality, the proposal is considered to have been designed to maintain the privacy and amenity of adjoining allotments by maintaining large setbacks to the site boundaries and incorporating upper level window treatments and solid fencing along the site boundaries.

The proposal is also considered to provide a good design solution for a site that is at the interface between the Residential Zone and Industry Zone and an arterial road.

General Section

Crime Prevention

PDCs 2 and 11 seek the design of buildings to provide opportunity for casual surveillance through orientation towards public streets and common areas.

Whilst dwellings 1 – 6 face internally towards the site, the full height unobscured upper level windows of bedrooms 2 and 3 of these dwellings will face Baloo Street. In addition, the main façade of dwellings 9 and 10 directly face Baloo Street and the entrance to the site. Dwellings 1 and 12 will have full height unobscured upper level study windows that face Bridge Road.

PDC 12 of general section design and appearance also specifically excludes group dwellings from being designed so that their main façade faces the primary street frontage of the land on which they are situated.

The proposal is considered to be sufficiently consistent with PDCs 2 and 11.

Design and Appearance

Objective 1 seeks development of a high architectural standard.

PDCs 2 and 3 seek a high architectural standard by providing design guidance that states uninterrupted walling facing areas exposed to public view should be avoided, and that visual interest should be achieved through the incorporation of variation in facades, colour and detailing, vertical and horizontal components.

The dwellings have been designed with vertical and horizontal elements that in conjunction with the variation of external materials and colours, are considered to provide some level of visual interest.

Accordingly, the proposal is considered to be sufficiently consistent with Objective 1 and PDCs 2 and 3.

It is acknowledged that proposed dwellings will introduce a new scale and form of development into the locality. However, PDC 1 does state that the design of buildings may be of a contemporary nature and exhibit an innovative style, provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.

The proposal is considered to be partly consistent with this PDC as the dwellings are of a contemporary nature, but the overall scale of the development is considered to be only partly sympathetic to existing development in the locality, noting predominance of single storey detached dwellings on large allotments.

However, the bulk of the proposed dwellings is considered to be broken up by the articulated facades, spacing between the dwellings, landscaping and excavation at the north-eastern end of the site.

The scale of the development and the number of dwellings is also reflective of the significant area of the subject site.

Hazards

Site Contamination

PDC 22 states that development should not occur where site contamination has occurred, unless the site has been remediated.

Directly opposite the site on the northern side of Baloo Street is a vacant allotment, which was formerly a petrol filling station – 235-237 Bridge Road.

A site contamination audit was provided to Council separate to this development proposal, which concluded that this site was suitable for residential development.

The other surrounding land uses on the eastern side of Bridge Road and along Baloo Street are residential, and the subject site is on the high side of industrial land uses on the western side of Bridge Road – e.g. considered to be low risk in terms of possible groundwater contamination from the industrial land uses.

Accordingly the risk of site contamination is considered low and the proposal is consistent with PDC 22.

Interface between Land Uses

Objective 1 seeks development that is designed to minimise adverse impact and conflict between land uses.

Specifically relating to this proposal, PDC 4 seeks that residential development adjacent to non-residential development to be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.

The proposal is considered to address possible interface conflicts as none of the dwellings will have a direct frontage to Bridge Road. The side elevations of dwellings 1 and 12 face Bridge Road, but these elevations have few openings, and solid fencing is proposed along the Bridge Road frontage.

The site is also separated by an arterial road and landscape buffer adjoining the industrial uses.

One representor sought assurance that the proposal would be designed in accordance with Minister's Specification 78B – Construction requirements for the control of external sound. This is a Building Code specification, and this is only applicable in areas identified on the Noise and Air Emissions Overlay of the relevant Development Plan. The subject site is not within the Noise and Air Emissions Overlay, so this is not relevant to the proposal.

Accordingly, it is considered that although the proposal will result in an increased residential density at the site, the risk of land use conflict with adjacent industrial land uses is minimal.

PDC 1 states that amongst other matters development should not detrimentally affect the amenity of the locality, or cause unreasonable interference through any of the following;

- a) Noise; and
- b) Traffic.

Whilst this PDC is interpreted to mainly apply to commercial and industrial developments, concern was raised during public notification about negative noise and traffic impacts associated with the proposal. Noise concerns raised related mainly to visitor behavior and dog barking.

The planning system cannot attempt to control or pre-empt behavior, which is considered to be a management issue for occupants of the dwellings and Police.

Likewise the planning system cannot control pet behaviour, which is considered to be a management issue for occupants of the dwellings and by Council via nuisance control legislation.

Council's Development Engineering staff are satisfied that the anticipated level of traffic movements associated with the proposal is appropriate for Baloo Street.

Generally speaking it is accepted that a dwelling may generate 10 vehicle movements per day, which will potentially result in an increase of 110 vehicle movements along Baloo Street per day, taking into account movements generated by the former dwelling on the subject site.

Landscaping, Fences and Walls

PDC 4 states that amongst other matters fences and retaining walls should be;

- a) Compatible with existing attractive fencing in the locality;
- b) Enable some visibility of buildings from the street;
- c) Incorporate articulation or other detailing where there is a large expanse facing the street;
- d) Designed to ensure adequate sight lines for vehicles and pedestrians, particular corner sites; and
- e) Of a sufficient height to maximise privacy without adversely affecting the visual amenity of adjoining land.

In regards to this, the proposed fencing along the Bridge Road and Baloo Street frontage is considered to be an improvement on the existing fencing at the site, which is unmaintained galvanised metal sheeting.

The fencing along these street frontages is 1.8m high (2.5m maximum height along Bridge Road, combined with proposed retaining wall), which will still allow for the dwellings to be visible from the public realm. This is shown on the Bridge Road and Baloo Street elevations.

Council's Development Engineer is satisfied that the proposed fencing on the external boundaries will not impact sight lines at the intersection of Bridge Road and Baloo Street.

Concern was raised during public notification that fencing along the Baloo Street frontage will impede sight lines for vehicles entering and exiting the subject site.

The applicant's response to this is that the location of the boundary fence in relation to the driveway is no different than in most residential developments. The proposal has also been designed to ensure that all vehicles will exit the site in a forward direction. The road reserve in front of the subject site along Baloo Street is also five (5) metres wide, which will enable any possible future footpath to be setback from the boundary fence, providing more than sufficient opportunity to see other road users or others in the verge.

Council staff agree with this response.

The feature timber slat screening to the top of the Colorbond fence sheets is considered to provide some level of detailing to the Bridge Road and Baloo Street frontages.

Fencing along the eastern side boundary (boundary with 7 Baloo Street) will be placed on top a 1.7 metre high retaining wall (combined maximum height 3.6 metres).

The height of this fence is not considered to impact on the amenity of 7 Baloo Street as the retaining wall will be retaining cut, so it will not be visible from 7 Baloo Street.

The height of this fence is also not considered to impact on the amenity of dwelling 5 on the subject site, noting the lower level has no windows facing the fence, and private open space is predominantly to the north.

Fencing along the southern boundary (boundary with 227 Bridge Road, 5 Mark Court and portion of 6 Mark Court) will be Colorbond 1.8m high. No retaining walls will be required along the southern side boundary of the site.

The proposal is considered to be sufficiently consistent with PDC 4.

Orderly and Sustainable Development

Objectives 1, 2 and 4 seek orderly and economic development, that does not jeopardise the continuance of adjoining authorised land uses or prejudice the achievement of the provisions of the Development Plan.

The proposal is considered to be orderly and economic as the land use is consistent with the Objectives of the Residential Zone. Dwellings are an anticipated land use in the Residential Zone and the Desired Character Statement of the Zone encourages in-fill development of medium density development when sites are in close proximity to centres and public transport routes.

As per discussion above under Interface Between Land Uses, the proposal is not considered to jeopardise the continuance of industrial activity in the adjoining Industry Zone.

The proposal is considered to be sufficiently consistent with Objectives 1, 2 and 4.

Residential Development

Objective 1 seeks safe, convenient, pleasant and healthy living environments. Objectives 2, 3 and 4 seek an increased mix in the range and number of dwelling types, higher densities in areas close to centres, transport and public opens, including regeneration of selected areas identified at zone and/or policy area levels.

PDC 5 reiterates these Objectives by seeking that medium density development that achieves gross densities of between 23 and 45 dwellings per hectare which translates to net densities of between 40 and 67 dwellings per hectare) should typically be in the form of 2 to 4 storey buildings.

The proposal will translate into an approximate density of 40 dwellings per hectare. The proposed dwellings are two storey in design, which is consistent with PDC 5.

Overshadowing

PDC 12 provides quantitative guidance in regards to overshadowing, stating that development should ensure that ground-level open space of existing buildings receives direct sunlight for a minimum of two (2) hours between 9am and 3pm on 21 June to at least the lesser of the following – half of the existing ground level open space or 35 square metres of the existing ground-level open space.

The applicant has provided shadow diagrams at 9am, 12 noon and 3pm on 21 June.

The shadow diagrams show that the biggest overshadow impact will be upon the proposed dwellings (not dwellings on adjoining allotments), mainly dwellings 6 – 12 located on the southern side of the subject site.

The 12 noon shadow diagram shows that more than half of the ground level open space of these dwellings will be overshadowed, however each dwelling will still be provided with at least 35 square metres of open space that will receive direct sunlight.

Site Coverage

PDC 20 states that site coverage should be limited to ensure sufficient space is provided for pedestrian and vehicle access and parking, domestic storage, clothes drying, rainwater tanks, private open space and convenient storage of household waste and recycling receptacles.

The applicant has demonstrated that vehicle access and parking is sufficient. Each dwelling will be capable of providing an outdoor clothesline and rainwater tank. Each dwelling will be capable of having an area to store waste and recycling bins, with collection to occur via pick-up direct from Baloo Street.

There is considered to be sufficient space for small scale storage sheds in the rear yards of each dwelling if required, noting that POS for each dwelling exceeds the minimum required by Residential Development PDC 24.

Private Open Space

PDC 24 provides quantitative guidance for private open space (POS) requirements.

10 of the 12 proposed dwellings will have an exclusive site area of less than 250 square metres. For allotments less than 250 square metres PDC 24 provides that 35 square metres of POS should be provided. As per the Development Data table earlier in the report all of the relevant dwellings meet this provision.

For allotments within an area greater than 250 square metres, 20 per cent of the site area should be dedicated as POS. Again as per the Development Data table earlier in the report all of the relevant dwellings meet this provision.

PDC 25 states that in a group dwelling development that a minimum dimension of 2.5m for ground level POS should be provided per dwelling. All twelve proposed dwellings meet this criteria.

Site facilities and Storage

PDC 28 state that site facilities for group dwellings should include mail box facilities sited close to the major pedestrian entrance to the site, bicycle parking for residents and visitors, household waste and recyclable material storage areas away from dwellings and external clothes drying areas that are readily accessible to each dwelling.

The dedicated mail box area is located at the entrance to the subject site and bike parking has been provided adjacent to dwellings 1, 12 and 6.

Whilst bin storage is on the side of each dwelling which is inconsistent with the PDC this is considered to be appropriate as each dwelling is provided with more than adequate private open space to meet this requirement.

Provision has been made for each dwelling to have an external clothesline attached to side boundary fencing.

Visual Privacy

PDC 29 provides quantitative guidance for visual privacy, stating that upper level windows should have a sill height of not less than 1.7 metres, or be permanently screened to a height of not less than 1.7 metres above finished floor level to avoid overlooking into habitable room windows, or onto the useable private open spaces of other dwellings.

The rear (south) facing upper level windows of dwellings 6 – 12 will be provided with fixed obscure glass to a minimum height of 1.7m above floor level.

The side (east) facing upper level windows of dwellings 5 and 6 will have sill levels of 1.7m above finished floor level.

During public notification, concern was raised regarding potential overlooking from the rear (north) facing windows of dwellings 1 – 5 across Baloo Street as the upper level windows of these dwellings are not provided with any privacy treatment.

In the context of the design criteria of the Residential Code, privacy treatment to these windows is not considered to be necessary. The Residential Code allows for upper storey windows that face a road to be untreated provided the road (including road reserve) is at least 15 metres wide. The Baloo street road width (including road reserve) in front of the subject site is 20 metres wide.

Other PDCs of the Development Plan also seek for buildings to be designed to provide casual surveillance of roadways and other public spaces. Obscuring the north facing upper level windows of dwellings 1 – 5 would limit casual surveillance of Baloo Street.

It is acknowledged that there will be some overlooking internally between the dwellings, but the Development Plan does encourage group dwellings to face towards common areas to provide casual surveillance opportunities.

Noise

PDC 32 states that residential development close to high noise sources (eg major roads) should be designed to locate bedrooms, living rooms and private open spaces away from the noise source, or protect these areas with appropriate noise attenuation measures.

Dwellings 1 and 12 are the nearest to Bridge Road. These dwellings have openings facing Bridge Road which are limited to living room door, study and stairwell windows.

Bedroom 3 of each of these dwellings is adjacent to the Bridge Road frontage, but no openings will face Bridge Road from bedroom 3.

Private open space of these dwellings will be positioned adjacent Bridge Road, but solid fencing and landscaping will be provided along the Bridge Road frontage to offer some level of buffer, in conjunction with the significant setback to the road carriageway due to the wide verge to Bridge Road.

Car Parking and Access

PDCs 38 and 39 relate specifically to group dwelling developments and seek parking areas and internal driveways that provide adequate space for vehicles to serve users efficiently and safely, provide adequate space for vehicles to manoeuvre between the street and the parking area and for visitor spaces to be clearly defined and not specifically associated with any particular dwelling.

The applicant has provided manoeuvring plans, which show that the car-parking areas and garages are functional. Recommended condition 11 will require the applicant to clearly define visitor parking.

Overall the proposal is considered to be sufficiently consistent with the relevant Objectives and PDCs of the General Section – Residential Development.

Sloping Land

Objective 1 seeks development on sloping land to be designed to minimise environmental and visual impacts and protect soil stability and water quality.

A maximum 1.7 metres of excavation will be required near the north-eastern corner of the subject site, associated with dwelling 5.

However, this is considered to be reasonable as the excavation will reduce the visual impact of dwelling 5 and the remainder of earthworks associated with the proposal are considered to be minimal.

Recommended Reserved Matter one (1) will require the applicant to provide a Construction Environmental Management Plan (CEMP).

Transportation and Access

Access

PDC 25 states that the number of vehicle access points onto arterial roads should be minimised, and access points where possible should be limited to local roads.

The proposal is consistent with this PDC as existing vehicle access points onto Bridge Road will be closed off (see recommended condition 7). The proposed access point will be located on Baloo street, which is a local road.

During public notification concern was raised that the proposal will not allow sufficient access for emergency service vehicles. Objective 2 does seek that development ensure access for emergency service vehicles.

The entrance to the subject site is six (6m) wide which will allow for emergency service vehicles to enter the site, and the entrance is no more than 30m from the rear of any dwelling on the site. It is understood that fire truck appliances have the ability to connect to the nearest hydrant in the event of a fire, so direct access to the subject site will not necessarily be required.

Vehicle Parking

PDC 32 provides quantitative guidance relating to off-street vehicle parking, specifically referring to Table Sal/2 of the Development Plan.

For group dwellings Table Sal/2 states that one (1) space per dwelling, plus 0.5 on-site visitor car parking spaces per dwelling should be provided. A total of 23 car parking spaces will be provided.

Based on this 18 car parking spaces would be required. One space per dwelling (12 spaces) and 0.5 visitor car parking spaces (6 spaces).

Dwellings 1, 3, 6, 7, 9, 10 & 11 will be provided with a single garage and dwellings 2, 4, 5, 8 and 12 will be provided with a double garage. Six (6) visitor car-parking spaces will be provided.

In light of this, the proposal is consistent with PDC 32.

During public notification concern was raised that the garage spaces could be used for general storage.

Development controls cannot attempt to pre-empt the actions of future occupants. However, internally each dwelling is provided with storage space in the way of linen cupboard and built- in wardrobes. It is anticipated that the space under the stairwell of each dwelling could also be used as storage if required.

The rear yards of each dwelling are also considered to be large enough to provide space for small garden sheds, noting that POS for each dwelling is in excess of what is sought by the Development Plan.

Vehicle Parking for Residential Development

During public notification concern was raised that the proposal will not provide suitable disability access.

PDC 41 does seek that on-site vehicle parking be provided in regard to amongst other matters the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons.

The applicant's response to this is that given the two storey nature of the dwellings it is anticipated that that they will be less attractive to this section of the housing market.

Council staff agree with this response.

Overall the proposal is considered to be sufficiently consistent with the relevant Objectives and PDCs of the General Section – Transportation and Access.

13. CONCLUSION

The applicant seeks Development Plan Consent for twelve (12) two storey dwellings and associated combined fence and retaining walls (maximum height 3.5m), and associated internal driveway, car-parking & landscaping at 231 Bridge Road, Ingle Farm.

This report has provided a detailed assessment of the application against the relevant provisions of the Salisbury (City) Development Plan. The assessment found that:

- a) Dwellings in a range of forms are clearly envisaged within the Residential Zone;
- b) The proposal will be a medium density form of development that is in close proximity to public transport, public open space and centres;
- c) Each dwelling will be provided with sufficient private open space, area for storage and clothes drying;
- d) Adequate on-site parking and manoeuvring will be provided;
- e) Privacy of adjoining residential allotments will be maintained through treatment to upper level windows and fencing along the site boundaries;
- f) Overshadowing of both dwellings on the subject site and adjoining allotments is consistent with the Development Plan criteria;
- g) Potential interface conflicts with commercial land uses in the adjacent Industry Zone are considered to be limited; and
- h) The proposal is consistent with the desired character of the Residential Zone and has incorporated design elements that are encouraged by the Development Plan to maintain the amenity of the locality.

Given the above, it is recommended that Development Plan Consent be granted, subject to Conditions.

14. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury (City) Development Plan – Consolidated 15 December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/241/2017/2A for Twelve (12) two storey dwellings, combined fence & retaining walls (maximum height 3.5m) and associated internal driveway, car-parking & landscaping in accordance with the plans and details submitted with the application and subject to the following conditions:

Reserved Matters:

The following matter/s shall be submitted for further assessment and approval by the Manager – Development Services, as delegate of the Development Assessment Panel, as Reserved Matters under Section 33(3) of the Development Act 1993:

1. Final designs and specifications for all civil works and retaining, including stormwater management plan.
2. A Construction Environmental Management Plan (CEMP).

Development Plan Consent Conditions

1. The development shall be carried out in accordance with the details submitted with the application and the following stamped approved plans and documents, except where otherwise varied by the conditions herein:

Drawing No.	Drawing Type	Date	Prepared By
-	Amended site plan	8 November 2017	URPS
-	Amended ground floor plan & first level floor plan – units 1 & 2	10 May 2017	Distinctive Homes
-	Amended ground floor plan – units 3-5	10 May 2017	Distinctive Homes
-	Amended first floor plan – units 3-5	10 May 2017	Distinctive Homes
-	Amended ground floor plan & first floor plan – units 6 & 7	10 May 2017	Distinctive Homes
-	Amended ground floor plan – units 8-10 & 11&12	10 May 2017	Distinctive Homes
-	Amended first floor plan – units 8-10 & 11&12	10 May 2017	Distinctive Homes
-	Amended Baloo street Elevation, internal elevation units 6-12 and internal elevation units 1-5	Received 23 June 2017	Distinctive Homes
-	Amended rear elevation units 12-6, Bridge road elevation units 1 & 12 and east elevation units 6 & 5	Received 23 June 2017	Distinctive Homes
-	Amended Baloo Street fencing, Bridge Road fencing and north-east boundary retaining & fence	10 May 2017	Distinctive Homes
-	Amended sun study diagram June 21 st 9am	10 May 2017	Distinctive Homes

-	Sun study diagram June 21 st 12 noon	10 May 2017	Distinctive Homes
-	Amended sun study diagram June 21 st 3pm	10 May 2017	Distinctive Homes
27272 SR2-1/A	Amended site and drainage plan	25 August 2017	Ginos Engineers

Note: All plans and documents approved by Council under Reserved Matters 1-2 form part of this Consent and shall be implemented in full prior to occupation of the dwellings, except where otherwise varied by this conditions of consent.

Reason: To ensure the proposal is established in accordance with the submitted plans.

- The external finishes shall be maintained in good condition at all times.

Reason: To ensure a high standard of external building appearance.

- No materials shall be stored in the designated carparking area or driveways.

Reason: To ensure the carparking areas are always available for the purpose they are designed.

- The designated landscaping areas as shown on the amended site plan dated 8 November 2017 shall be completed prior to occupation of the dwellings. All landscaping shall be maintained (including the replacement of diseased or dying plants and the removal of weeds and pest plants) to the reasonable satisfaction of Council.

Reason: To ensure the subject land is landscaped so as to enhance the visual and environmental amenity of the locality.

- All driveways and carparking areas shall be constructed with brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicle types. Individual carparking bays shall be clearly linemarked. Driveways and carparking areas shall be established prior to occupation of the dwellings and maintained at all times to the satisfaction of Council.

Reason: To ensure access and carparking is provided on the site in a manner that maintains and enhances the amenity of the locality.

6. The south facing rear windows fixed to the upper storey walls of dwellings 6 – 12 and the east facing side windows of dwellings 5 and 6 shall have a sill height of at least 1.7m above finished floor level or where the sill height is less than 1.7m above finished floor level, the windows shall be fixed, unable to be opened and provided with translucent glass or film up to a height of 1.7m above finished floor level.

The above window treatments shall be established prior to occupation of the dwellings and shall be maintained to the reasonable satisfaction of Council.

Note: Other forms of privacy screening may be a suitable alternative to the above such as fixed external screens, so long as it can be demonstrated to Council that the alternative screening solution will prevent overlooking. Should you wish to use an alternative screening method, you will be required to lodge a Development Application to vary the above condition.

Reason: To minimise the loss of privacy for residents of adjacent dwellings.

7. All existing crossovers made redundant by this development shall be reinstated to kerb, prior to occupation of the dwellings, in accordance with Council's kerb design standard, to the satisfaction of Council.

Reason: To maximise on-street parking and appropriately manage stormwater within the street water table.

8. All vehicular access to/from the site shall be gained via Baloo Street only. No direct vehicular access to/from Bridge Road shall be permitted.

Reason: DPTI condition.

9. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of Bridge Road, Any alterations to the road drainage infrastructure shall be at the applicant's cost.

Reason: DPTI condition.

10. The Construction Environmental Management Plan (CEMP) provided under Reserved Matter 1 is to be adhered to at all times.

Reason: To ensure that the development complies with Standards, best Engineering Practice and Council Policy.

11. The visitor parking spaces shall be clearly identified 'visitor parking'.

Reason: To ensure that these car-parking spaces are easily identifiable to visitors.

12. Stormwater systems shall be designed and constructed to cater for minor storm flows (Industrial / Commercial ARI =10yrs). The design of the stormwater system shall ensure that no stormwater is discharged onto any adjoining land. Surface stormwater is to be managed in a manner that ensures no ponding of water against buildings and structures, no creation of any insanitary conditions, and no runoff into neighbouring property for the major storm event ARI = 100 years.

Reason: To ensure satisfactory disposal of stormwater.

13. The Finished Floor Level of the buildings are to be a minimum of 150mm above the calculated post-development flood level adjacent each building for the major storm ARI = 100 years.

Reason: To allow disposal of stormwater.

Advice Notes

1. This is not a building consent, and a satisfactory application for Provisional Building Rules Consent has to be submitted before Council can issue a Development Approval.

CO-ORDINATION

Officer: GMCiD MDS
Date: 14.11.17 9.11.17

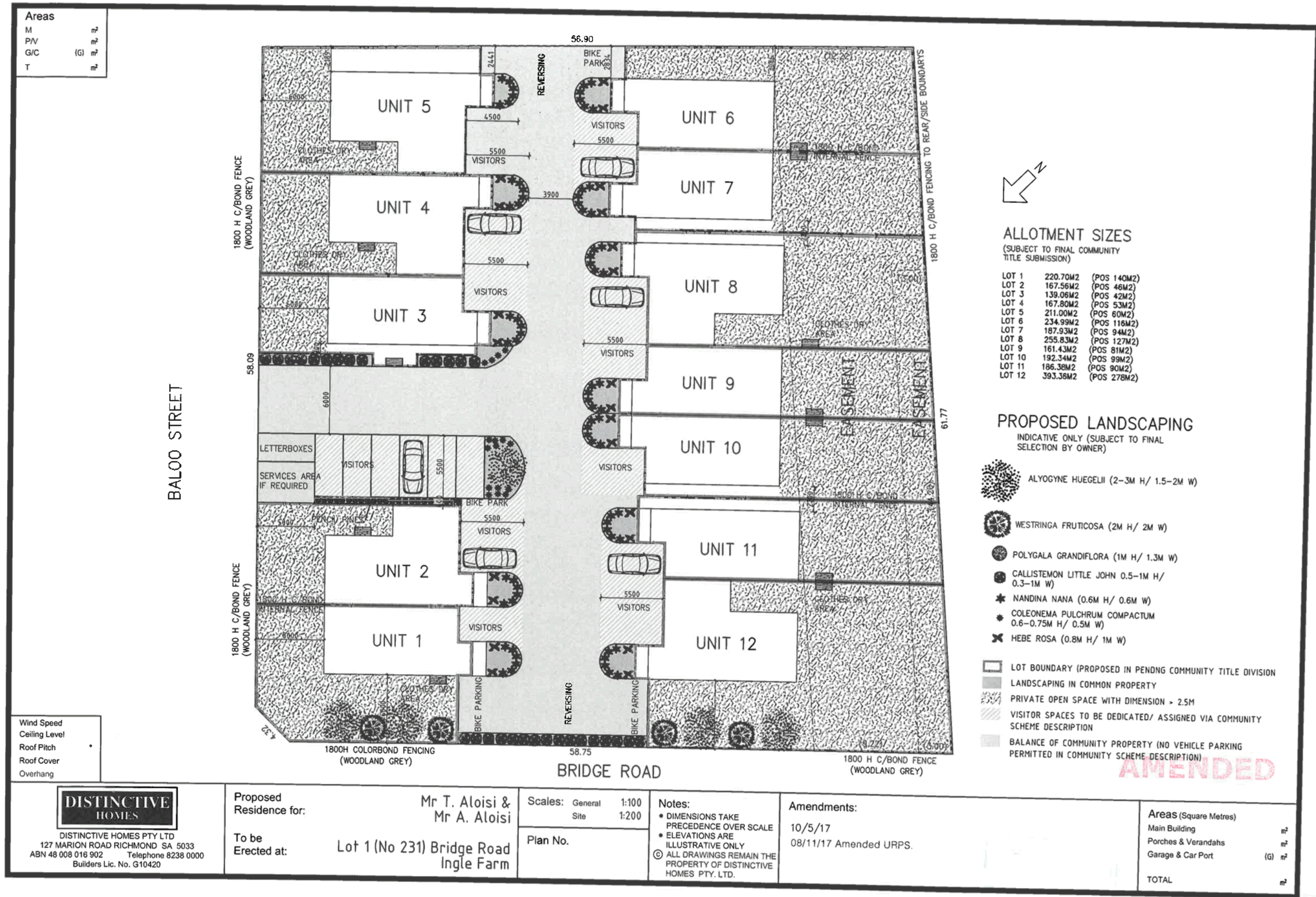
ATTACHMENTS

This document should be read in conjunction with the following attachments:

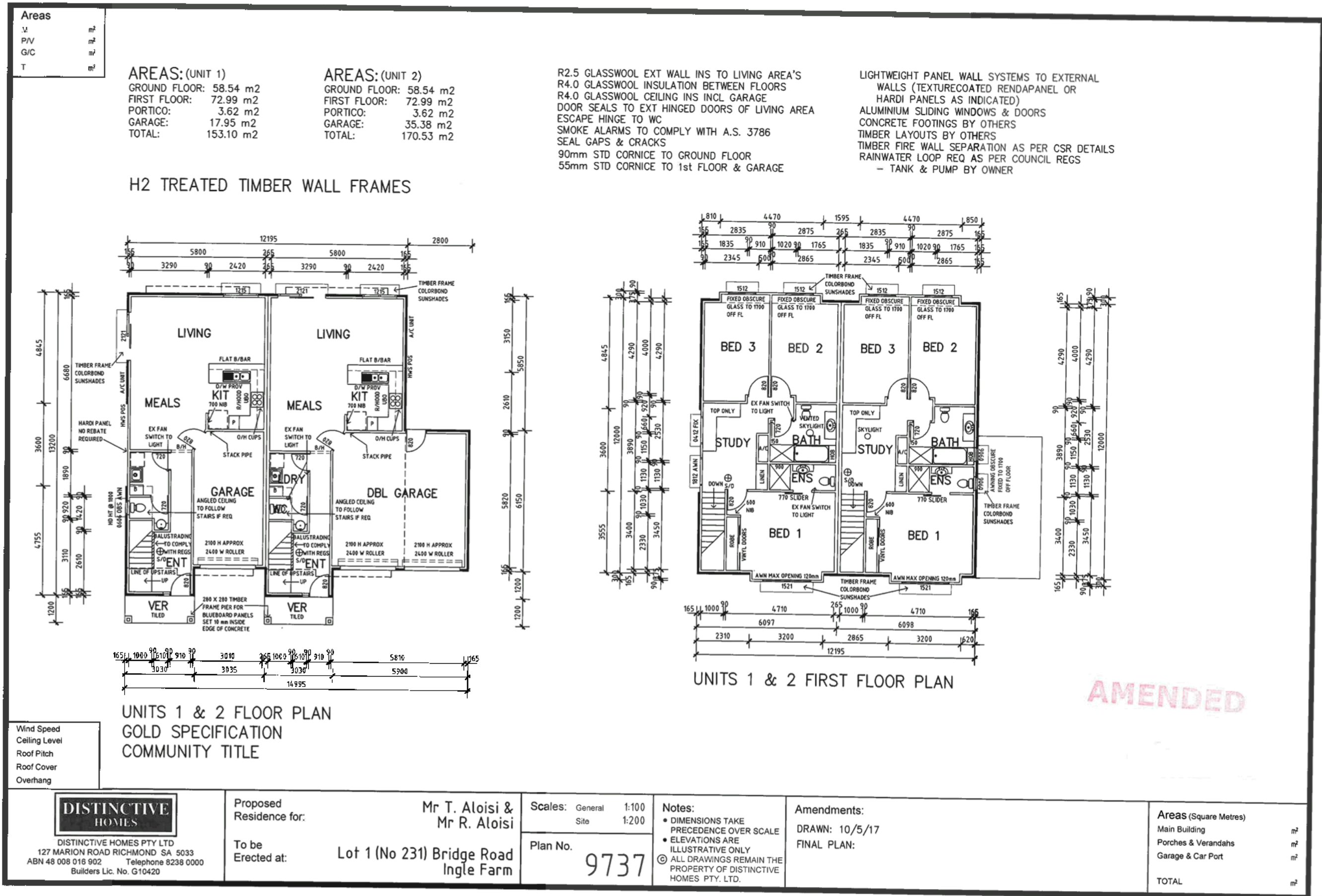
1. Proposal Plans
2. Notice of Category 2 Application, Copies of Representations and Applicant's Response
3. Commissioner of Highways (DPTI) Response
4. Relevant Development Plan Extracts and Location Maps Consolidated 15 December 2016

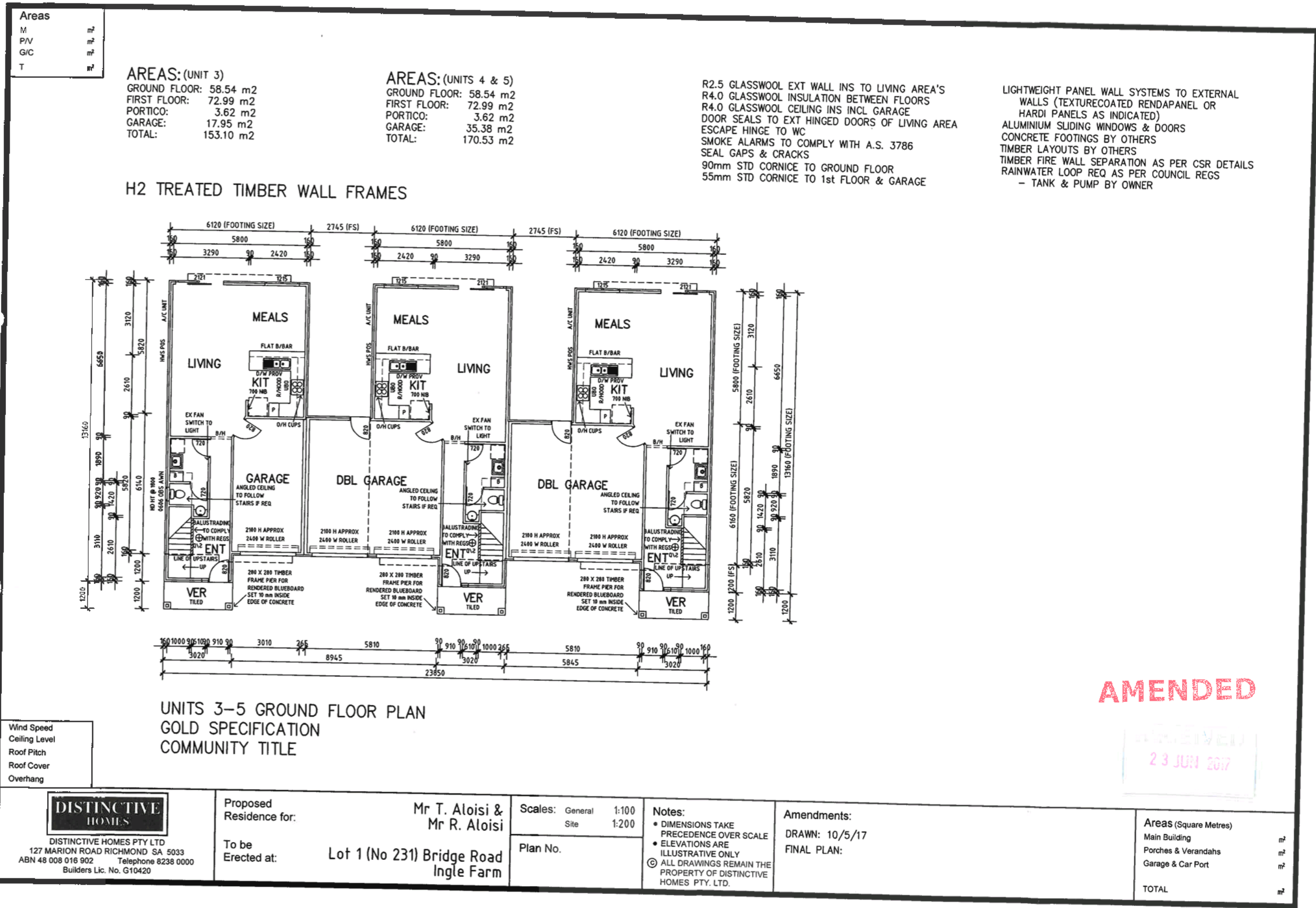
ATTACHMENT 1

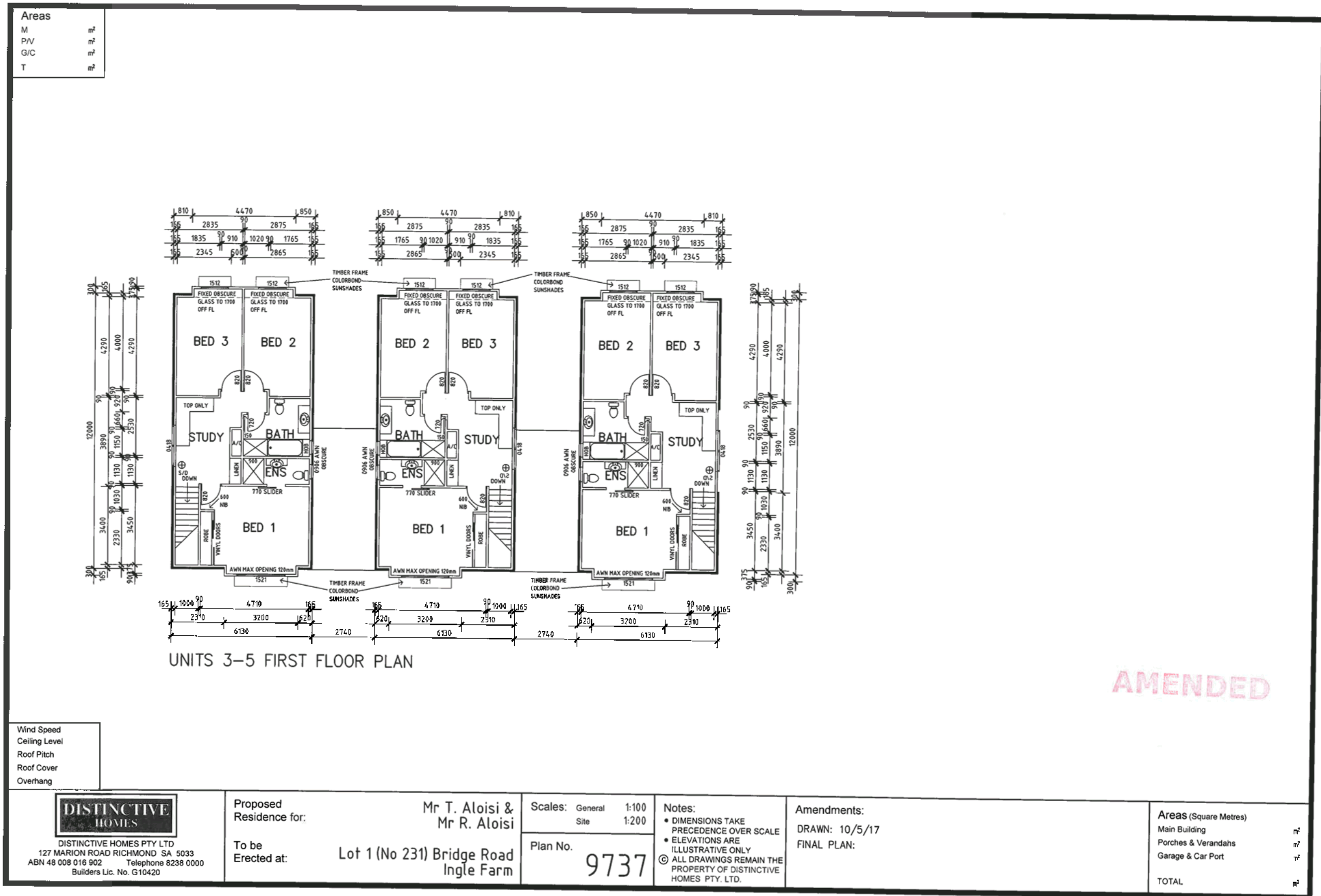
Proposal Plans



AMENDED







Areas

M
P/V
G/C
T

AREAS: (EACH)

GROUND FLOOR: 58.54 m²

FIRST FLOOR: 72.99 m²

PORTICO: 3.62 m²

GARAGE: 17.95 m²

TOTAL: 153.10 m²

H2 TREATED TIMBER WALL FRAMES

UNITS 6 & 7 GROUND FLOOR PLANS

GOLD SPECIFICATION

COMMUNITY TITLE

Wind Speed
Ceiling Level 24/2700
Roof Pitch 2°
Roof Cover C/bond
Overhang 0

Proposed Residence for: **Mr T. Aloisi & Mr R. Aloisi**

To be Erected at: **Lot 1 (No 231) Bridge Road Ingle Farm**

Scales: General 1:100
Site 1:200

Plan No.

Notes:

- DIMENSIONS TAKE PRECEDENCE OVER SCALE
- ELEVATIONS ARE ILLUSTRATIVE ONLY
- © ALL DRAWINGS REMAIN THE PROPERTY OF DISTINCTIVE HOMES PTY. LTD.

Amendments:

DRAWN: 10/5/17

FINAL PLAN:

Areas (Square Metres)

Main Building	m ²
Porches & Verandahs	m ²
Garage & Car Port	m ²
TOTAL	m²

AMENDED

23 JUN 2017

Areas

M
P/V
G/C
T

AREAS: (UNITS 9,10 & 11)

GROUND FLOOR: 58.54 m²
 FIRST FLOOR: 72.99 m²
 PORTICO: 3.62 m²
 GARAGE: 17.95 m²
 TOTAL: 153.10 m²

AREAS: (UNITS 8 & 12)

GROUND FLOOR: 58.54 m²
 FIRST FLOOR: 72.99 m²
 PORTICO: 3.62 m²
 GARAGE: 35.38 m²
 TOTAL: 170.53 m²

R2.5 GLASSWOOL EXT WALL INS TO LIVING AREA'S
 R4.0 GLASSWOOL INSULATION BETWEEN FLOORS
 R4.0 GLASSWOOL CEILING INS INCL GARAGE
 DOOR SEALS TO EXT HINGED DOORS OF LIVING AREA
 ESCAPE HINGE TO WC
 SMOKE ALARMS TO COMPLY WITH A.S. 3786
 SEAL GAPS & CRACKS
 90mm STD CORNICE TO GROUND FLOOR
 55mm STD CORNICE TO 1st FLOOR & GARAGE

LIGHTWEIGHT PANEL WALL SYSTEMS TO EXTERNAL WALLS (TEXTURECOATED RENDAPANEL OR HARDI PANELS AS INDICATED)
 ALUMINIUM SLIDING WINDOWS & DOORS
 CONCRETE FOOTINGS BY OTHERS
 TIMBER LAYOUTS BY OTHERS
 TIMBER FIRE WALL SEPARATION AS PER CSR DETAILS
 RAINWATER LOOP REQ AS PER COUNCIL REGS
 - TANK & PUMP BY OWNER

H2 TREATED TIMBER WALL FRAMES

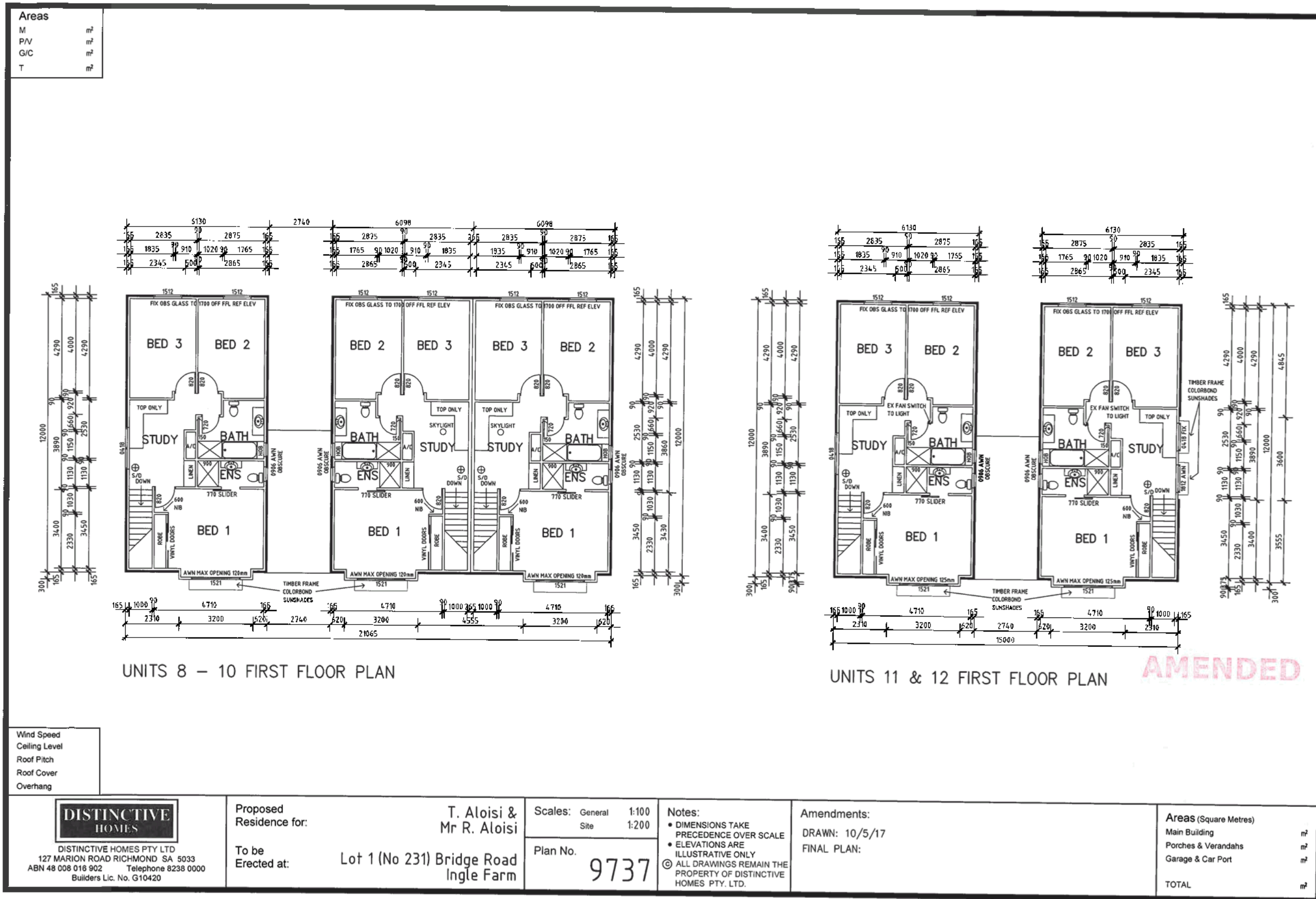
UNITS 8 – 10 GROUND FLOOR PLAN
 GOLD SPECIFICATION
 COMMUNITY TITLE

UNITS 11 & 12 GROUND FLOOR PLAN

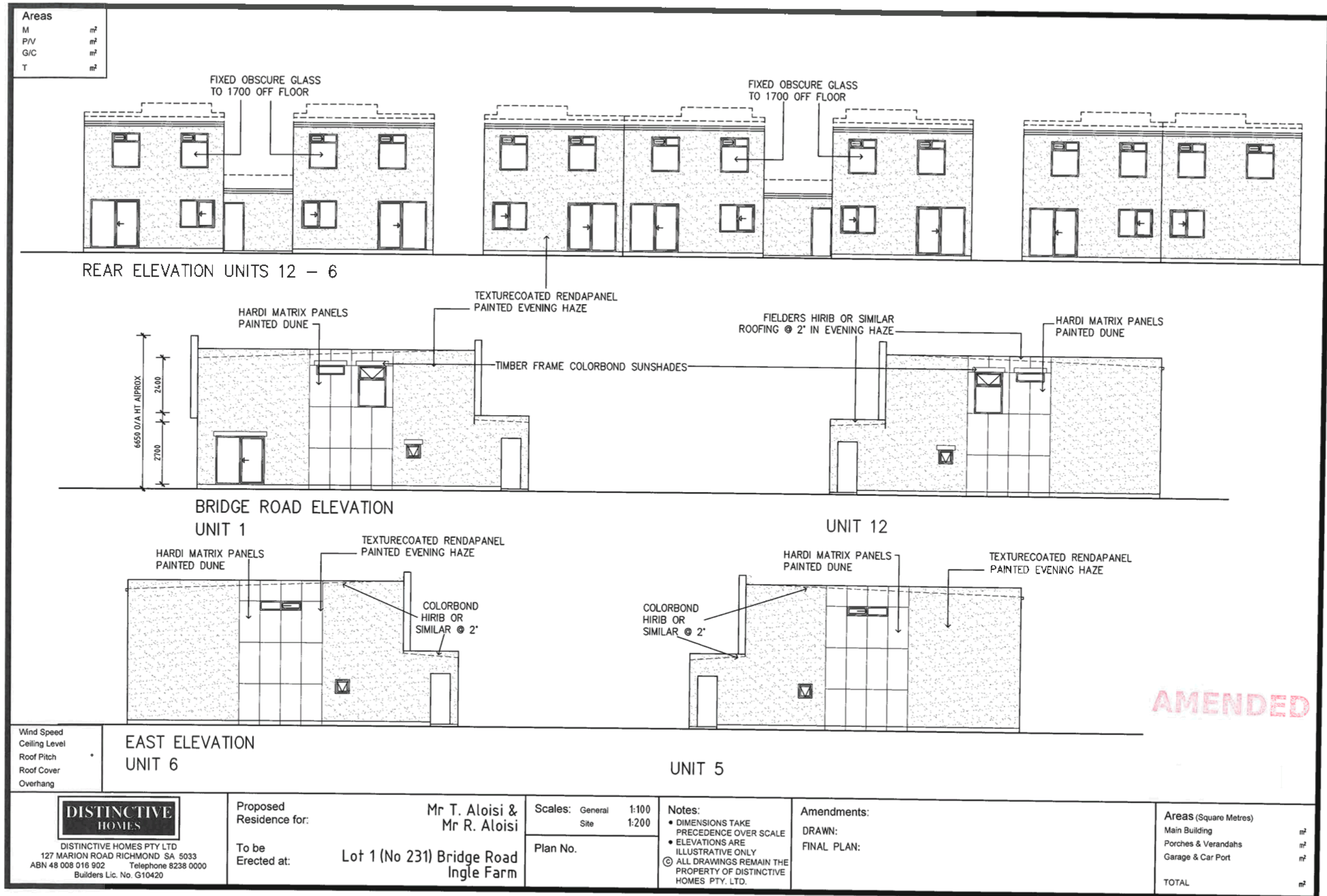
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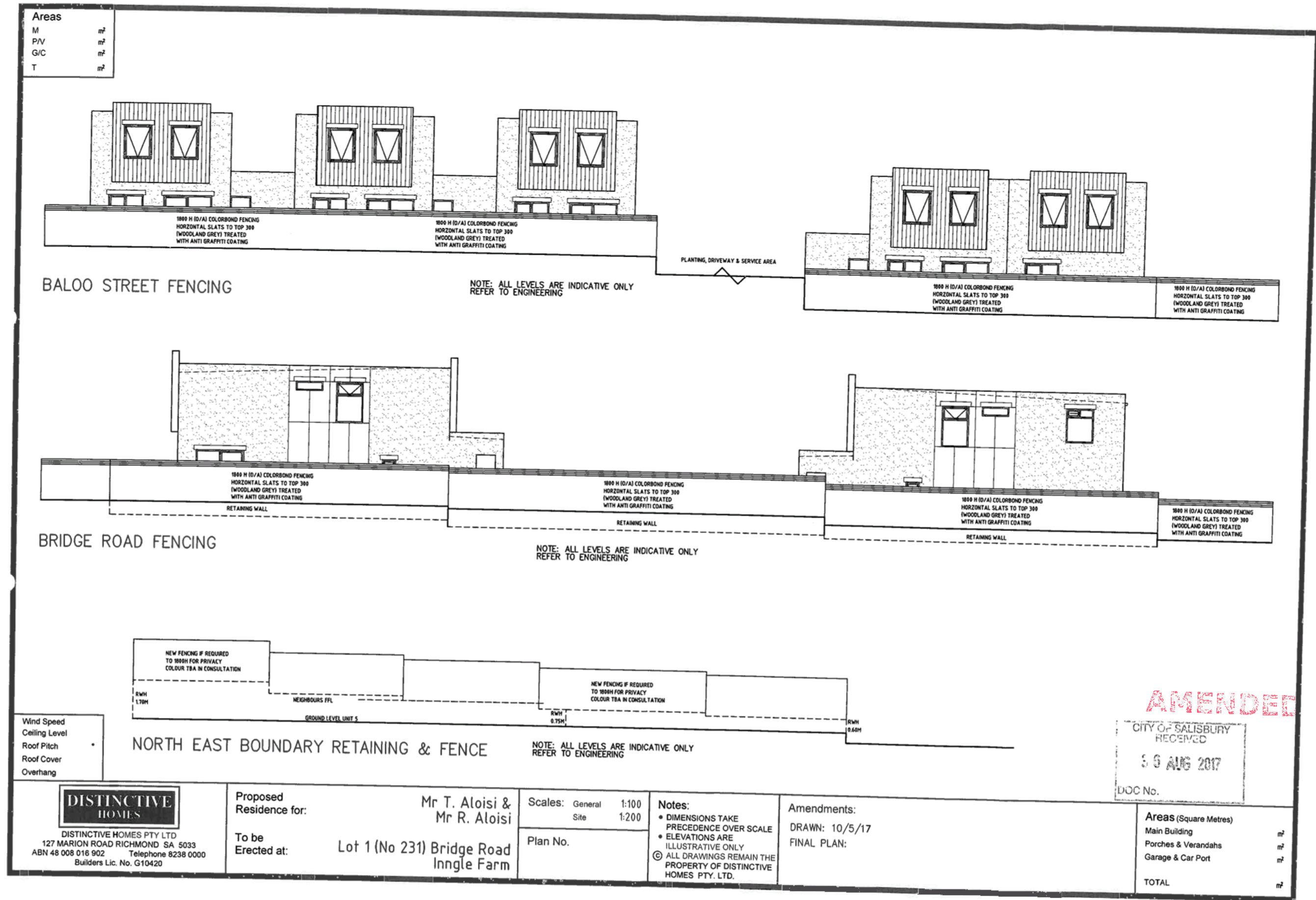
23 JUN 2017

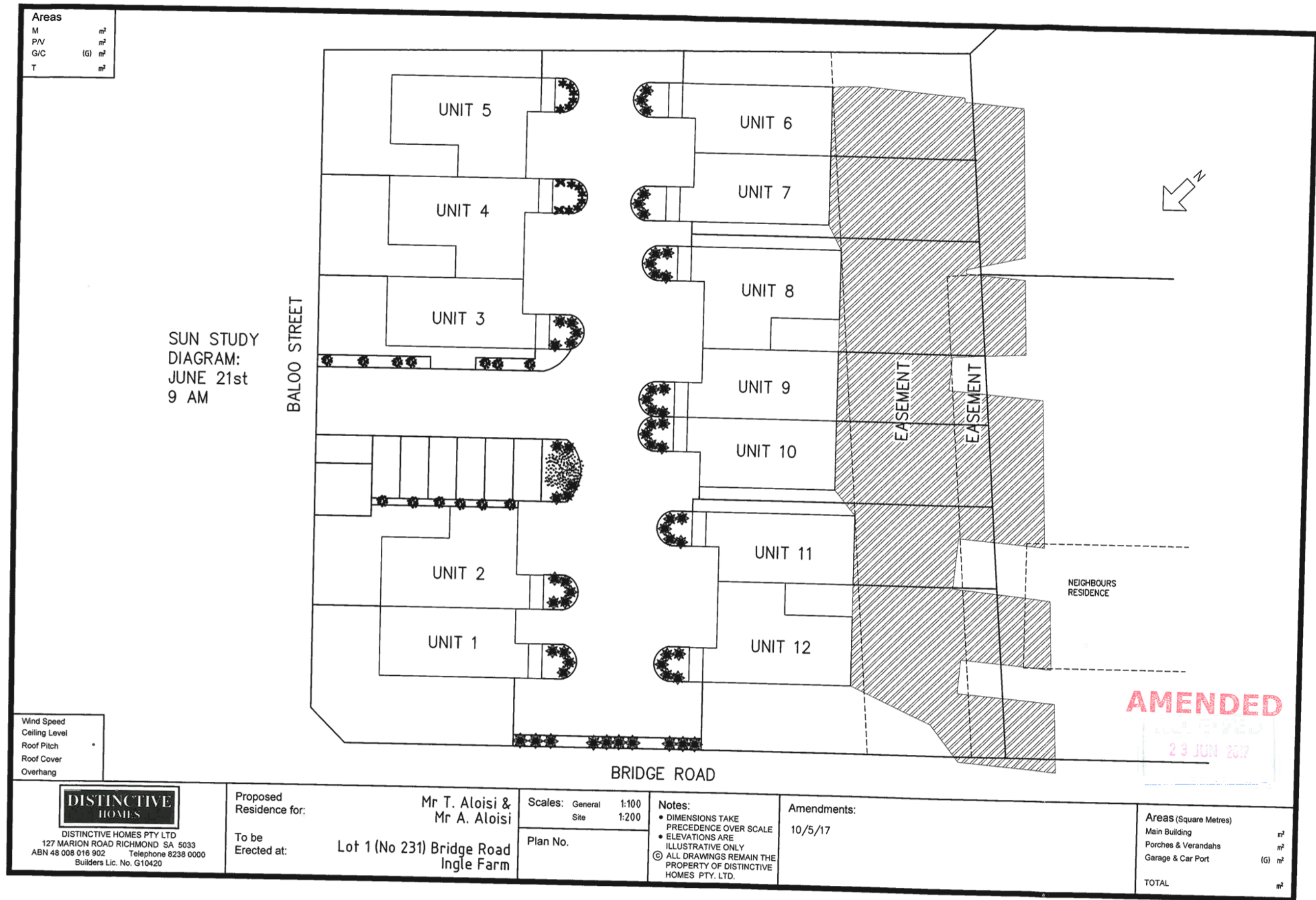
<p>DISTINCTIVE HOMES</p> <p>DISTINCTIVE HOMES PTY LTD 127 MARION ROAD RICHMOND SA 5033 ABN 48 008 016 902 Telephone 8238 0000 Builders Lic. No. G10420</p>	<p>Proposed Residence for: Mr T. Aloisi & Mr R. Aloisi</p> <p>To be Erected at: Lot 1 (No 231) Bridge Road Ingle Farm</p>	<p>Scales: General 1:100 Site 1:200</p> <p>Plan No.</p>	<p>Notes:</p> <ul style="list-style-type: none"> • DIMENSIONS TAKE PRECEDENCE OVER SCALE • ELEVATIONS ARE ILLUSTRATIVE ONLY © ALL DRAWINGS REMAIN THE PROPERTY OF DISTINCTIVE HOMES PTY. LTD. 	<p>Amendments:</p> <p>DRAWN: 10/5/17 FINAL PLAN:</p>	<p>Areas (Square Metres)</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td>Main Building</td> <td style="text-align: right;">m²</td> </tr> <tr> <td>Porches & Verandahs</td> <td style="text-align: right;">m²</td> </tr> <tr> <td>Garage & Car Port</td> <td style="text-align: right;">m²</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">m²</td> </tr> </table>	Main Building	m ²	Porches & Verandahs	m ²	Garage & Car Port	m ²	TOTAL	m²
Main Building	m ²												
Porches & Verandahs	m ²												
Garage & Car Port	m ²												
TOTAL	m²												











Areas

M	
P/V	
G/C	(G)
T	

Wind Speed	
Ceiling Level	
Roof Pitch	
Roof Cover	
Overhang	



DISTINCTIVE HOMES PTY LTD
 127 MARION ROAD RICHMOND SA 5033
 ABN 48 008 016 902 Telephone 8238 0000
 Builders Lic. No. G10420

Proposed Residence for: **Mr T. Aloisi & Mr A. Aloisi**
 To be Erected at: **Lot 1 (No 231) Bridge Road Ingle Farm**

Scales: General 1:100
 Site 1:200

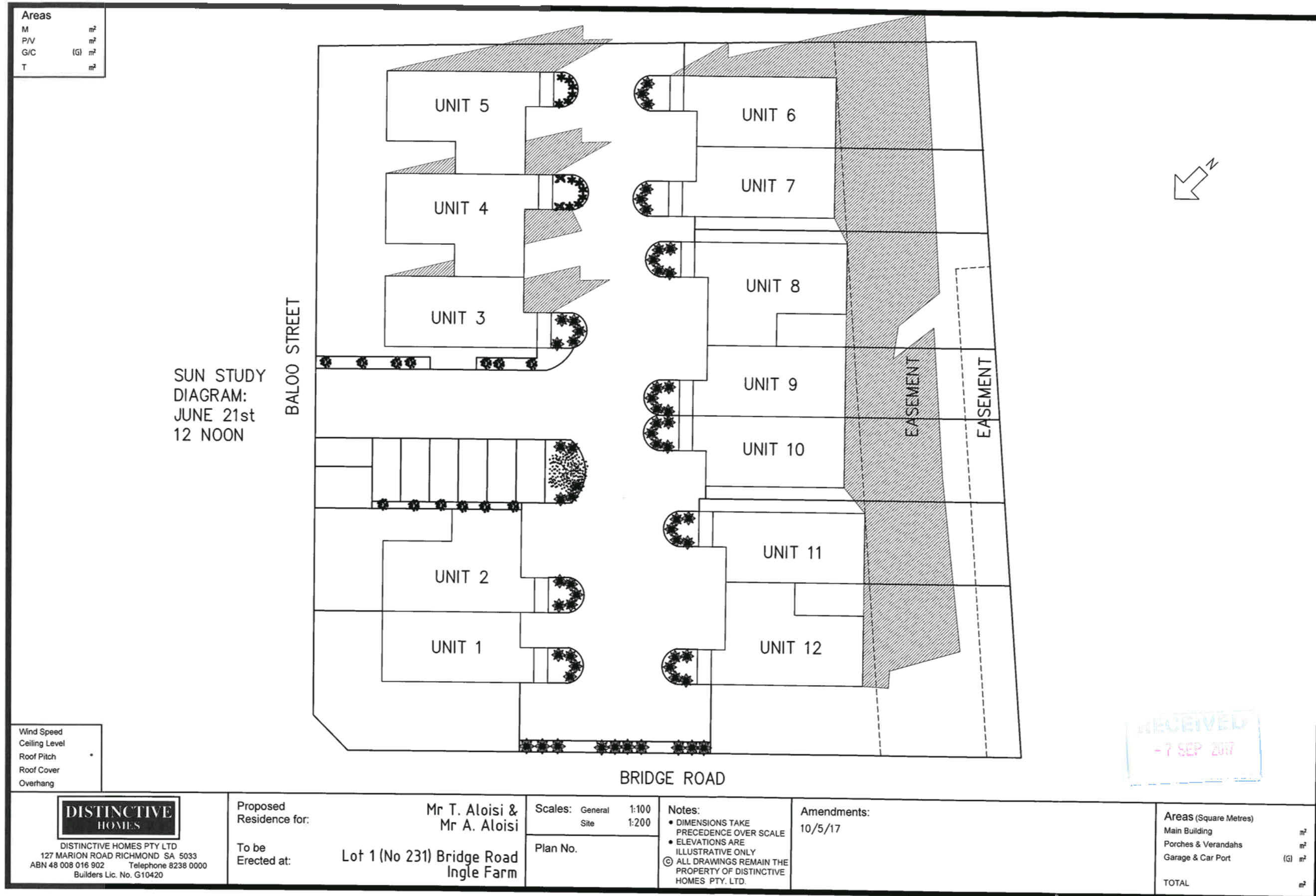
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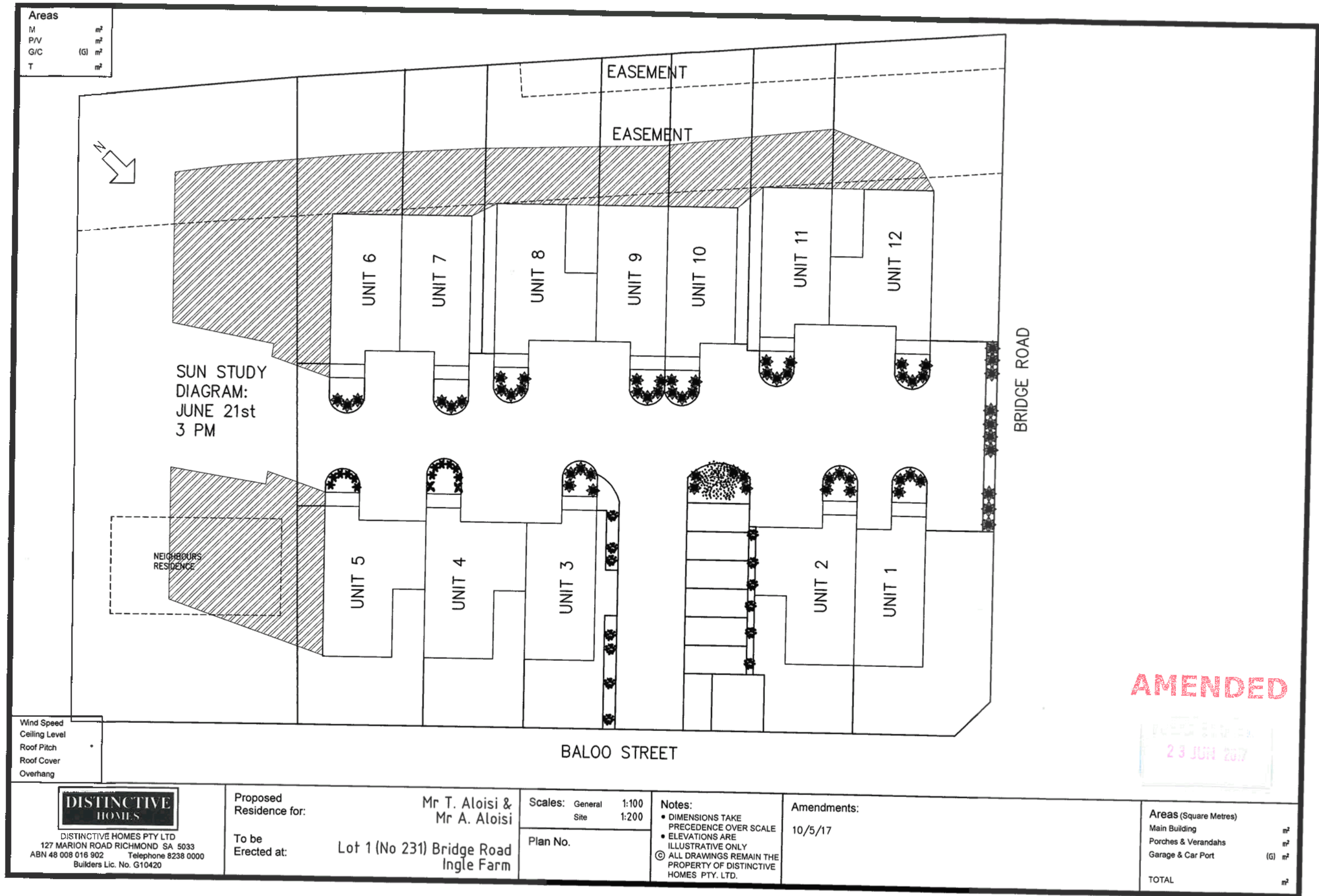
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Amendments:
 10/5/17

AMENDED
 23 JUN 2017

Areas (Square Metres)	
Main Building	m ²
Porches & Verandahs	m ²
Garage & Car Port	(G) m ²
TOTAL	m²





Areas

M	(G)
P/V	■ ■ ■ ■
G/C	■ ■ ■ ■
T	■ ■ ■ ■

Wind Speed	•
Ceiling Level	•
Roof Pitch	•
Roof Cover	•
Overhang	•

DISTINCTIVE HOMES
 DISTINCTIVE HOMES PTY LTD
 127 MARION ROAD RICHMOND SA 5033
 ABN 48 008 016 902 Telephone 8238 0000
 Builders Lic. No. G10420

Proposed Residence for: **Mr T. Aloisi & Mr A. Aloisi**
 To be Erected at: **Lot 1 (No 231) Bridge Road Ingle Farm**

Scales: General 1:100
 Site 1:200
 Plan No.

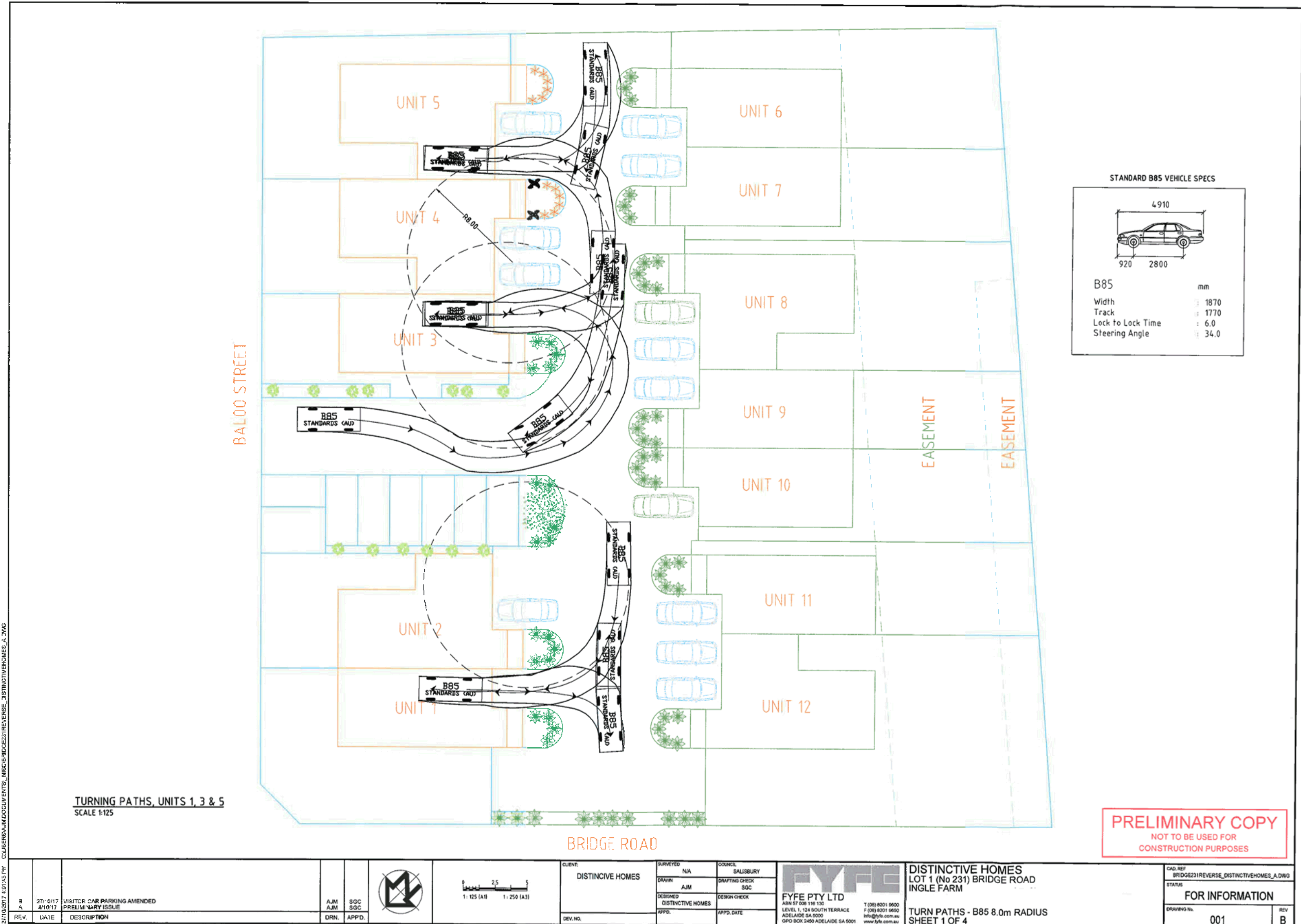
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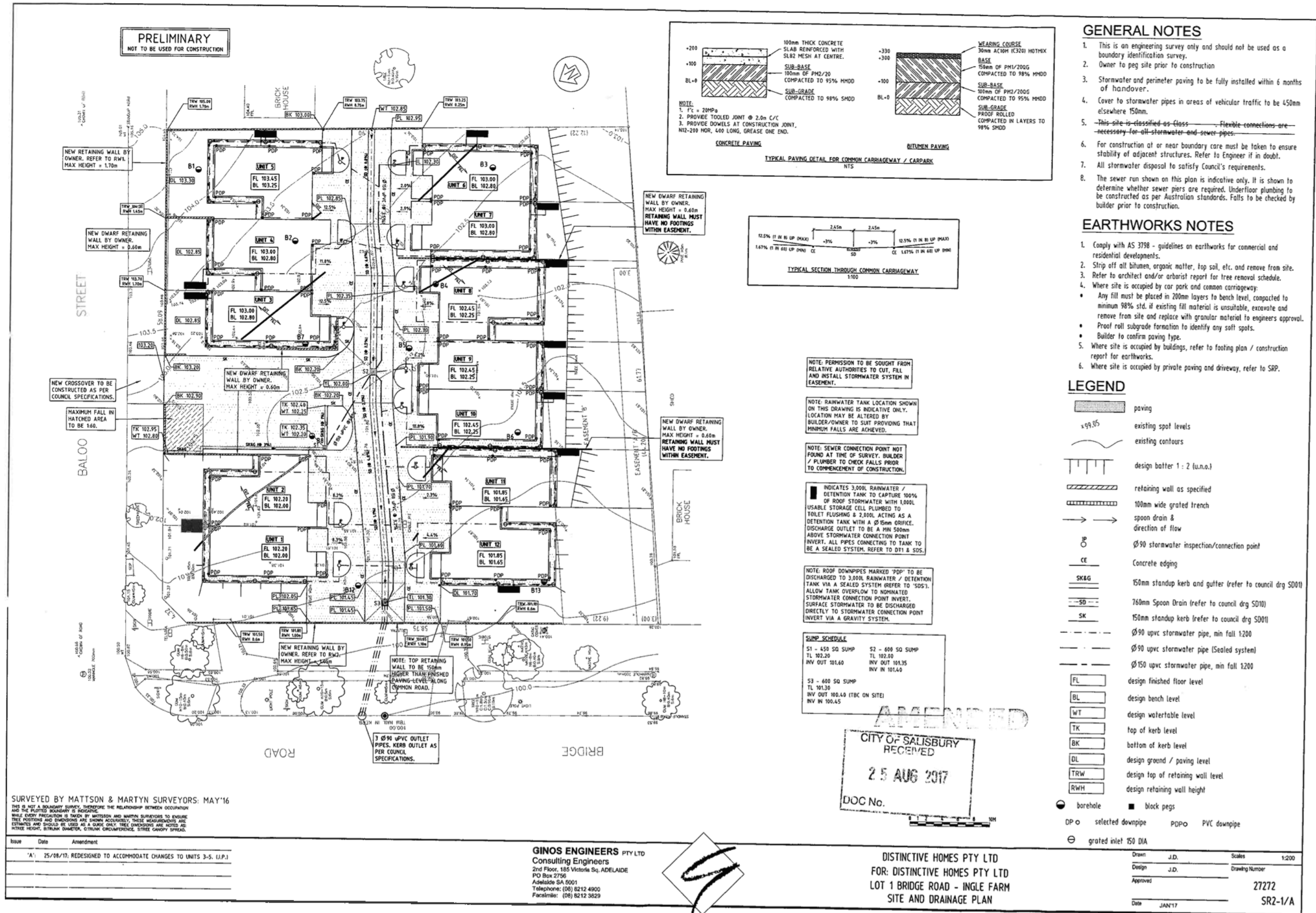
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 10/5/17

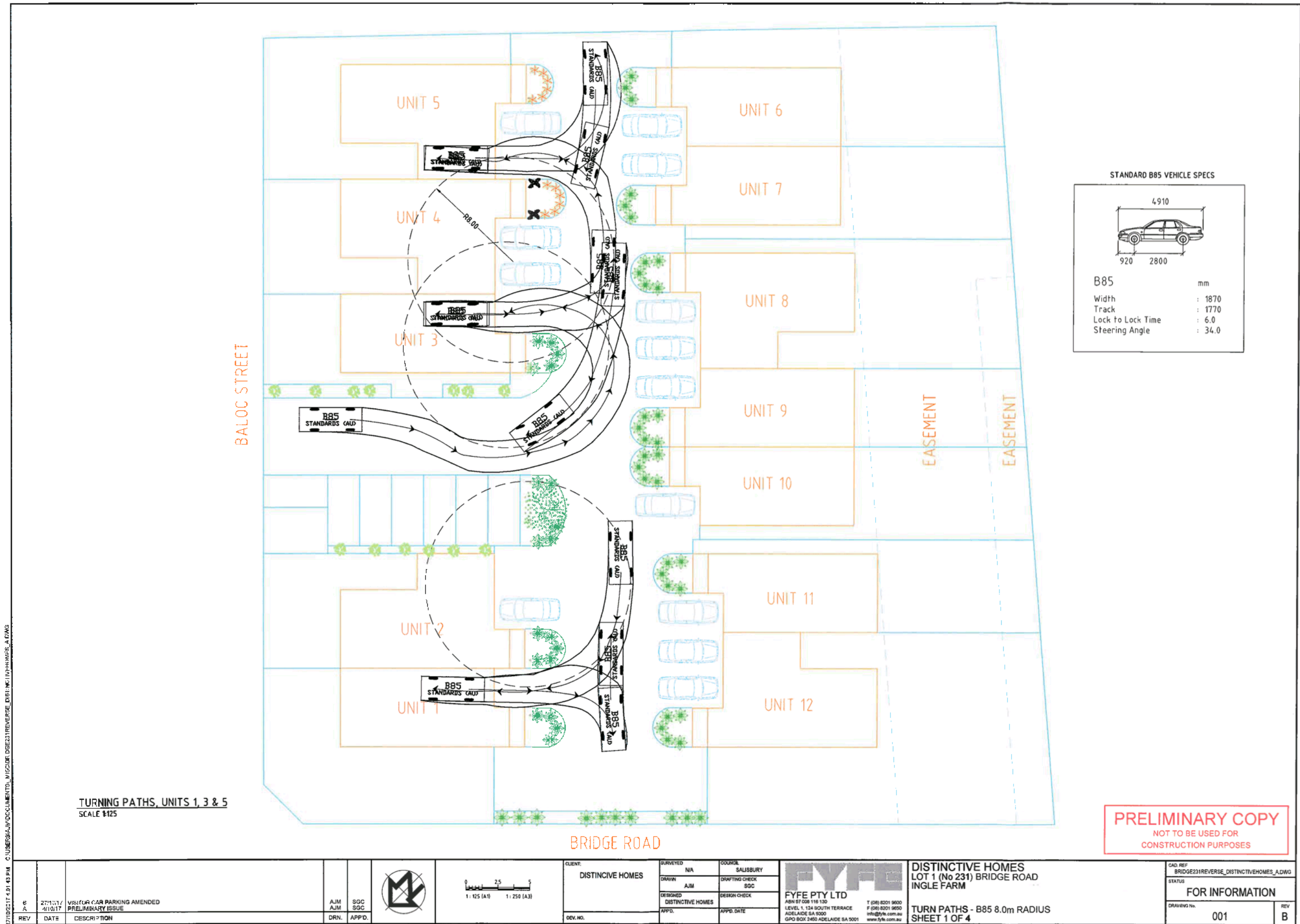
Areas (Square Metres)	
Main Building	m ²
Porches & Verandahs	m ²
Garage & Car Port	(G) m ²
TOTAL	m²

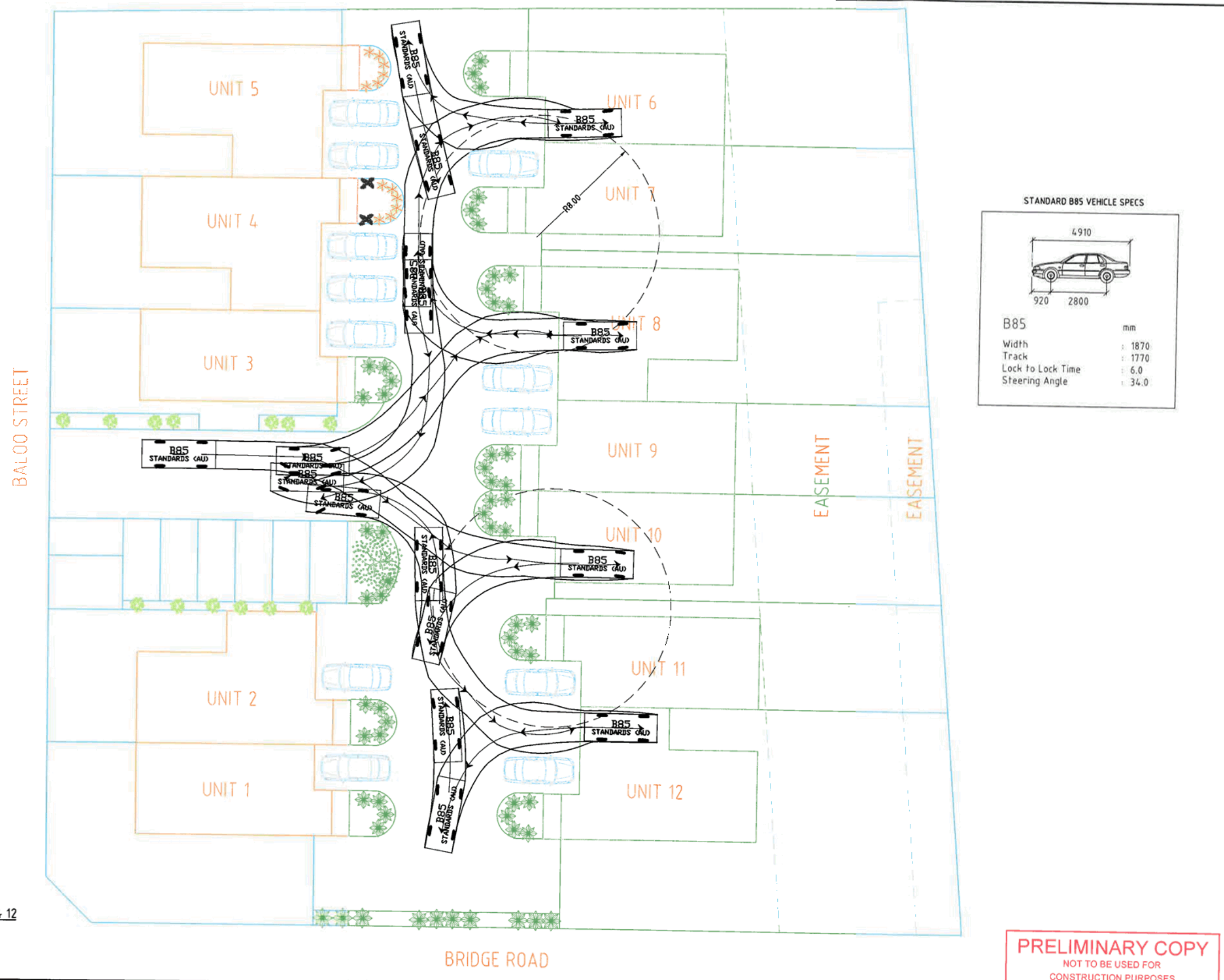
AMENDED

POSTED BY
 23 JUN 2017









STANDARD B85 VEHICLE SPECS

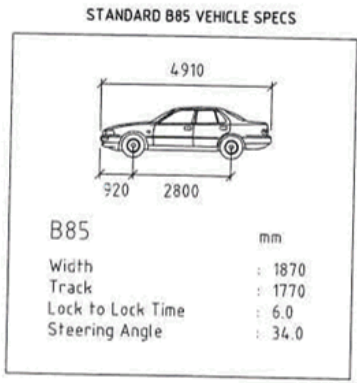
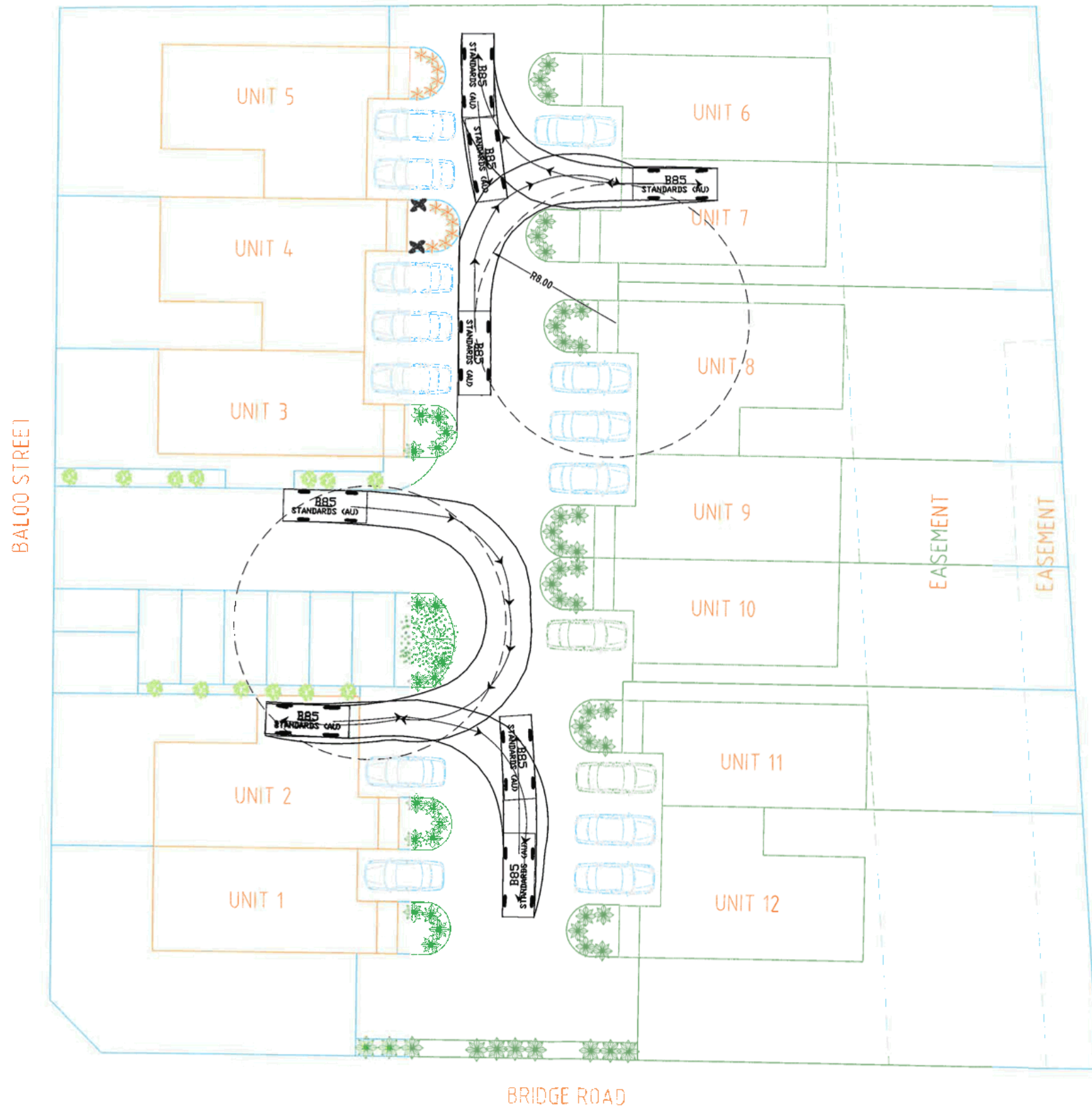
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Steering Angle	: 34.0

TURNING PATHS, UNITS 6, 8, 10 & 12
SCALE 1:125

PRELIMINARY COPY
NOT TO BE USED FOR
CONSTRUCTION PURPOSES

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REV.	DATE	DESCRIPTION	DRN.	APPD.			CLIENT:	SURVEYED:	COUNCIL:		DISTINCTIVE HOMES LOT 1 (No 231) BRIDGE ROAD INGLE FARM	CAD. REF: BRIDGE231REVERSE_DISTINCTIVEHOMES_A.DWG
							DEV. NO.	N/A	SALISBURY			

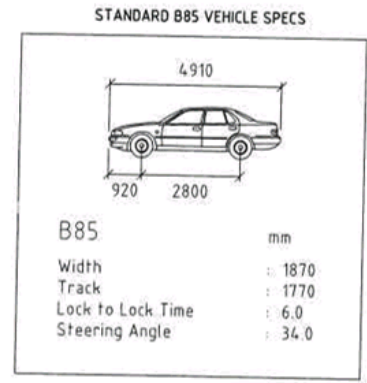
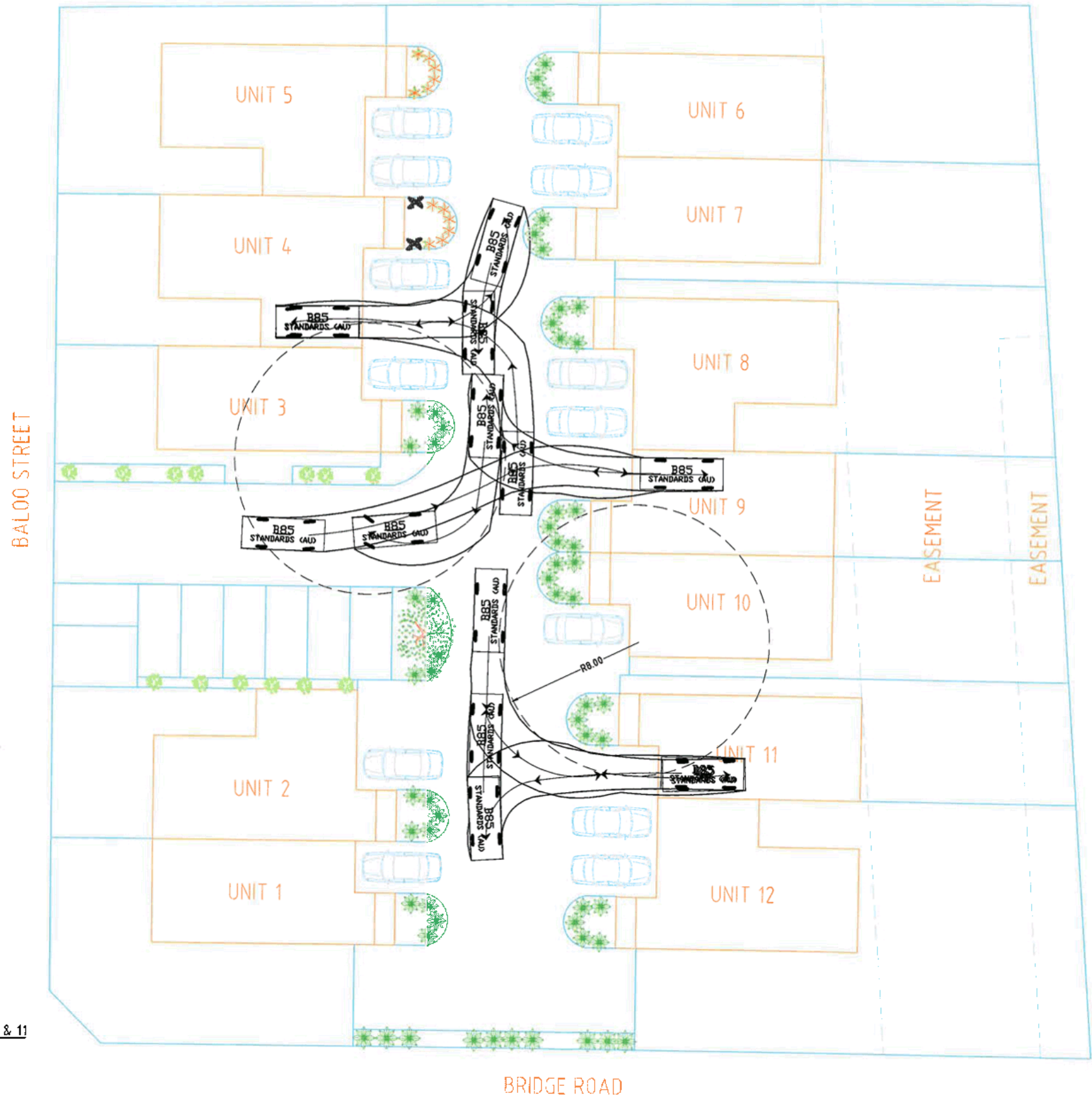


TURNING PATHS, UNITS 2 & 7
SCALE 1:125

PRELIMINARY COPY
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CONSTRUCTION PURPOSES

27/11/2017 4:53:33 PM C:\USER\AJM\DOCUMENTS\MISC\BRIDGE231REVERSE_DISTINCTIVEHOMES_A.DWG

REV.	DATE	DESCRIPTION	DRN.	APPD.			CLIENT: DISTINCTIVE HOMES SURVEYED: N/A DRAWN: AJM DESIGNED: DISTINCTIVE HOMES APPD.:	COUNCIL: SALISBURY DRAFTING CHECK: SGC DESIGN CHECK: APPD. DATE:	FYFE PTY LTD ABN 57 008 116 130 LEVEL 1, 124 SOUTH TERRACE ADELAIDE SA 5000 GPO BOX 2450 ADELAIDE SA 5001 T (08) 8201 9600 F (08) 8201 9650 info@fyfe.com.au www.fyfe.com.au	DISTINCTIVE HOMES LOT 1 (No 231) BRIDGE ROAD INGLE FARM TURN PATHS - B85 8.0m RADIUS SHEET 3 OF 4	CAD. REF: BRIDGE231REVERSE_DISTINCTIVEHOMES_A.DWG STATUS: FOR INFORMATION DRAWING No. 002 REV. 0
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TURNING PATHS, UNITS 4, 9 & 11
SCALE 1:25

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CONSTRUCTION PURPOSES

27/10/2017 4:34:32 PM C:\USERS\AL\MITOC\MENUS\WIC\BRIDGE21\REVERSE_DISTINCTIVEHOMES_A.DWG

REV.	DATE	DESCRIPTION	DRN.	APPD.			CLIENT: DISTINCTIVE HOMES DESIGNED: DISTINCTIVE HOMES CHECKED: AJM DESIGN CHECK: SGC APPROVED: SGC DATE:	SURVEYED: IMA DRAFTER: AJM DESIGNER: SGC APPROVED: SGC DATE:	CONSULTANT: SALISBURY DRAFTING CHECK: SGC DESIGN CHECK: SGC APPROVED: SGC DATE:	FYFE PTY LTD LEVEL 1 124 SOUTH TERRACE ADELAIDE SA 5000 T (81) 821 9200 F (81) 821 9990 www.fyfe.com.au	DISTINCTIVE HOMES LOT 1 (No 231) BRIDGE ROAD INGLE FARM TURN PATHS - B85 8.0m RADIUS SHEET 4 OF 4	CAD. REF: BRIDGE21REVERSE_DISTINCTIVEHOMES_A.DWG STATUS: FOR INFORMATION DRAWING No: 004 REV:
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ATTACHMENT 2

Notice of Category 2 Application, Copies
of Representations and Applicant's
Response

**DEVELOPMENT ACT 1993
CITY OF SALISBURY**

NOTICE OF APPLICATION FOR CATEGORY 2 DEVELOPMENT
Pursuant to Section 38(4) of the Development Act, 1993

An application for development has been lodged with the Council for assessment. The details are as follows:

DEVELOPMENT NO:	361/241/2017/2A
APPLICANT:	Distinctive Homes Pty Ltd PO Box 208 MARLESTON DC SA 5033
NATURE OF THE DEVELOPMENT:	TWELVE (12) TWO STOREY DWELLINGS, COMBINED FENCE & RETAINING WALLS (MAXIMUM HEIGHT 3.5M), AND ASSOCIATED INTERNAL DRIVEWAY, CAR-PARKING & LANDSCAPING
LOCATED AT:	231 Bridge Road , Ingle Farm SA 5098
CERTIFICATE OF TITLE:	CT-6071/769
ZONE:	Residential

The application may be examined at the Office of the Council located at 12 James Street, Salisbury during normal business hours (8.30am – 5pm Monday to Friday) and on Council's web site at www.salisbury.sa.gov.au . Any person or body may make representations in writing, or by email development@salisbury.sa.gov.au, concerning this application and should address their representation to the Chief Executive Officer at PO Box 8, Salisbury or representations@salisbury.sa.gov.au. Representations must be received **no later than Monday 25th September 2017**.

Each person making a submission should indicate whether they wish to appear personally, or be represented by another party, in support of their submission. Please note that should you nominate to be heard in support of your representation, you will be required to attend a Development Assessment Panel meeting held at the Council offices, scheduled on the fourth Tuesday of each month at 6.00pm (unless otherwise advised).

Please note that pursuant to Section 38(8) of the Development Act, a copy of each representation received will be forwarded to the applicant to allow them to respond to all representations received.

This development is classified as a Category 2 development under the Development Act. Please be aware that there is no right of appeal against Council's decision.

Signed: Marie Molinaro, Development Officer

Date: 8 September 2017

THIS IS THE FIRST AND ONLY PUBLICATION OF THIS NOTICE

CATEGORY 2



STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act

To: City of Salisbury
PO Box 8, SALISBURY SA 5108
Email: representations@salisbury.sa.gov.au

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

Development Number:	361/241/2017/2A
Applicant:	Distinctive Homes Pty Ltd
Location:	231 Bridge Road , Ingle Farm SA 5098
Proposed Development:	TWELVE (12) TWO STOREY DWELLINGS, COMBINED FENCE & RETAINING WALLS (MAXIMUM HEIGHT 3.5M), AND ASSOCIATED INTERNAL DRIVEWAY, CAR-PARKING & LANDSCAPING

YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): ANTONIO & GERALDINE DE CONNO.

ADDRESS: 7 CEDAR AVE DERVAN/COURT.

PHONE NO: [REDACTED] EMAIL: [REDACTED]

I am: (please tick one of the following boxes as appropriate)

The owner/occupier of the property located at: 14-17 Weer Rd BORAKA

Other (please state):

YOUR COMMENTS:

I/We: (please tick the most appropriate box below)

Support the proposed development. Refs attached.

Oppose the proposed development.

Whether you support or oppose this proposal you must provide written reasons below to ensure that this is a valid representation.

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PTO

Item 5.1.2 - Attachment 2 - Notice of Category 2 Application, Copies of Representations and Applicant's Response

361/241/2017/2A

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My concerns would be addressed by: *(state changes/actions to the proposal sought)*

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PTO

CATEGORY 2

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard. Please note that if you do not indicate that you wish to be heard, it will be taken that you do not wish to be heard by the Panel.

I/We:

Do not wish to be heard in support of my representation.

Wish to be heard in support of my representation, and I will be:

Appearing personally,

OR

Represented by the following person:

Contact details:

(Please note, matters raised in your written representation will be considered during the assessment and do not need to be repeated at the hearing).

Your written representation must be received by Council no later than 11.59pm on Monday 25th September 2017, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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

Signature: *A. De Bono*.....

Date: 15/09/17

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Monday 25th September 2017**.

Item 5.1.2 - Attachment 2 - Notice of Category 2 Application, Copies of Representations and Applicant's Response

361/241/2017/2A

My Comments to Application 361/241/2017/2A

The property we own is 14-17 Ween Road, which as you know is across the road from the proposed Development.

My concern is that when a residential block is built close to an Industrial Park, which has been there for many years, sooner or later someone is going to complain about something, whether justified or not. It could be for excessive noise or smells or something else. Suddenly you've got a petition of 12 people complaining and a huge problem.

It is the duty of Councils when considering this type of proposal that all concerned property owners, developers, occupiers and / or tenants are made absolutely aware of the surroundings and the implications of living adjacent to an industrial area

Many in Ween Road are quietly concerned about this aspect.

(The writer is well aware of the ramifications. In a similar situation a shift worker complained of excessive noise because he could not sleep during the day!! 9 Months and thousands of dollars later, the tenant loses his business plus 5 people lost their jobs. A similar business is in the same building and is still-active today "the objection was out of order and the council fell for it")

If people elect to live adjacent to an industrial park, which generate noise, smells, heavy traffic, large vehicles etc well then they accept that situation and not to blame the businesses that are doing it tough, employing people and trying to run a business.

Don't get me wrong, everyone must do the right thing and operate within the law, but there are elements of society that are there just to disrupt for the sake of it.

We believe councils have a huge responsibility to spell out the ramifications to potential occupiers when they elect to live adjacent to non residential areas.

I await your acknowledgement

A & GS De Conno



STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act

To: City of Salisbury
PO Box 8, SALISBURY SA 5108
Email: representations@salisbury.sa.gov.au

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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): TAMARA DIGNUM

ADDRESS: 2 BURRI STREET, INGLE FARM

PHONE NO: [REDACTED] EMAIL: [REDACTED]

I am: (please tick one of the following boxes as appropriate)

The owner/occupier of the property located at: 2 BURRI ST, INGLE FARM

Other (please state):

YOUR COMMENTS:

I/We: (please tick the most appropriate box below)

Support the proposed development. * WITH CONDITIONS *

Oppose the proposed development.

Whether you support or oppose this proposal you must provide written reasons below to ensure that this is a valid representation.

I would like to approve, with conditions. If these conditions aren't considered, I would appose without an outcome.

Conditions are as follows:

PTO

361/241/2017/2A

Units 1, 2, 3, 4 & 5 have a privacy panel/
framing on the first floor bedrooms facing
Baloo Street. I'm concerned that the privacy
of my backyard will be removed being on
higher ground & higher level.

Apologies if these are already noted on the
plans, however it is unclear.

If a solution can't be fixed, this
will change my support of the development.

My concerns would be addressed by: *(state changes/actions to the proposal sought)*

As above - suggestions of framing glass on
bottom 3/4 glass, clear top quarter.

* other concerns are the lack of visitor
parking or home owner parking for 12 four
bedroom homes, this street is very busy at
times & often street is full of cars when
church up the road on (Baloo St.) has service
it is already dangerous with cars blocking street.
This is only for noting

PTO

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I/We:

Do not wish to be heard in support of my representation.

Wish to be heard in support of my representation, and I will be:

Appearing personally,

OR

Represented by the following person:

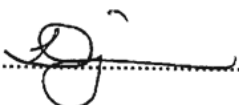
Contact details:

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Signature: 

Date: 28 / 9 / 17

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Monday 25th September 2017.**



STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act

To: City of Salisbury
PO Box 8, SALISBURY SA 5108
Email: representations@salisbury.sa.gov.au

Valid

25 SEP 2017

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

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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): I. PIATANESI

ADDRESS: 4- WREN ROAD PARRAKA

PHONE NO: [REDACTED] EMAIL:

I am: (please tick one of the following boxes as appropriate)

- The owner/occupier of the property located at: 4 Wren Road, Parraka S
- Other (please state):

YOUR COMMENTS:

I/We: (please tick the most appropriate box below)

- Support the proposed development.
- Oppose the proposed development.

Whether you support or oppose this proposal you must provide written reasons below to ensure that this is a valid representation.

Better presentation on Bridge Road
stimulate more business in
area.

PTO

Item 5.1.2 - Attachment 2 - Notice of Category 2 Application, Copies of Representations and Applicant's Response

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Wish to be heard in support of my representation, and I will be:

Appearing personally,

OR

Represented by the following person:

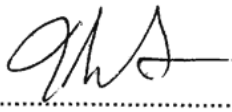
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Signature: 

Date: 19 / 9 / 17

Please complete this checklist to ensure your representation is valid:

Name and address of person (or persons).

If more than one person, details of person making the representation.

Detail of reasons for making the representation.

Indication whether or not the person (or persons) wishes to be heard.

Submitted no later than 11.59pm on **Monday 25th September 2017.**



19 September 2017

City of Salisbury
12 James Street
SALISBURY SA 5108

Attention: Marie Molinaro

Dear Marie,

Re: Representation– DA 361/241/2017/2A
Proposed Dwellings
231 Bridge Road, Ingle Farm.

We have been instructed by Pooraka Bottle and Can Recycling Pty Ltd ('our client') to review the above-mentioned development application and to provide advice as to the planning considerations relevant to the proposal. We have subsequently been instructed by our client to prepare this representation in respect of the proposal. Please note, our clients key concern is in relation to the interface between the Industry and Residential Zones, therefore we make no objection to the residential land use being proposed.

Our client is located adjacent the subject land on the opposite side of Bridge Road and has operated under the name Pooraka Bottle and Can Recycling Pty Ltd for thirty years. Our client operates a waste transfer station which collects recyclable materials from both members of the public and commercial clients. Our client's site is located in the Industry Zone, which is an appropriate zone to accommodate the type of land use our client undertakes. Our client's facility is licenced by the Environment Protection Authority (EPA). Whilst our client seeks to comply at all times with their statutory obligations, their operations can cause adverse amenity impacts, particularly acoustic impacts through the handling of glass beverage containers. It is imperative to our client that the long-standing and harmonious interface between the abutting zones is not compromised. We implore Council to seriously consider noise attenuation controls in their assessment of the proposed development.

In summary, we have determined that the proposal does satisfy various relevant provisions of the Development Plan to the extent that the proposal may ultimately warrant favourable consideration. However, our client does have some concerns in regards to noise attenuation and the interface between sensitive land uses.

33 Carrington Street
Adelaide, 5000
P (08) 8193 5600
masterplan.com.au

Offices in SA | NT | QLD
ISO 9001:2015 Certified
ABN 30 007 755 277
plan@masterplan.com.au



50607LET01



The subject land, whilst zoned Residential, abuts the Industry Zone. We have assessed the proposals merits against the relevant provisions of the Residential Zone, and the General Section of the Development Plan (consolidated 15 December 2016).

The Residential Zone Desired Character states:

Development in areas which adjoin industrial land uses and areas affected by aircraft noise as identified in Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure should be designed, sited and constructed to minimise the effects of noise.

The objectives of the General Section for interface between land uses states the following:

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

The Development Plan requires residential development adjoining industrial land to be designed, sited and constructed to minimise the adverse effects of noise (amongst other potential externalities). In order to maintain a harmonious interface between residential and industrial land, we seek that the proposed dwellings are scrutinised appropriately in respect of the acoustic attenuation measures that they incorporate. In addition to our client's facility, and other industrial uses adjacent our clients site, the heavy traffic on Bridge Road will be a significant source of noise. We seek that ensure, during the planning assessment noise attenuation controls are addressed in order to reduce the potential of conflict between new residents and industrial land uses on the western side of Bridge Road, including the recycling facility operated by our client.

We request that Council address noise attenuation with reference to the 'Minsters Specification – SA 78B – Construction requirements for the control of external sound'. We would request that appropriate design measures are employed in both the western facades of the proposed dwellings and the fencing along the Bridge Road boundary of the property.

Our client does not object to the proposed land use. Our client simply wishes to ensure that noise attenuation is appropriately addressed in the assessment of the proposal in order to proactively mitigate potential conflict between sensitive land uses. Given the sensitivities between each zone, we contend that interface concerns are of critical importance in the assessment of the proposed residential development.



Our client has requested that we appear at the Council Assessment Panel at which the application is considered. Please advise of the timing and location of this meeting.

Should you have any queries, please do not hesitate to contact us.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Daniel McKenna', written over a circular stamp or mark.

Daniel McKenna
MasterPlan SA Pty Ltd

50607LET01

3

BY EMAIL: representations@salisbury.sa.gov.au

9 Baloo Street
INGLE FARM SA 5098

25 September 2017

Marie Molinaro
Development Services
City of Salisbury
PO Box 8
SALISBURY SA 5108

Re: Development Application No: 361/241/2017/2A
Twelve (12) Two Storey Dwellings
231 Bridge Road Ingle Farm SA5098

Development on the corner of Bridge Road and Baloo Street

Problems with the development Application 361/241/2017/2A.

3 bedroom unit, with two garages, units 2, 4, 5, 8 12.

Total of 5 units of the 12 been built.

As there is a lack of storage in the unit complex 1 garage will most likely be used for storage as a result there will only be 1 driveway garage available and yet there will be on average a minimum of 2 cars per unit. As 2 people per household work this will result in visitors car park being used for the residents living there and not visitors.

3 bedroom unit, with one garage, units 1, 3,6,7,9,10 &11

Total of 7 units of the 12 been built.

As most or all households have 2 cars there will be no visitor's car park available.

For convenience the householder's will leave their car in front of the garage and not in the garage during the day and only placed in the garage at night.

If any of the units are rented there is a potential of a minimum of two cars but possibly three (three bedroom dwelling) resulting in a lack of parking in the units especially the ones with one garage.

Lack of parking area within the complex will result in cars being parked on the street they will be either people living in the units or friends to come by.

People find it more convenient to park on Baloo Street then to drive into the complex to find if there is an available car park. Also the 6 spaces for visitors to park in is so tight and hard to get in and out of , especially for 4Wdirves, visitors will most likely park on the street. With respect to the residents which will have an average of 2 cars per dwelling ,in most dwellings one car is parked behind the other in the driveway. Many times when only the car in the garage is required the car behind will be taken out and left on the street all day. This will result in more cars being parked along Baloo Street and creating congestion.

Parking in complex

The idea that visitors in the complex park behind the garages is a very silly concept and beggars belief that it is even considered to be visitors' parking area. This area will mostly if not always be used by the occupants either for convenience during the day to leave the car park there or they will leave their cars there permanently as it's easier then to choose the garage

Baloo Street already has an abnormally high number of cars speeding along its road because trying to avoid the lights at the intersection on Bridge Road & Montague road. This can be shown by the fact police set up speed cameras on this street. But that's not preventing people from speeding still. The complex will house the total of $12 \times 3 = 36$ people. Some of the occupants will have children at the age of 16 or above and will also own a car, so there will be three cars to some households not 1 not 2. The complex will result in more congestion at the intersection of Bridge Road and Baloo Street because all the traffic from the unit complex comes out onto Baloo Street increasing congestion and traffic hazards safety issue. Cars entering Baloo Street from bridge Road will stop on Baloo street to do our right-hand turn into the complex. This will restrict cars moving along the street if not stop them altogether as a result of cars being parked onto the street they can't get around. Conclusion congestion. Cars coming out of the complex will add to traffic issues on baloo Street and bridge Road.

If cars are parked on both sides of Baloo Street and a car on Baloo Street wants to do a right turn into the complex. The result of three stationary cars will interfere with the flow of traffic on the road and also block the road entirely.

Noise

the two story units will increase noise levels on top of the fact that there are 12 units in that complex. This will result in a noisy area for the residents of Baloo street.

Noise level late at night from visitors leaving the unit complex will create a lot of noise as they always do as people always do make it a noisy area.

Baloo Street is not a main road like bridge Road or Prospect Road this street is actually quiet in the evenings and should be kept that way this development will change that and make it a noisy area.

Privacy issues from two story units for people living on Baloo street.

Parking on Baloo Street.

There will be a requirement for no parking on the lower section of Baloo Street due to the extra congestion at the intersection of Baloo Street and bridge Road. Also there will be a need for requirements for parking permits for residents living on Baloo Street and neighbouring streets so the current occupants can park their cars in front of their homes.

There will also be due to the hazards brought into this area and a lack of support which has gone on for years by the Salisbury Council will require a to be bike lane to be placed on both sides of Baloo Street the safety.

From the Salisbury Council development plan

Roads and access

section 15

issue here is within the complex the garages are set back from the front of the units. This results in poor visibility in moving vehicles. This is fails part A & F in providing a safe and convenient movement of vehicles.

Within the complex there is no provision for pedestrians separating vehicles from pedestrians. This makes a very unsafe environment for pedestrians within the complex. This fails part B.

The visitors car park at the entrance to the complex has no provisions for pedestrians or disable people to enter and leave safely. This fails part A and B.

There is also a problem caused by the fact there is only one road for entry and exit from the complex. If there is a requirement for emergency vehicles they will potentially block the exit

from the development. This makes it unsafe environment for a emergency services and also as a result unsafe for people living within the complex. This fails part G.

The layout of the complex with visitors parking behind the garages and into reverse has the potential to create unsafe environment on the unit opposite. This fails part F.

The visitors car park on the main entry and exit to the complex, due to the arrangement of the parking spots it will require several attempts to reverse you will not be able to reverse and go forward out of the complex in a single motion. This fails part C.

The number of vehicles within the complex and the narrow area within does not make this a convenient movement of vehicles within the complex but traffic jams. This fails part A.

Due to the fact that there is only one entry and exit to this complex if there is an accident or fire on this main road all vehicles within the complex including the people will be trapped. This makes it an unsafe environment and fails part A to F.

The movement of vehicles at the thoroughfare in and out of complex does not provide a safe area for residents to check their letterbox.

Due to the fence along Baloo Street as cars are leaving the complex through thoroughfare the fence inhibits the driver's from seeing any pedestrians walking along Baloo street. Cars leaving the complex will need to move their car out in front of pedestrians resulting in making it a very unsafe exit for pedestrians and cyclists moving along Council strip. As a result this fails part F.

4 design of land division should incorporate

The development being 12 X 2 story units does not fit within the environment of Baloo Street. In the 2 story units, 6 through to 12, the upstairs windows overlook into neighbouring backyards. This takes away the privacy from neighbours. Fails part A.

Within the complex there is no provision for a designated pedestrian area to allow for the safe movement of pedestrians, cyclists and cars. This makes it a very unsafe environment for these groups to move within the thoroughfare of the complex. This fails part C.

8 residential allotments in the form of battleaxe configuration. Issues.

Due to the number of vehicles which will be using the complex there will be many times cars leaving and entering the complex. Because there are a large number of blind-spots there will be a high potential for accidents. This fails part A.

As there is only one thoroughfare in and out of the complex this will lead to a large increase in traffic and adverse effects on Baloo Street especially as the complex is near a congested and busy intersection of Baloo Street and bridge Road. This fails part C.

Due to the grade of Baloo Street, on rubbish days rubbish collection days there will be 24 bins on Baloo Street. Which will create an impairment in the vision for cars leaving to the complex. As a result of cars will need to move out almost onto the street before being at see whether cars are coming down this will affect the street traffic. This fails part C.

Due to the layout of the complex cars will be more likely to park on Baloo Street rather than inside the complex five parking.

As for all practicable reasons there will be allot of on-street parking as a result the cars parked on the complex side of Baloo street will restrict the visibility for people leaving the complex. Cars will need to risk putting their car further out onto the street to be able to see infringing on the traffic on Baloo Street. If cars are parked on Baloo Street on the opposite side of the thoroughfare together with cars doing a right hand turn into the complex from Baloo street all traffic coming up Baloo Street from bridge road will be stopped.

Currently very rarely see a car parked on Baloo street near the intersection. If cars are parked on both sides of the road Baloo Street due to the number of residents living in the complex there will be cars parked on both sides of the road whether they are residents or just simply friends visiting. This will results in the fact that cars coming up or down Baloo Street will need to go into the middle-of-the-road to get by the cars making it very unsafe especially near a congested intersection of Baloo st and bridge Road.

The 6 visitor car park provided on the main thoroughfare doesn't allow for the safe and efficient movement of vehicles because of the tight turning circle, especially for 4wd vehicles, it will require several turns for a car to get out and while this takes place entry into the facility will be blocked. These parking areas are not safe. This fails part 9.

At each unit the visitors car park which is directly behind the garage you will find will be used by the occupants of the premises. Seven units only have 1 garage most households have a minimum of 2 cars if they have teenagers they will have 3. The arrangement of placing visitors parking directly behind the garages is a very inconvenient way of designing a complex. If 1 resident needs to move their cars then the visitors have to move the car also. If

the attention is to provide a designated visitor car park then it must be the sole purpose of visitors without infringing on the movement of vehicles or pedestrians within the complex. Neither the visitor car parks on the thoroughfare all visitor car parks and each unit do not provides this. The overall design of this complex is poor.

17 the layout of the land division should result in roads

designated and constructed to ensure. The following

Due to the fence along Baloo street. The fence will inhibit the vision of motorists leaving the complex this will result in cars needing to move out onto the Council strip to see along Baloo street this will be this has the potential of fatally are pedestrian or cyclist moving along the Council strip this fails part B.

Due to the speed of cars coming down Baloo Street cars entering the complex doing a right-hand turn will need to move quite quickly. The blindspot as a result of the fence line as mentioned before for cars leaving the complex. Compromises cyclists and pedestrians walking down Baloo Street, on the complex side.

18 The design of the land division should provide space sufficient for on street visitor car parking for the number and size allotments taking account of

even though 6 visitor car parks have been provided for the 12 units these car parks are located on the main thoroughfare into the complex. Due to the space available it will require vehicles to take more than one turn. To drive out for especially large medium-size 4wd. When there are a number visitor vehicles this will create a restriction invisibility the driver until they are out on to the thoroughfare this is a hazard and also very unsafe. This could also lead to pedestrians/cyclists being hit. And also lead to accidents on the main thoroughfare leading into the complex. Again blocking off complex in cars moving making it unsafe.

Visitors car park on the main thoroughfare also have a blindspot from both the letterbox and fenceline again the cars will need to be out in the thoroughfare to see clearly this creates a hazard and unsafe environment at the thoroughfare into the complex.

Visual privacy

There is a real problem of privacy within the complex. Development has not minimised the direct overlooking into all habitable rooms and private open spaces. For example the upstairs main bedroom windows from all the units look into each main opposing bedroom and thus design fails to provide privacy for the residents within the complex in the bedroom. This design fails part A and B.

The upstairs units can look into the backyards of adjacent units within the complex. For example unit 6 can look into the backyard of units 7 and also into the backyard of existing premises number 7 Baloo Street. Also from the upper level of the units from 6 through 12 can look into the backyards of existing homes along bridge Road.

All the units from top floor can look into each other's private backyard. All this fails parts A, B the & C.

The units of 1, 2, 3,4 & 5 looking out to Baloo Street can also look into the backyard of neighbouring properties and inside the back of the house through a large window.

on Burri street.

Units 6,7 & 8 can look into the backyards of premises of 6 & 8 on Mark Crescent Ingle Farm.

Noise generating activities

Due to the number of units within the complex noise levels will be increased. Increase noise will come from

1. the number of people with the complex.
2. Vehicles moving around the complex.
3. Visitors leaving the complex at night especially if a car parked in front of existing neighbours.
4. Because dwellings are two stories the noise level from the complex will affect both existing neighbours and residents within the complex itself. Measures should be taken to minimise this to reduce adverse effects between neighbours.

The noise level coming from 12 units with 3 bedrooms each plus friends has the potential of having a huge impact both on the residents within the complex and existing neighbours through noise. Measures should be taken to reduce the noise level. Baloo Street currently is quiet area at night and should be kept that way.

From her Salisbury Council development plan under the noise generation to adjacent land a property should have less than 65dB(Lin) at 63Hz and 70dB. To achieve this with 12 two story dwellings major soundproofing and other measures need to be taken before construction. Records of noise levels need to be provided to the public and to the Council and to be carried out by an independent assessor.

With 12 units in this development with the potential of 24 dogs on the premises this will lead to the following;
increased noise level above the recommended Salisbury Council development plan.
There will be neighbourhood disputes due to excessive noise from dog owners within the complex and outside with existing neighbours.
Like to see how the Salisbury council is going to regulate the number of dogs in this complex such that the noise level is kept within 63 -70 dB as is the requirements under the Salisbury council development plan.

Safety and hazards within the complex

Because there is only one entrance this could cause a fire hazard as people can become trapped and they can't get their cars and belongings out and one entrance/exit could prove even more of a hazard if fire is near the entrance to the complex. In fact many things could happen at this one entrance/exit e.g. car/pedestrian accident or breakdown and as a result people become trapped in complex.

Within the complex the area available for brigades is restricted and can lead to unsafe work practices.

Brigades can't turn around within complex and have to reverse out.

Not enough room within the complex for all brigades and ambulances that could be needed
Brigades and ambulances will block laneway and hence block people in the complex

Turn around area for large 4wd will be a problem especially with children around.

Design and Layout

Sec 4 part c. safe and convenient access from each allotment to an existing or proposed road or thoroughfare. As the design within the complex does not accommodate a designated pedestrian for cycling within the complex and out onto the Road, away from moving vehicles. Including the visitor parking area in the thoroughfare. Residents within the complex need to be able to check the letterbox move the rubbish bins in and out of the complex and walk freely within the complex and out of the complex safely without harm of being hit by motorists. As there are so many blindspots and vision impaired areas resulting from the garages being set back from the front of the properties.

Due to the number of vehicles within the complex this will result in congestion within the complex itself result in congestion from movement of vehicles and have people wandering around to. This is an unsafe design pedestrians and cycles

15 Vehicle access and driveways to properties and public roads created by land division should be designed and constructed to:

- (a) facilitate safe and effective operational use for fire-fighting and other emergency vehicles and residents
- (b) provide for two-way vehicular access between areas of fire risk and the nearest public road.

As there is only one thoroughfare into the complex the Fire Brigade need to attend the complex they may need to park their vehicle within the thoroughfare to fight the fire blocking both residents and vehicles within the complex from escaping. This is both unsafe and absolute hazard to the residents within the complex. If two Fire Brigade's are required there is a potential that reversing the vehicles within the complex to drive out forward could be possible as result they will need reverse . Unsafe for the surrounding people in the area. Ambulances if they need to attend complex may have difficulty due to congestion of vehicles in being able to do the job properly.

If there is a requirement for both Fire Brigade and ambulances at the site which is not unusual as fire generally comes with life and injuries there will be a lot of congestion within the complex making the work for both the paramedics and the Fire Brigade very difficult. If the ambulance needs to park on the road instead of being able to enter the premises this could result in critical life-support and time a risk of life within the complex. As there is only one thoroughfare into the complex if this is not available to be used to the hazards being in that area then this might add to loss of life. The design of this complex this policy. The type arrangement congestion vehicles the complex removal of broken down vehicles large will lead to blocking sections of the complex while this is being carried out. Not safe. The Fire Brigade entry the complex will need to reverse within the complex to drive out the complex forward. With a fire and with such a hazard and end with people who are traumatised reversing a fire brigade within the complex is our lethal cocktail, and could lead to loss of life. Not safe

Residents in complex wanting to use a trailer or removalist trailer to transport items to the unit. Issue a return car the trailer on the back within the complex?

If residents are meant to park their car and trailer on Baloo Street and unload the trailer from the street then walk into the complex with the items. Where is the safety to avoid residents being hit by cars in carrying out this?

27 Where a minimum of 3 hours sunlight access on 21 June to habitable rooms and open space of dwellings in adjoining zones can be maintained, the following incentives apply to development:

two story units with upstairs windows which are currently looked directly into the neighbouring units bedrooms of each other's if the windows are to be rectified in some way sunlight still needs to be able to enter the three hours a day this needs to be addressed.

Cycling and Walking

14 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public and community transport stops and activity centres

Within the complex there is no provision for a designated safe pedestrian and cycling area and out of the complex safely onto the road. This design fails this policy

Zone C

All Structures Exceeding 15 metres above existing ground level SAL/48 map –okay

Waste management

Under the North Adelaide waste management authority

NAWMA. The placed on the street must meet the following;

bins shall be a minimum of 30 cm between each been.

As there are 12 units each week there will be two bins per household total of 24 bins this equates to a overall distance bins lined enter and spacings of 20.1 m. The length of the land development on Baloo Street is approximately 60 m minus the entrance.

Issue is 20 m of bins will create a serious impairment to the vision of motorists leaving the complex. As Baloo Street is on an grade, which already hasn't an impairment due to the grade the bin make it even worse. On top of that there will be cars parked on Baloo Street which will prevent people from putting the bins in that sort of line creating even greater impairment to drivers leaving the complex.

If alternatively the intention is for the bins to be collected from within the complex then that will require the garbage truck to enter the premises. The due to the layout of the development the garbage truck will need to reverse within the complex before it is able to drive out forward onto Baloo street. While inside the complex due to the congestion of and

the fact that there is no allocated pedestrian area this this will be an unsafe practice and will lead to serious injury or death to someone. This is unsafe.

If the bins are to be picked up on Baloo Street the garbage collector will take some time acting 12 bins (one service). This will take place very close to the intersection of Baloo Street and bridge Road and will lead to more congestion at this intersection.

Drivers race down the road in the mornings on Baloo Street on the way to work this will make for very entertaining YouTube videos for those who enjoy watching accidents.

In conclusion

The houses on currently on Baloo Street number 7,9,11 and 13 all have 8 m between their boundary and house. These units are 6 m from the boundary and will and this is in keeping within strict. Also all the premises are currently on Street all single level. The development should be based on single level dwellings which is within keeping with the area and would also resolve some of the privacy issues.

Traffic from the development should mostly come go directly onto Bridge Road avoiding Baloo street Bridge road intersection. The current occupants of 231 use bridge Road is the main entry and exit from the premises and the shame should continue.

Ref: 2017-0376

31 October 2017

Marie Molinaro
Development Officer-Planning and Compliance
City of Salisbury
12 James St
SALISBURY SA 5108

Email mmolinaro@salisbury.sa.gov.au

Dear Marie

361/241/2017/2A – 231 Bridge Road – Response to Representations

Distinctive Homes Pty Ltd has instructed URPS to review the representations against the proposal plans and Salisbury Council Development Plan 15 December 2016 and provide a response on the applicant's behalf.

Four of the five representations are in support of the development proposal, including:

1. one with conditional support in relation to upper level privacy glazing where windows face Baloo, directly opposite the allotment on the corner of the intersection of Burri St to the (T. Dignum, 2 Burri St)
2. another seeking assurance that the long-standing and harmonious interface between abutting zones is not compromised (Masterplan for Pooraka Bottle and Can Recycling Pty Ltd at 10 Ween Rd, opposite the subject land in the Industry Zone)
3. another supporting submission also noting the different land uses on each side of Bridge Road in the locality of the subject land (A & GS De Conno, 14-17 Ween Rd).

In response to the above, I confirm the following:

1. The upper level windows of the north facing elevation of units 1-5 all include upper level bedroom windows facing the street. These have a maximum opening of 120mm. There is approximately 26m separation between the closest point of the northern facade of unit 4 which is immediately opposite the rear open space of the Burri St rear open space. While it is unlikely that units 1-5 would *each* have a direct line of sight into that ground level open space there is no objection to a condition that obscure glazing is applied to these windows up to 1.7m above floor level (with potential re-design of the glazing panel as per **Attachment A** which is an example of a similar development approved in Joseph Street, Salisbury East – fixed glazing below 1.7m with top glazing clear opening (max. 120mm) and timber framed Colorbond sunshade over).
2. In relation to the relationship of the subject land to the Industry Zone, the separation distance of the allotment boundaries in the different zones is approximately 45 metres. The proposed



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shaping great communities

residential development (particularly units 1 and 12) will have a side elevation with very few window or door openings facing the Industry Zone. The upper level openings are study and stairwell areas, with the exception of one bedroom window to unit 12. The setback from the allotment boundary is 6m and this boundary will be fenced with 1.8m Colorbond material which is more substantial than the existing allotment boundary fencing on this site facing the Industry Zone. While the characteristics of the interface is acknowledged, and intercepted by a secondary arterial road, the existing interface conditions are largely unchanged as a consequence of the proposal. Although there is an increase in residential density on the site, the majority of the dwellings are buffered by the two front units mentioned above. This is considered a reasonable outcome given higher density residential development is encouraged adjacent public transport corridors (general Res Dev Obj 3 and Res Zone Obj 2).

The representation objecting to the proposal (unsigned but authored by D. Little, 9 Baloo St) raises several matters under a range of headings, not all being directly related to development assessment matters. These are nevertheless summarised and grouped into common themes with a corresponding response as follows:

Movement, Access and Parking

(a) *safety issues associated with only one entry/exit point for the development*

The Development Plan (DP) Residential Development section *Car Parking and Access* principles (pdcs) encourage the minimisation of driveway crossovers to optimise the provisions on on-street parking. The proposed crossover is located centrally on the Baloo St frontage, approximately 5-6 metres south of the position of the existing driveway.

The proposal does not utilise the two existing crossovers on Bridge Rd, although it would be possible to support an 'exit only' (left out, noting the Bridge Rd median is designed to enable a U-turn approx. 150m to the south) and still achieve the intent of Residential Development principle 36 and Transportation and Access principle 25 to minimise the number of driveways, including on arterial roads.

There is no proposal for a pedestrian gate or cyclist access on the Bridge Rd frontage but this could be contemplated if it is for occupier access only. However, future occupiers may consider a permanent opening (unrestricted access) as a security risk where there is a direct frontage to an arterial road. It would also represent an opening in the fence at ground level that may subsequently correlate with the potential concerns noted by the representors in the Industry Zone opposite.

I am instructed that the current proposed access/egress arrangement was supported by the Council administration as part of preliminary discussion, and I note the single entry/exit point design is not uncommon in this type of community title residential scheme.

(b) *use of the visitor parking by residents*

There are 6 dedicated visitor spaces adjacent the entry crossover. These are located in a manner which is clearly visible to visitors and minimises the need for all visitors to use the internal driveway that provides direct access to the individual garages.

The Residential Development section *Car Parking and Access* pdc's do not specify a rate of visitor parking but principle 39 desires on-site visitor parking that is sited and designed to:

- > serve users efficiently and safely
- > not dominate internal site layout
- > be clearly defined as visitor spaces and not specifically associated with any particular dwelling
- > ensure they are not sited behind locked garages and are accessible to visitors at all times.

The proposed arrangement accords with the above principle for on-site visitor parking associated with residential development.

By reference to *Transportation and Access* general pdc 32, which refers to Table SAL/2-Off Street Vehicle Parking Requirements, the rate applied to development of this character (residential flat building) is 1 space per dwelling, plus 0.5 on-site visitor car parking spaces. There is no requirement for covered spaces.

The proposal provides:

- at least one covered space per dwelling (5 of the 12 dwellings have 2 covered spaces)
- satisfies the rate of 0.5 on-site spaces per dwelling for visitors.

Although there is the ability for a visitor to park in front of the garage space of each dwelling, it is not a requirement of the Development to provide this. The assessing officer and engineering staff have been provided plans with turn-paths prepared by a traffic engineer to illustrate this and there are opportunities for minor amendments to landscaping to improve any single point turns where desired. Further correspondence will be provided in due course.

The development will not materially impact on the provision of on-street parking as a consequence of replacing a single lane driveway with a two-way driveway. There are at least 5 on-street spaces along the frontage of the development site. As the development provides more than the Development Plan rate of parking, the risk of *residents* parking in the dedicated visitor spaces is low.

It is also noted that ultimately there will be a community title scheme, it will be possible as part of the Scheme Description to specifically address resident parking in the visitor spaces.

Overall, I am satisfied the proposal meets the requirements of the Development Plan relevant to this type of development.

(c) *the perceived inappropriate location of the visitor parking near the Baloo St entry; impact of fencing / letter boxes on driver visibility when exiting the site*

The proposed two-way crossover on Baloo St is at least 30 metres from the formed carriageway of Bridge Road. There is sufficient time to observe a car waiting (either for on-coming cars, pedestrians or cyclist) to make a right-turn in to the driveway without compromising the safe the movement of vehicles and others using the road reserve.

The location of a boundary fence in relation to the driveway is no different than in most residential development, including other examples in Baloo and adjoining street. The benefit of the proposed arrangement is that all vehicles will exit the site in a forward direction and the verge is very wide at approx.

5.0m. In many traditional single unit residential developments, vehicles are reversing out of driveways on the verge and the public road.

The width of the verge will enable a future footpath to be set-back from the boundary fence, hence providing more than sufficient opportunity to see other road users or others in the verge.

The letter box structure can be of a lower height than the 1.8m fence. Overall there is no unreasonable impact on safety in this design and layout having regard to the character and width of the verge and the available sight distances achieved while exiting (and entering) in a forward direction.

(d) increased demand for on-street parking on both sides , need for parking restrictions on Baloo St and parking permits for existing residents so those occupants can park on-street in front of their homes, demand for bike lanes on public roads

Parking restrictions, provision of dedicated bicycle lanes or similar design elements on this local road are a matter for the Council. This development does not unreasonably compromise any existing opportunities if such street upgrades are proposed by Council.

Importantly the verge on the southern side of Baloo Rd is approx. 5.0m wide. This is the same width as each of the two traffic lanes (ie the formed carriageway is at least 10m wide). This provides more flexibility in terms of future carriageway design which could include indented parking bays, plus an on road bike lane, without compromising two-way traffic movement in each direction.



Above – Baloo Street road reserve (facing Bridge Road) with development site to left of image

- (e) *pedestrian movement within the complex, including disability access, access for emergency services vehicles, inappropriate location for additional visitor spaces in front of garages*

It is acknowledge that the design, which is typical of most developments of this nature, including at this density, do not make specific provision for people with a disability or dedicated pedestrian pathways. However it is not mandatory in the residential context. As all the dwellings are two storey with bedrooms upstairs, it is reasonable to assume it will be less attractive to that section of the housing market, such as those who are less mobile or with other disabilities.

Nevertheless, a visitor in a wheelchair is capable of being dropped off at a dwelling entry for ease of access without unreasonable interference with other tenant vehicle movements and parking.

- (f) *garaging being used as storage in rental properties and consequential impact on visitor parking*

A developer cannot predict what a future occupier or tenant might do with a garage. As noted the development will be the subject of a community scheme and it may be possible to include such terms that discourage alternative uses for garages.

In any case, the development satisfies the provisions for on-site parking and visitor parking and there is existing on-street parking that is capable of supplementing parking demand as per the intent of general Residential pdc 37(d).

Amenity and Privacy

- (g) *impact on Bridge Rd Residential neighbour's privacy (and Mark Court) due to upper level windows in units 6-12, and the development not minimising overlooking into the private open space of other lots within the development site*

The plans illustrate that the abovementioned rear upper level windows of units 6-12 have fixed obscure glazing to 1.7m above floor level. This prevents any overlooking as desired by Residential Development Visual Privacy design principle 29.

The obscure glazing does not prevent light penetration as suggested by the representor, it just obscures direct views in and out of the window glazing.

- (h) *noise impact on Baloo St residents, including noise from visitors leaving at night, noise from 24 dogs and consequential neighbour disputes*

It is not possible to dictate the movement of visitors in association with this residential proposal as is the case in any residential development. However with the required visitor parking provided off-street, it should not be assumed that there will be unreasonable demand for on-street visitor spaces in Baloo St as a consequence of this development. There may be occasional peaks which is characteristic of all forms of development, but the proposal satisfies the requirements of the Development Plan.

Council by-laws in relation to animal keeping apply to all premises regardless of the housing type.

Rubbish Collection

(i) *waste management and bin storage on Baloo Street*

The applicant's representative has confirmed that NAWMA required the bins to be collected on the road verge consistent with standard arrangements. Rubbish collection is only once per week and this is not considered unreasonable and the storage area in the verge directly in front of the development site is adequate and will not impact on other existing residential premises.

Bin storage will be within each dwelling site. Only unit 9 will need to rely on storing bins in the garage (or be provided access to the common bin area which is set aside) as there is no side path to the rear of that unit or rear access via the garage. This area is included for possible storage of shared larger bins (eg recycling) providing flexibility should Council contractor arrangements change in the future.

Summary

Based on the consideration of the matters raised in the submission, I am satisfied the proposal generally accords with the Development Plan provisions noted above and there is no unreasonable departure from the key objectives for residential development envisaged on this site in the Residential Zone.

URPS and or the applicant will liaise with Council staff to address any minor matters arising that may affect details on the plans, albeit some matters can be readily addressed by conditions of consent.

Yours sincerely



Julie Lewis RPIA
Senior Associate

Enc Attachment A

ATTACHMENT A



Above and below - Alternative upper level window opening design for varied upper level north elevation for units 1-5 allowing for lower panel to be obscure glazing, with upper portion restricted opening. Example from approved Distinctive Homes development, Joseph St, Salisbury (final detail of glazed panel proportions may not match this exactly).



ATTACHMENT 3

Commissioner of Highways (DPTI) Response

In reply please quote 2017/01920/01, Process ID: 466967
 Enquiries to Daniel Sladic
 Telephone (08) 8226 8277
 Facsimile (08) 8226 8330
 E-mail dpti.luc@sa.gov.au



Government of South Australia
 Department of Planning,
 Transport and Infrastructure

27/07/2017

Ms Marie Molinaro
 City of Salisbury
 PO Box 8
 SALISBURY SA 5108

**SAFETY AND SERVICE –
 Traffic Operations**

GPO Box 1533
 Adelaide SA 5001

Telephone: 61 8 8226 8222
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ABN 92 366 288 135

Dear Ms Molinaro,

- 2 AUG 2017

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	361/241/17
Applicant	Distinctive Homes Pty Ltd
Location	231 Bridge Road, Ingle Farm
Proposal	12 two storey dwellings

I refer to the above development application forwarded to the Safety and Service Division of the Department of Planning, Transport and Infrastructure (DPTI) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

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

THE PROPOSAL

The application proposes to demolish an existing dwelling and associated outbuildings and construct a total of twelve double storey dwellings.

CONSIDERATION

The subject site abuts Bridge Road, an arterial road under the care, control and management of DPTI and Baloo Street, a council road. Bridge Road is identified as a Standard Frequency Public Transport Corridor under DPTI's "*A Functional Hierarchy for South Australia's Land Transport Network*" and is gazetted for 26.0 metre B-Double vehicles. At this location Bridge Road has an AADT of 32,800 vehicles per day (4.5% commercial vehicles) and a posted speed limit of 60 km/h.

It is DPTI policy to minimise the number of access points on the arterial road network in the interests of road safety. Accordingly, all access via Baloo is supported. No vehicular access to/from Bridge Road should be permitted. The obsolete crossovers on Bridge Road should be closed and reinstated to Council standard kerb and gutter at the applicant's expense.

It is noted that the site at the northern Bridge Road / Baloo Street corner has also been subject of proposals for residential subdivision (multiple dwellings). In order to

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maximise sightlines at the access point/s to/from both development sites and maximise the free flow of traffic to/from Bridge Road, it is recommended that Council ban car parking both sides of Baloo Street at least up to the proposed access.

CONCLUSION

DPTI does not object in-principle to the proposed development, subject to the following conditions.

ADVICE

The planning authority is advised to attach the following conditions to any approval:

1. All vehicular access to/from the site shall be gained via Baloo Street only. No direct vehicular access to/from Bridge Road shall be permitted.
2. The obsolete crossovers on Bridge Road shall be reinstated to Council standard gutter and kerb at the applicant's cost. This shall be completed prior to occupation of the development.
3. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of Bridge Road. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Yours sincerely,



MANAGER, TRAFFIC OPERATIONS

For **COMMISSIONER OF HIGHWAYS**

A copy of the decision notification form should be forwarded to dpti.developmentapplications@sa.gov.au

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ATTACHMENT 4

Relevant Development Plan Extracts and Location Maps
Consolidated 15 December 2016

Residential Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A residential zone comprising a range of dwelling types, including a minimum of 15 per cent affordable housing.
- 2 Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.
- 3 A zone primarily accommodating a range of dwellings to meet the diverse needs and preferences of the community.
- 4 Revitalisation of under-utilised suburbs, particularly public housing areas, to facilitate the provision of a greater mix of housing types and improved residential amenity.
- 5 Residential development designed and insulated to minimise effects of predicted aircraft noise and industrial noise.
- 6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone covers a substantial portion of the Council area and is home to a large and diverse population. The zone is suitable for a range of low to medium density housing, with higher density in appropriate locations. In addition to housing and open space, the zone will also contain a variety of community related, non-residential land uses that contribute to the creation of pleasant, connected, well serviced and socially inclusive neighbourhoods.

A full range of dwelling types on a variety of allotment sizes will be provided, including affordable housing, special needs housing and housing for the aged in appropriate locations. Housing form will be diverse and cater for different household sizes, life cycle stages and housing preferences and will be cost-effective, energy efficient and will make efficient use of available sites. Older neighbourhoods will experience change through turnover in population and ageing of existing residents which will generate a need for more housing diversity as well as changes in density and different services and facilities to complement these changes.

Residential development will reflect a variety of building styles, yet where a consistent character exists, new buildings will be designed to harmonise with that which is existing in terms of form, mass, scale, colours and textures of materials and setback distances. A cohesive built form will be achieved through design elements such as interesting roof forms, articulated buildings, recessed vehicle garaging, and landscaped spaces between buildings and the public road. Buildings will include windows, doors and balconies that overlook the street and areas of public open space to promote surveillance and community interaction.

Setbacks to local streets will be used to enable landscaping to be provided to soften the built form and improve amenity for residents and pedestrians. The visual and physical impact of vehicle access points will be minimised by reducing both the number of access points and the width of associated crossovers and driveways. Sealed surfaces will be minimised to reduce stormwater run-off and to also provide opportunities for landscaping to improve visual amenity. Development will seek to protect and retain regulated trees that contribute to the character of the area.

In order to achieve a compact urban form an overall increase in the residential density is desirable in select locations, in keeping with the objectives for development in the Zone, although it is anticipated that the predominant form of housing will remain detached dwellings at low to medium density throughout much of the zone. Co-ordinated infill housing, redevelopment and refurbishment of existing housing are encouraged.

to maximise use of the community investment in facilities and services in existing residential areas that are located close to centres and community services. Opportunities exist to gradually develop under-utilised and vacant land within established areas, particularly when a specific housing need arises within the population, but also as an opportunity for improving access to existing services and facilities. Co-ordinated and efficient development of larger sites containing multiple allotments is encouraged in order to achieve greater housing density and diversity.

Medium density forms of housing including semi-detached dwellings, row dwellings, residential flat buildings and group dwellings are encouraged in areas with good access to services and facilities. Concentrated nodes of medium density development of up to 4 storeys in height are anticipated in areas close to centres, public transport and significant public open space, and are to be developed in a co-ordinated and orderly manner. Typically this will involve the amalgamation of sites and will result in development that compliments the prevailing character. A transition in building height will be necessary to ensure issues of overlooking is minimised and solar access maintained.

Development will be of a form and scale compatible with adjoining residential development. As part of the increase in residential density there will be an increase in the number of dwellings of two or more storeys. Such development will recognise the proximity of adjoining development and will be designed and sited to maintain the privacy of adjoining dwellings and their private open space areas, and will be designed to integrate with the existing built form.

Development of land with a known history of a potentially contaminating activity will occur once the site has been assessed and remediated to the standard necessary to ensure it is safe and suitable for the proposed use.

Development in areas which adjoin industrial land uses and areas affected by aircraft noise as identified in [Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure](#) should be designed, sited and constructed to minimise the effects of noise.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - domestic outbuilding in association with a dwelling
 - domestic structure
 - dwelling
 - dwelling addition
 - small scale non-residential use that serves the local community, for example:
 - child care facility
 - health and welfare service
 - open space
 - primary or secondary school
 - recreation area
 - supported accommodation.

- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible in form, scale and design with adjoining residential development.

Salisbury Council
General Section
Design and Appearance

Design and Appearance

OBJECTIVES

- 1 Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.
- 2 Roads, open spaces, buildings and land uses laid out and linked so that they are easy to understand and navigate.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 2 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 3 Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:
 - (a) articulation
 - (b) colour and detailing
 - (c) small vertical and horizontal components
 - (d) design and placing of windows
 - (e) variations to facades.
- 4 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
 - (a) the visual impact of the building as viewed from adjoining properties
 - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.
- 6 Transportable buildings and buildings which are elevated on stumps, posts, piers, columns or the like, should have their suspended footings enclosed around the perimeter of the building with brickwork or timber, and the use of verandas, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.
- 7 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.
- 8 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.
- 9 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.

Salisbury Council
General Section
Design and Appearance

- 10 Development should provide clearly recognisable links to adjoining areas and facilities.
- 11 Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.
- 13 Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.
- 14 Development should be designed and sited so that outdoor storage, loading and service areas are screened from public view by an appropriate combination of built form, solid fencing and/or landscaping.
- 15 Outdoor lighting should not result in light spillage on adjacent land.
- 16 Balconies should:
 - (a) be integrated with the overall architectural form and detail of the building
 - (b) be sited to face predominantly north, east or west to provide solar access
 - (c) have a minimum area of 2 square metres.

Overshadowing

- 19 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:
 - (a) windows of habitable rooms
 - (b) upper-level private balconies that provide the primary open space area for a dwelling
 - (c) solar collectors (such as solar hot water systems and photovoltaic cells).


Visual Privacy

- 20 Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:
 - (a) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct
 - (b) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms
 - (c) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.
- 21 Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes

Salisbury Council
General Section
Design and Appearance

Building Setbacks from Road Boundaries

- 22 The setback of buildings from public roads should:
- (a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality
 - (b) contribute positively to the streetscape character of the locality
 - (c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.
- 23 Except where specified in a particular zone, policy area or precinct, the main face of a building should be set back from the primary road frontage in accordance with the following table:

Setback difference between buildings on adjacent allotments	Setback of new building
Up to 2 metres	The same setback as one of the adjacent buildings, as illustrated below:  <p style="text-align: center;"><i>When $b > a > 2$ setback of new dwelling = a or b</i></p>
Greater than 2 metres	At least the average setback of the adjacent buildings.

- 24 Except where specified in a particular zone, policy area, or precinct, buildings and structures should be set back from road boundaries having regard to the requirements set out in [Table Sal/1 - Building Setbacks from Road Boundaries](#).
- 25 Except where specified in a zone, policy area or precinct, the setback of development from a secondary street frontage should reflect the setbacks of the adjoining buildings and other buildings in the locality.
- 26 Development likely to encroach within a road widening setback under the *Metropolitan Adelaide Road Widening Plan Act 1972* should be set back sufficiently from the boundary required for road widening.

Salisbury Council
General Section
Hazards

Hazards

- 9 Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.

Site Contamination

- 22 Development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.

Interface between Land Uses

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
 - (b) noise
 - (c) vibration
 - (d) electrical interference
 - (e) light spill
 - (f) glare
 - (g) hours of operation
 - (h) traffic impacts.
- 2 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.
- 4 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.
- 5 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.
- 6 Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

Landscaping, Fences and Walls

OBJECTIVES

- 1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.
- 2 Functional fences and walls that enhance the attractiveness of development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:
 - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
 - (b) enhance the appearance of road frontages
 - (c) screen service yards, loading areas and outdoor storage areas
 - (d) minimise maintenance and watering requirements
 - (e) enhance and define outdoor spaces, including car parking areas
 - (f) maximise shade and shelter
 - (g) assist in climate control within and around buildings
 - (h) minimise heat absorption and reflection
 - (i) maintain privacy
 - (j) maximise stormwater re-use
 - (k) complement existing vegetation, including native vegetation
 - (l) contribute to the viability of ecosystems and species
 - (m) promote water and biodiversity conservation.
- 2 Landscaping should:
 - (a) include the planting of locally indigenous species where appropriate
 - (b) be oriented towards the street frontage
 - (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.
- 3 Landscaping should not:
 - (a) unreasonably restrict solar access to adjoining development
 - (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding

Salisbury Council
General Section
Landscaping, Fences and Walls

- (c) introduce pest plants
 - (d) increase the risk of bushfire
 - (e) remove opportunities for passive surveillance
 - (f) increase leaf fall in watercourses
 - (g) increase the risk of weed invasion
 - (h) obscure driver sight lines
 - (i) create a hazard for train or tram drivers by obscuring sight lines at crossovers.
- 4 Fences and walls, including retaining walls, should:
- (a) not result in damage to neighbouring trees
 - (b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality
 - (c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance
 - (d) incorporate articulation or other detailing where there is a large expanse of wall facing the street
 - (e) assist in highlighting building entrances
 - (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites
 - (g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land
 - (h) be constructed of non-flammable materials.

Salisbury Council
General Section
Orderly and Sustainable Development

Orderly and Sustainable Development

OBJECTIVES

- 1 Orderly and economical development that creates a safe, convenient and pleasant environment in which to live.
- 2 Development occurring in an orderly sequence and in a compact form to enable the efficient provision of public services and facilities.
- 3 Development that does not jeopardise the continuance of adjoining authorised land uses.
- 4 Development that does not prejudice the achievement of the provisions of the Development Plan.

- 6 Urban development contained within existing townships and settlements and located only in zones designated for such development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not prejudice the development of a zone for its intended purpose.
- 6 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.

Salisbury Council
General Section
Residential Development

Residential Development

OBJECTIVES

- 1 Safe, convenient, pleasant and healthy-living environments that meet the full range of needs and preferences of the community.
- 2 An increased mix in the range and number of dwelling types available within urban boundaries to cater for changing demographics, particularly smaller household sizes and supported accommodation.
- 3 Higher dwelling densities in areas close to centres, public and community transport and public open spaces.
- 4 The regeneration of selected areas identified at zone and/or policy area levels.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Residential allotments and sites should have the appropriate orientation, area, configuration and dimensions to accommodate:
 - (a) the siting and construction of a dwelling and associated ancillary outbuildings
 - (b) the provision of landscaping and private open space
 - (c) convenient and safe vehicle access and off street parking
 - (d) passive energy design.
- 3 Residential allotments should be of varying sizes to encourage housing diversity.
- 5 Medium density development that achieves gross densities of between 23 and 45 dwellings per hectare (which translates to net densities of between 40 and 67 dwellings per hectare) should typically be in the form of 2 to 4 storey buildings.

Design and Appearance

- 7 Where a dwelling has direct frontage to a street the dwelling should be designed to provide surveillance and address the street.
- 8 Entries to dwellings should be clearly visible from the streets that they front to enable visitors to identify a specific dwelling easily.

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Overshadowing

- 10 The design and location of buildings should ensure that direct winter sunlight is available to adjacent dwellings, with particular consideration given to:
 - (a) windows of habitable rooms, particularly living areas
 - (b) ground-level private open space
 - (c) upper-level private balconies that provide the primary open space area for any dwelling
 - (d) access to solar energy.
- 11 Development should ensure that north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9 am and 3 pm on the 21 June.
- 12 Development should ensure that ground-level open space of existing buildings receives direct sunlight for a minimum of two hours between 9 am and 3 pm on 21 June to at least the smaller of the following:
 - (a) half of the existing ground-level open space
 - (b) 35 square metres of the existing ground-level open space (with at least one of the area's dimensions measuring 2.5 metres).

Development should not increase the overshadowed area by more than 20 per cent in cases where overshadowing already exceeds these requirements.

Street and Boundary Setbacks

- 16 Dwellings should be set back from allotment or site boundaries to:
 - (a) contribute to the desired character of the area
 - (b) provide adequate visual privacy by separating habitable rooms from pedestrian and vehicle movement.
- 17 Dwelling setbacks from side and rear boundaries should be progressively increased as the height of the building increases to:
 - (a) minimise the visual impact of buildings from adjoining properties
 - (b) minimise the overshadowing of adjoining properties.

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Salisbury Council
General Section
Residential Development

18 Side boundary walls in residential areas should be limited in length and height to:

- (a) minimise their visual impact on adjoining properties
- (b) minimise the overshadowing of adjoining properties.

19 Carports and garages should be set back from road and building frontages so as to:

- (a) contribute to the desired character of the area
- (b) not adversely impact on the safety of road users
- (c) provide safe entry and exit
- (d) not dominate the appearance of dwellings from the street.

Site Coverage

20 Site coverage should be limited to ensure sufficient space is provided for:

- (a) pedestrian and vehicle access and vehicle parking
- (b) domestic storage
- (c) outdoor clothes drying
- (d) a rainwater tank
- (e) private open space and landscaping
- (f) front, side and rear boundary setbacks that contribute to the desired character of the area
- (g) convenient storage of household waste and recycling receptacles.

Private Open Space

21 Private open space (land available for exclusive use by residents of each dwelling) should be provided for each dwelling and should be sited and designed:

- (a) to be accessed directly from the internal living areas of the dwelling
- (b) generally at ground level to the side or rear of a dwelling and screened for privacy
- (c) to take advantage of but not adversely affect natural features of the site
- (d) to minimise overlooking from adjacent buildings
- (e) to achieve separation from bedroom windows on adjoining sites
- (f) to have a northerly aspect to provide for comfortable year-round use
- (g) to not be significantly shaded during winter by the associated dwelling or adjacent development
- (h) to be shaded in summer.

22 Dwellings should have associated private open space of sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.

- 24 Dwellings, particularly those with ground-level habitable rooms should include private open space that conforms to the requirements identified in the following table:

Site area of dwelling	Minimum area of private open space	Provisions
250 square metres or greater	20 per cent of site area	Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater. One part of the space should be directly accessible from a living room and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10.
Less than 250 square metres	36 square metres	Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater. One part of the space is directly accessible from a living room and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.

- 25 Private open space should not include driveways, effluent drainage areas, rubbish bin storage, sites for rainwater tanks and other utility areas, and common areas such as parking areas and communal open space in residential flat buildings and group dwellings, and should have a minimum dimension of:

- (a) 2.5 metres for ground level or roof-top private open space
- (b) 2 metres for upper level balconies or terraces.

Visual Privacy

- 29 Upper level windows, balconies, terraces and decks should have a sill height of not less than 1.7 metres or be permanently screened to a height of not less than 1.7 metres above finished floor level to avoid overlooking into habitable room windows or onto the useable private open spaces of other dwellings.
- 30 Permanently fixed external screening devices should be designed and coloured to blend with the associated building's external material and finishes.

Transportation and Access

OBJECTIVES

- 2 Development that:
- (a) provides safe and efficient movement for all motorised and non-motorised transport modes
 - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
 - (c) provides off street parking
 - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks.
- 8 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.

Access

- 22 Development should have direct access from an all weather public road.
- 23 Development should be provided with safe and convenient access which:
- (a) avoids unreasonable interference with the flow of traffic on adjoining roads
 - (b) provides appropriate separation distances from existing roads or level crossings
 - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
 - (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 25 The number of vehicle access points onto arterial roads shown on Overlay Maps - Transport should be minimised, and where possible access points should be:
- (a) limited to local roads
 - (b) shared between developments.

Access for People with Disabilities

- 30 Development should be sited and designed to provide convenient access for people with a disability.

Salisbury Council
General Section
Transportation and Access

Vehicle Parking

- 32 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with [Table Sal/2 - Off Street Vehicle Parking Requirements](#) or [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies) unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:
- (a) a financial contribution is paid into the Council Car Parking Funds specified by the Council, in accordance with the gazetted rate per car park associated with the 'Car Park Fund Areas' identified on [Concept Plan Map Sal/27 - Salisbury District Centre Car Park Fund Area](#), [Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area](#) and [Concept Plan Map Sal/32 - Mawson Lakes Town Centre Car Parking Fund Area](#)
 - (b) it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.

Vehicle Parking for Residential Development

- 41 On-site vehicle parking should be provided having regard to:
- (a) the number, nature and size of proposed dwellings
 - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
 - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons.
- 42 Vehicle parking areas servicing more than one dwelling should be of a size and location to:
- (a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely
 - (b) provide adequate space for vehicles, including emergency service vehicles, to manoeuvre between the street and the parking area
 - (c) reinforce or contribute to attractive streetscapes.

Noise

- 31 Noise generated by fixed noise sources such as air conditioning units and pool pumps should be located, designed and attenuated to avoid causing potential noise nuisance to adjoining landowners and occupiers.
- 32 Residential development close to high noise sources (eg major roads, railway lines, tram lines, industry, and airports) should be designed to locate bedrooms, living rooms and private open spaces away from those noise sources, or protect these areas with appropriate noise attenuation measures.
- 33 Residential development on sites abutting established collector or higher order roads should include front fences and walls that will supplement the noise control provided by the building facade.
- 34 The number of dwellings sharing a common internal pedestrian entry within a residential flat building should be minimised to limit noise generation in internal access ways.
- 35 External noise and light intrusion to bedrooms should be minimised by separating or shielding these rooms from:
- (a) active communal recreation areas, parking areas and vehicle access ways
 - (b) service equipment areas and fixed noise sources on the same or adjacent sites.

Car Parking and Access

- 36 The number of driveway crossovers should be minimised and appropriately separated to optimise the provision of on-street visitor parking and preserve and enhance street character including opportunities for landscaping, tree planting and fences.
- 37 On-site parking should be provided having regard to:
- (a) the number, nature and size of proposed dwellings
 - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
 - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons
 - (d) availability of on-street car parking
 - (e) any loss of on-street parking arising from the development (eg an increase in number of driveway crossovers).
- 38 Parking areas and internal driveways servicing more than one dwelling should be of a size and location to:
- (a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely
 - (b) provide adequate space for vehicles to manoeuvre between the street and the parking area
 - (c) reinforce or contribute to attractive streetscapes.
- 39 On-site visitor parking spaces for group and multiple dwellings and residential flat buildings should be sited and designed to:
- (a) serve users efficiently and safely
 - (b) not dominate internal site layout

Salisbury Council
General Section
Residential Development

- (c) be clearly defined as visitor spaces not specifically associated with any particular dwelling
- (d) ensure they are not sited behind locked garages and are accessible to visitors at all times.

Salisbury Council
General Section
Sloping Land

Sloping Land

OBJECTIVES

- 1 Development on sloping land designed to minimise environmental and visual impacts and protect soil stability and water quality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 7 The cutting and/or filling of land outside townships and urban areas should:
 - (a) be kept to a minimum and be limited to a maximum depth or height no greater than 1.5 metres so as to preserve the natural form of the land and the native vegetation
 - (b) only be undertaken in order to reduce the visual impact of buildings, including structures, or in order to construct water storage facilities for use on the allotment
 - (c) only be undertaken if the resultant slope can be stabilised to prevent erosion
 - (d) result in stable across slopes which are covered with top soil and landscaped so as to preserve and enhance the natural character or assist in the re-establishment of the natural character of the area.



Location Map Sal/48

Legal Reserves
Waterbodies

SALISBURY COUNCIL
Consolidated - 15 December 2016

ITEM	5.2.1
	COUNCIL ASSESSMENT PANEL
DATE	28 November 2017
HEADING	Council Assessment Panel Operating Procedures
AUTHOR	Chris Zafirooulos, Manager Development Services, City Development
SUMMARY	The Council Assessment Panel adopted its General Operating Procedures at its meeting held on the 24 October 2017. This report provides additional information for the Panel's consideration in relation to further changes that may be made for the adoption of minutes by electronic communication and the use of audio equipment.

RECOMMENDATION

1. That the changes to the City of Salisbury Council Assessment Panel General Operating Procedures, forming an attachment to the agenda report, be adopted.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. CAP General Operating Procedures

1. BACKGROUND

- 1.1 The Panel adopted its General Operating Procedures at the meeting held on 24 October 2017.
- 1.2 This item provides additional information for the Panel's consideration in relation to the adoption of minutes by electronic communication and the use of audio equipment.

2. REPORT

Adoption of minutes

- 2.1 The Panel introduced a procedure that will allow for the adoption of the minutes of the meeting at the conclusion of the meeting (clause 7.3). This changes the traditional approach whereby minutes would be circulated after the meeting and they would be formally adopted at the following meeting of the Panel.
- 2.2 It is proposed that the Panel also consider the introduction of a process that will enable the confirmation of the minutes by electronic communication by the Presiding Member. This will replace the current process of the Presiding Member signing a physical copy of the minutes at the following meeting. The suggested amendments are provided in clause 7.4.

Use of audio and video equipment

- 2.1 The General Operating Procedures provide in clause 3.10 that the Presiding Member may ask a member of the public to leave the meeting if they are using audio and video recording devices without prior agreement of the Presiding Member.
- 2.2 Council has recently received advice that to the extent that a Council (or Committee) meeting is held in public, it is not unlawful to film the proceedings. The advice is that this also extends to meetings of the CAP that are held in public.
- 2.3 While this may have a negative impact on the willingness of some people in attendance at the meeting to express views, it should be noted that the *Planning, Development and Infrastructure (General) Regulations 2017* provide that meetings are public and meetings may only be held in confidence in prescribed circumstances. Accordingly, the attached Operating Procedures are proposed to be amended to be consistent with advice received.
- 2.4 The Presiding Member has power to act in instances where a person is disrupting a meeting and therefore could exercise this power if the filming was causing a disruption.

3. CONCLUSION / PROPOSAL

- 3.1 The proposed changes in relation to the adoption of minutes by electronic communication and use of audio equipment have been incorporated in the General Operating Procedures attached to this report, for the Panel's consideration.

CO-ORDINATION

Officer:	GMCiD	MDS
Date:	15.11.17	13.11.17



COUNCIL ASSESSMENT PANEL

General Operating Procedures

Adopted on 24 October 2017, with *proposed subsequent amendment to:*

- *Clause 3.10 for use of audio and video equipment*
- *Clauses 7.3 & 7.4 for adoption of minutes by electronic communication.*

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These Meeting Procedures are to be read in conjunction with the meeting procedures contained within the Planning, Development and Infrastructure (General) (Assessment Panels) Variation Regulations 2017. (Refer Appendix A).

1 Purpose

- 1.1. The purpose of the Council Assessment Panel (CAP) is to determine development applications made under the Planning Development and Infrastructure Act 2016 (or, during the transition to the PDI Act, the Development Act 1993) that are delegated from Council. The Panel may also provide advice to Council on trends, issues and other matters relating to planning or development matters.
- 1.2. The Panel acknowledges that in performing its statutory function, it is bound by the:
 - 1.2.1 Code of conduct adopted by the Minister for Planning.
 - 1.2.2 Objects, Planning Principles and General Responsibilities under the Planning, Development and Infrastructure Act 2016.
 - 1.2.3 Operating Procedures established by the Panel.

2 Timing & Notice of Meetings

Meeting time and place

- 2.1. CAP meetings will be scheduled by the CAP on the fourth Tuesday of the month, or another date as determined by the Presiding Member, subject to there being business to consider.
- 2.2. The CAP will meet in the Council Civic Centre at 12 James Street Salisbury or at such other place as the Presiding Member may determine.

Notice of meeting

- 2.3. The Assessment Manager pursuant to the Planning Development and Infrastructure Act 2016 must provide written notice detailing the date, time and place of a meeting to all CAP members at least three working days before the meeting. The notice shall include the Agenda for the meeting.
- 2.4. Notice of CAP meetings may be given to CAP members by email, to an email address nominated by a CAP Member, or by personal delivery or post to the usual residence of a CAP Member, or via such other means as authorised by a CAP Member.

Viewing agenda

- 2.5. A copy of the Agenda for every ordinary meeting of the CAP shall be available for viewing by the public at the Council's offices and on the Council's web site at least three working days before the meeting of the CAP. The three working days notice shall not apply to a special meeting of the CAP under clause 2.6, or to an item included by the Assessment Manager under clause 2.8, in which cases the agenda will be made available for viewing by the public as soon as practicable.

Special meeting

- 2.6. A special meeting of the CAP may be convened by the Presiding Member, at any time, to consider urgent business by giving not less than two working days written notice to all CAP Members.
- 2.7. Notice of a special meeting of the CAP must be accompanied by an Agenda stating the item(s) of business for which the meeting has been convened. A special meeting must only deal with the business for which the meeting has been convened.

Late items

- 2.8. The Assessment Manager may, with leave or at the request of the Presiding Member, include in the agenda an item to be considered at the meeting to which the agenda relates after notice of the meeting has been given to CAP Members. In such instance, the Assessment Manager shall provide an updated agenda and any documents and/or reports relating to that item to be considered at the meeting to Members as soon as practicable. The Assessment Manager will also make an updated agenda available to the public in accordance with clause 2.5.

3 Commencement of Meetings & Quorum

- 3.1. CAP Meetings will be conducted in accordance with the requirements of the Planning, Development and Infrastructure Act 2016 ('the PDI Act'), Development Act 1993 ('the Act') and these Operating Procedures.
- 3.2. Meetings will commence on time, or as soon as a quorum is present. If a quorum is not present within thirty minutes of the time for commencement, the Presiding Member may adjourn the meeting to the next scheduled meeting time and date, or to another time and date.
- 3.3. A quorum for a meeting of the CAP is three (3) CAP Members.
- 3.4. If the number of apologies received by the Assessment Manager in advance of a meeting indicate that a quorum will not be present at a meeting, the Presiding Member may, by notice from the Assessment Manager, provide to all CAP Members in advance of the meeting, a notice adjourning the meeting to a future time and date as specified in the notice (a copy of this notice will be displayed at the Council Offices and on the Council's website).

- 3.5. If a meeting is required to be adjourned by the Presiding Member, the reason for the adjournment, and the date and time to which the meeting is adjourned will be recorded in the Minutes.

Deputy Presiding Member

- 3.6. A Deputy Presiding Member of the CAP must be appointed by resolution of the CAP, and will preside at any meeting, or part thereof, when the Presiding Member is not present. [Ms L Caruso was appointed by the Panel on 24 October 2017 for the Term to 31 May 2019]
- 3.7. If both the Presiding Member and Deputy Presiding Member are absent from a CAP meeting (or part thereof), a CAP Member will be appointed from those present by means of resolution, and will preside at the meeting. That member will have all of the powers and duties of the Presiding Member.

Meeting behavior

- 3.8. Subject to the PDI Act and these Operating Procedures, the Presiding Member will facilitate the meeting in a manner which promotes relevant, orderly, constructive, respectful and expeditious discussion, but not repetitious discussion, with the intent of ensuring well-informed decisions and debate leading to a determination of any matters before the Panel.
- 3.9. The Presiding Member may adjourn a meeting in the event of a disruption or disturbance by a CAP Member, an applicant, a representor, or any other person present at the CAP meeting, until such time as the disruption or disturbance ceases.
- 3.10. The Presiding Member may ask a member of the public who is present at a meeting of a CAP to leave the meeting if this person is:
 - 3.10.1 behaving in a disorderly manner; or
 - 3.10.2 causing an interruption.

4 Appointment of Deputy Elected Member

- 4.1. A Deputy Elected Member has been appointed to the CAP in the event the Elected Member on the CAP is not available for a meeting or part meeting.
- 4.2. The Deputy Elected Member will attend when:
 - 4.2.1 The Elected Member notifies the Presiding Member of their unavailability before the meeting; and
 - 4.2.2 The Deputy Elected Member receiving the Agenda for the meeting three days prior to the meeting.
- 4.3. Unless the context otherwise requires, a reference to a Member in these Meeting Procedures includes a Deputy Elected Member.

5 Appointment of Additional Members

- 5.1. The CAP may appoint up to two Additional Members in accordance with Section 85 of the PDI Act.
- 5.2. Where the CAP has appointed Additional Member(s), the Presiding Member, in consultation with the Assessment Manager, may invite one or both Additional Members to attend any meeting (or part thereof) where he or she considers the Additional Member(s) will, by virtue of their qualifications, expertise or experience, assist the CAP in dealing with a matter that it must assess under the PDI Act (or, during the transition to the PDI Act, the Development Act 1993).
- 5.3. A request that an Additional Member attend a meeting must be made in writing and be accompanied by the notice for the meeting in accordance with clause 2.6, highlighting the item(s) the Additional Member is required to consider.
- 5.4. Unless the context otherwise requires, a reference to a Member in these Meeting Procedures includes an Additional Member, save that an Additional Member is not able to vote on any matter arising for determination by the CAP.

6 Decision Making

- 6.1. The CAP will conduct its meetings, and undertake all considerations, in accordance with the PDI Act (or, during the transition to the PDI Act, the Development Act).

Public meetings

- 6.2. Subject to circumstances where it excludes the public from attendance at a meeting or part thereof pursuant to Part 13 of the Development, Infrastructure (General) (Assessment Panels) Variation Regulations 2017, the Panel will generally discuss and determine applications for Development Plan Consent in public.

Member participation

- 6.3. The Presiding Member will invite all Panel members to speak on any matter before the Panel prior to calling for a motion.
- 6.4. Subject to a CAP Member not having a direct or indirect personal or pecuniary interest in a matter before the CAP (other than an indirect interest that exists in common with a substantial class of persons), each CAP Member present at a meeting of the CAP must vote on a question arising for decision.

Decisions by consensus

- 6.5. Decisions of the Panel will be where possible by consensus determined through debate and discussion of the agenda item, and where a consensus is reached the Presiding Member shall then call **for a mover and confirm the consensus by a show of hands.**

Decisions by vote

- 6.6. Where it is evident through debate and discussion that a consensus will not be reached by the Panel, the Presiding Member shall call for a **mover and put the matter to a formal vote to determine.**
- 6.7. Each CAP Member present at a meeting is entitled to one vote on any matter arising for decision and, if the votes are equal, the Member Presiding at the meeting is entitled to a second or casting vote.
- 6.8. All decisions of the CAP shall be made on the basis of a majority decision of the Members present and the Minutes shall record that decision only (Votes for/against will not be recorded, and are not relevant once the majority is determined).

CAP considerations

- 6.9. The CAP must use the Development Plan or Planning and Design Code (as may be relevant to the particular application under consideration), referred to hereafter as the Planning Rules, as the basis for its decisions, having had regard to any relevant written and verbal representations made in accordance with the provisions of the Act, or any other relevant legislation.

Seriously at variance

- 6.10. The CAP will, for each and every application, determine whether the proposal is seriously at variance with the Planning Rules, and expressly record its determination on this matter in the Minutes. If the CAP determines that the proposal is seriously at variance with the Planning Rules, the CAP must provide reasons for its determination, and must expressly record those reasons in the Minutes.
- 6.11. A development application that is assessed by the CAP as being seriously at variance with the Planning Rules will be refused.

Reasons for decision

- 6.12. The CAP must, for each and every application, provide reasons for granting

or refusing Planning Rules Consent, and for the imposition of any conditions, and express or record those reasons in the Minutes.

Representations

- 6.13. Subject to the Act, a person who has lodged a valid representation in relation to a Category 2 or 3 development application, and has indicated their desire to be heard on their representation, is entitled to appear before the CAP and be heard in support of their representation, in person or by an agent.
- 6.14. The Presiding Member may in his or her discretion exclude:
- 6.14.1 a representation or response to representation(s) which is received out of time; or
- 6.14.2 a representation or response to representation(s) which is otherwise invalid.

Speaking time

- 6.15. Applicants and Representors will be allowed five minutes to address the CAP, unless a longer time is allowed by the Presiding Member. Where a person is nominated in a representation or by notice of the representors as representing three or more representors (including themselves) the Presiding Member may allow a longer time to address the Panel. Where an applicant is responding to a significant number of representations or a significant number of issues raised in representations, the Presiding Member may allow a longer time to address the Panel.

Hearing applicants

- 6.16. Should there be no Representor wishing to be heard for a non-complying development application, Category 2 or Category 3 development application, and the recommendation is for a refusal, the Applicant will be entitled to appear before the CAP and be heard in support of the application. Applicants will be allowed five minutes to address the CAP, unless a longer time is allowed by the Presiding Member.
- 6.17. Should there be no Representor wishing to be heard for a non-complying development application, Category 2 or Category 3 development application, and the recommendation is for approval, the Presiding Member may allow the Applicant to address the Panel to seek clarification and/or further information that may be required by the Panel in order to determine the application.

Additional material

- 6.18. At the discretion of the Presiding Member, any new or additional material to be submitted to the CAP by a person who has made a development application or a valid representation in relation to a matter may be accepted and considered by the CAP. A copy of any additional material accepted shall be provided to the applicant or representors by the party presenting the additional material.

Member's participation

- 6.19. A CAP Member may ask questions of any person appearing before the CAP. Subject to the Presiding Member's determination, all questions shall be relevant to the subject of the development application before the panel.

7 Minutes and Reporting

- 7.1. The Assessment Manager is responsible for ensuring that accurate Minutes are kept of Panel meetings and that they are confirmed by the Panel and signed by the Presiding Member.
- 7.2. The Minutes of the proceedings of a CAP meeting will record:
- 7.2.1 the names of the CAP Members present;
 - 7.2.2 the names of all CAP Members from whom apologies have been received;
 - 7.2.3 the name and time that a CAP Member enters or leaves the meeting;
 - 7.2.4 the name of a person who has made a representation to the CAP at the meeting;
 - 7.2.5 the decision of the CAP, including the express opinion of the CAP on whether the proposed development is seriously at variance with the Planning Rules (including reasons as appropriate);
 - 7.2.6 reasons for granting or refusing Planning Rules Consent, and for the imposition of any conditions on a Planning Rules Consent;
 - 7.2.7 in the absence of a decision, the deferral of the application including the reasons for the deferral;
 - 7.2.8 any disclosure of a conflict of interest made by a Member pursuant to the Code of Conduct adopted by the Minister under Clause 1(1)(c) of Schedule 3 of the Act (Code of Conduct), and the nature of the Interest;

7.2.9 a decision to exclude public attendance; and

7.2.10 a notation, describing the confidential nature of the information and matter, in the event a matter has been excluded from the Minutes.

7.3. Minutes shall be read and adopted by the CAP at the end of the meeting.

7.4. On the adoption of the Minutes, the Assessment Manager will forward the Minutes to the Presiding Member who will confirm the Minutes by electronic communication.

7.5. The Minutes of a CAP meeting must be forwarded to the Council and must be publicly available within two business days after their confirmation by the CAP.

Annual report

7.6. The Panel shall prepare and consider an Annual Report for presentation to the Council via the appropriate Standing Committee. The Annual Report may be presented by the Presiding Member and may contain (but not be limited to) statistical information in relation to the number of items considered, the outcomes of decisions on those items, and matters identified by the Panel in the course of its assessment of development applications that warrant referral to Council for consideration of Planning Rules policy, legislative, or procedural change.

7.7. The Annual Report shall be presented to Council on or around the anniversary date of the appointment of the Panel, subject to Council meeting timing.

8 CAP Procedures & Support

Additional procedures

- 8.1. Insofar as the Act and these Operating Procedures do not prescribe the procedure to be followed at a CAP meeting, the CAP may determine the procedure at the time. Any such determination may be added to these Operating Procedures.

Staff Participation

- 8.2. The CAP will permit and encourage the active participation of Council staff in attendance at a meeting in providing advice to the CAP.

Assistance

- 8.3. The CAP may call for and consider such professional assistance from Council staff and other professional advisors as it deems necessary and appropriate.

Electronic communication

- 8.4. For the purpose of facilitating constructive debate on a development application under consideration by CAP, electronic communication or other telecommunication devices may be acceptable delivery method, at the discretion of the Presiding Member, for the purpose of conducting the meeting and hearing verbal representation from a person, or their representative, in support of their representation concerning a development application, and providing the applicant, or their representative, the opportunity to verbally respond to any relevant matter. Should electronic communication or other telecommunication devices be utilised they should ensure fair and equitable communication to all attendees to the CAP meeting.
- 8.5. Should electronic communication or other telecommunication devices be utilised for the conduct of a CAP meeting, all voting shall be conducted on the voices, with the Presiding Member verbally acknowledging each individual vote before declaring the outcome of the vote, and noted in the minutes of the meeting, consistent with *Part 6: Decision Making* of the Operating Procedures.
- 8.6. Should electronic communication or other telecommunication devices be utilised for the conduct of a CAP meeting, the Presiding Member and the Assessment Manager shall be present at the meeting place as nominated in the CAP Agenda for that meeting.

Appendix A

No 209 of 2017 published in *Gazette 1.8.2017 p 3051*

South Australia

Planning, Development and Infrastructure (General) (Assessment Panels) Variation Regulations 2017

under the *Planning, Development and Infrastructure Act 2016*

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Part 1—Preliminary

1—Short title

These regulations may be cited as the *Planning, Development and Infrastructure (General) (Assessment Panels) Variation Regulations 2017*.

2—Commencement

These regulations will come into operation on 1 October 2017.

3—Variation provisions

In these regulations, a provision under a heading referring to the variation of specified regulations varies the regulations so specified.

Part 2—Variation of Planning, Development and Infrastructure (General) Regulations 2017

4—Substitution of heading to Part 2

Heading to Part 2—delete the heading and substitute:

Part 2—Administration and structural matters

5—Variation of regulation 8—Disclosure of financial interests

Regulation 8—after subregulation (12) insert:

- (13) For the purposes of paragraph (b) of the definition of *relevant official* in clause 1(1) of Schedule 1 of the Act in relation to an assessment panel appointed by a council, the chief executive officer of the council is prescribed as the relevant official.

6—Insertion of regulation 11

After regulation 10 insert:

11—Compliance with code of conduct—assessment panels

- (1) In this regulation—
- code of conduct* means the code of conduct to be observed by members of an assessment panel adopted by the Minister under clause 1(1)(c) of Schedule 3 of the Act.
- (2) A person may make a complaint to the Commission if the person believes that a member of an assessment panel has acted in contravention of the code of conduct.
- (3) A complaint must—
- (a) be in writing; and
 - (b) contain particulars of the allegation on which the complaint is based; and
 - (c) be verified by statutory declaration.
- (4) Except with the approval of the Commission, a complaint must not be lodged with the Commission more than 6 months after the day on which the complainant first had notice of the matters alleged in the complaint.
- (5) The Commission may require the complainant to give further particulars of the complaint (verified, if the Commission so requires, by statutory declaration).
- (6) The Commission may refuse to entertain a complaint or, having accepted a complaint for investigation, may refuse to continue to entertain a complaint, if it appears to the Commission—
- (a) that the complainant does not have a sufficient interest in the matter to which the complaint relates; or

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Variation of Planning, Development and Infrastructure (General) Regulations 2017—Part 2

- (b) that the matter raised by the complaint is trivial; or
 - (c) that the complaint is frivolous or vexatious or is not made in good faith; or
 - (d) that there is some other good reason not to proceed (or further proceed) with the matter under this regulation.
- (7) The Commission may, as the Commission's first step in dealing with a complaint, refer the matter to the member of the assessment panel to whom the complaint relates for a response.
- (8) The Commission may take such further action as the Commission thinks fit (including deciding not to proceed further with the matter).
- (9) The Commission may, whether or not the Commission has acted under subregulation (7), appoint a person to investigate a complaint.
- (10) If the Commission appoints an investigator—
- (a) the Commission must inform the member of the assessment panel to whom the complaint relates of the appointment of an investigator and furnish formal notification of the nature of the complaint; and
 - (b) the investigator must conduct an investigation into the complaint as soon as practicable after the appointment has been made; and
 - (c) the investigator must give the member of the assessment panel to whom the complaint relates a reasonable opportunity to make representations to the investigator about the complaint; and
 - (d) the investigator may require—
 - (i) the complainant; and
 - (ii) the member of the assessment panel to whom the complaint relates,
 to provide to the investigator any document or other information relevant to the investigation of the complaint (verified, if the investigator so requires, by statutory declaration); and
 - (e) the investigator—
 - (i) must otherwise comply with the rules of natural justice; and
 - (ii) subject to subparagraph (i), may conduct the investigation in such a manner as the investigator thinks fit (including by undertaking such other consultations and undertaking such other inquiries as the investigator thinks fit).

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Variation of Planning, Development and Infrastructure (General) Regulations 2017—Part 2

- (11) If during an investigation the investigator is satisfied that there is a matter about which another complaint could have been made against the member of the assessment panel, the investigator may, after consultation with the Commission, deal with the matter as if a complaint had been made about the matter.
- (12) The investigator—
 - (a) may report to the Commission at any stage of the investigation; and
 - (b) must present a report to the Commission at the conclusion of the investigation.
- (13) The Commission must provide the person to whom the complaint relates with a copy of a report presented under subregulation (12)(b) (and the Commission may, if the Commission thinks fit, invite a response from the person).
- (14) The Commission may, on the receipt of a report under subregulation (12)(b), or at the conclusion of any process that the Commission has adopted in the alternative—
 - (a) decide to take no further action on the complaint; or
 - (b) undertake any consultation or further inquiry as the Commission thinks fit; or
 - (c) take action to have the member of the assessment panel to whom the complaint relates removed from office; or
 - (d) take such other action as the Commission thinks fit.
- (15) The Commission must inform the complainant of the outcome of a complaint under subregulation (14).
- (16) Without limiting a preceding subregulation, the Commission may, at any time, consult with or provide a report to—
 - (a) the Minister; and
 - (b) in the case of a complaint that relates to a member of an assessment panel appointed by a joint planning board or a council, the joint planning board or the council (as the case requires),about a complaint that has been made under this regulation.
- (17) Nothing in this regulation limits or restricts any action or proceedings that may be taken against or in relation to a member of an assessment panel on account of the member being an accredited professional under the Act.

7—Insertion of Part 3

After Part 2 insert:

Part 3—Assessment panels—procedures

12—Application

This Part applies to and in relation to the procedures of an assessment panel established under section 83 of the Act or clause 12 or 13 of Schedule 8 of the Act.

13—Public access to meetings

- (1) In connection with the conduct of the proceedings of an assessment panel, members of the public are entitled to attend a meeting of the panel other than as set out in subregulation (2).
- (2) An assessment panel may exclude the public from attendance at a meeting—
 - (a) during so much of the meeting as is necessary to receive, discuss or consider in confidence any of the following matters:
 - (i) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead);
 - (ii) information the disclosure of which—
 - (A) could unreasonably be expected to confer a commercial advantage on a person, or to prejudice the commercial position of a person; and
 - (B) would, on balance, be contrary to the public interest;
 - (iii) information the disclosure of which would reveal a trade secret;
 - (iv) commercial information of a confidential nature (not being a trade secret) the disclosure of which—
 - (A) could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and
 - (B) would, on balance, be contrary to the public interest;
 - (v) matters affecting the safety or security of any person or property;

- (vi) information the disclosure of which could reasonably be expected to prejudice the maintenance of law, including by affecting (or potentially affecting) the prevention, detection or investigation of a criminal offence, or the right to a fair trial;
- (vii) matters that should be considered in confidence in order to ensure that the assessment panel, or any other entity, does not breach any law, or any order or direction of a court or tribunal constituted by law, any duty of confidence, or other legal obligation or duty;
- (viii) legal advice;
- (ix) information relating to actual litigation, or litigation that the assessment panel believes on reasonable grounds will take place;
 - (x) information the disclosure of which—
 - (A) would divulge information provided on a confidential basis by or to a Minister of the Crown, the Commission, or another public authority or official; and
 - (B) would, on balance, be contrary to the public interest; and
- (b) during so much of the meeting that consists of its discussion or determination of any application or other matter that falls to be determined by the assessment panel.

14—Minutes and other documents

- (1) An assessment panel must ensure that accurate minutes are kept of its proceedings.
- (2) A disclosure by a member of an assessment panel of a direct or indirect pecuniary interest in any aspect of a development or any body associated with any aspect of a development required under the Act must be recorded in the minutes of the assessment panel.
- (3) Members of the public are entitled to reasonable access to—
 - (a) the agendas for meetings of an assessment panel; and
 - (b) the minutes of meetings of an assessment panel.
- (4) However, an assessment panel may, before it releases a copy of any minutes under subregulation (3), exclude from the minutes information about any matter dealt with on a confidential basis by the assessment panel.
- (5) Minutes must be available under subregulation (3) within 5 business days after their adoption by the members of the assessment panel.

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Variation of Planning, Development and Infrastructure (General) Regulations 2017—Part 2

15—Quorum

A quorum at a meeting of an assessment panel is a number obtained by dividing the total number of members of the assessment panel for the time being in office by 2, ignoring any fraction resulting from the division, and adding 1.

16—Voting

- (1) Each member of an assessment panel present at a meeting of the assessment panel is entitled to 1 vote on a matter arising for decision and, if the votes are equal, the member presiding at the meeting is entitled to a second or casting vote.
- (2) Subregulation (1) does not apply to a person who is taken to be a member of an assessment panel under section 85 of the Act.

17—Validity of proceedings

A proceeding of an assessment panel (and any decision made by an assessment panel) is not invalid by reason only of a vacancy in its membership or a defect in the appointment of a member.

18—Other matters

Except insofar as a procedure is not prescribed by the Act or these regulations, the procedures of an assessment panel in relation to the conduct of its business will be as determined by the assessment panel (and an assessment panel is accordingly a specified body for the purposes of section 246(6)(d) of the Act).

Note—

As required by section 10AA(2) of the *Subordinate Legislation Act 1978*, the Minister has certified that, in the Minister's opinion, it is necessary or appropriate that these regulations come into operation as set out in these regulations.

Made by the Governor

with the advice and consent of the Executive Council
on 1 August 2017

No 209 of 2017

PLN0019/17CS