



AGENDA

FOR COUNCIL ASSESSMENT PANEL MEETING TO BE HELD ON

28 MAY 2019 AT 6:00 PM

IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY

MEMBERS

Ms S Johnston (Acting Presiding Member)
Mr R Bateup
Mr J Watson
Mr B Brug

REQUIRED STAFF

General Manager City Development, Mr T Sutcliffe
Manager Development Services, Mr C Zafiropoulos (Assessment Manager)
Team Leader – Planning, Mr A Curtis

APOLOGIES

Apology received from Mr D Wallace (Presiding Member)

LEAVE OF ABSENCE

ENDORSED MINUTES FROM PREVIOUS MEETING

Copy of the Endorsed Minutes of the Council Assessment Panel Meeting held on 26 March 2019.

DECLARATIONS OF CONFLICTS OF INTEREST

REPORTS

Development Applications

5.1.1	361/873/2018/NB	15
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Change of use to salvage yard (reception, storage, sorting and disposal of inert construction waste), service trade premises, truck parking and construction of shed (non-complying) for Aleks Sasic 1415-1417 Main North Road, Para Hills West SA 5096

OTHER BUSINESS

5.2.1	Status of Current Appeal Matters and Deferred Items	173
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5.2.1	Policy Issues is Arising from Consideration of Development Applications	
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5.2.2	Future Meetings & Agenda Items	
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CLOSE

Please note:

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

26 MARCH 2019

MEMBERS PRESENT

Mr D Wallace (Presiding Member)
Mr R Bateup
Ms S Johnston
Mr J Watson
Mr B Brug

STAFF

General Manager City Development, Mr T Sutcliffe
Manager Development Services, Mr C Zafiropoulos (Assessment
Manager)
Development Officer – Planning, Ms K Brown
Planning Consultant – Mr M Atkinson

The meeting commenced at 6.00pm

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

APOLOGIES

Nil

LEAVE OF ABSENCE

Nil

ENDORSED MINUTES FROM PREVIOUS MEETING

The Minutes of the Council Assessment Panel Meeting held on 26 February 2019, be
taken and read as confirmed.

DECLARATIONS OF CONFLICTS OF INTEREST

REPORTS

Development Applications

5.1.1 361/67/2019/3B

Change of use from shop to funeral parlour at 829 Main North Road, Pooraka for Country Road Funerals

REPRESENTORS

Mr Leo de Jonge, spoke to his representation.

APPLICANT

Mr Daniel Rowett (Country Road Funerals), spoke on behalf of the applicant.

Mr J Watson moved and the Council Assessment Panel resolved that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated 15 December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/67/2019/3B for Change of use from shop to funeral parlour 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 Received by Council	Prepared By
N/A	Site Plan	15 January 2019	Country Road Funerals
N/A	Statement of Particulars	15 January 2019	Country Road Funerals
N/A	Response to Representations	1 March 2019	Country Road Funerals

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

2. Except where otherwise approved, the operating hours for the funeral parlour shall not extend beyond the times specified in the approved documents, namely:

Monday to Friday – 9.00am to 5:00pm.

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

3. Except unless otherwise approved, chapel services are precluded.

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

4. All waste and other rubbish shall be contained and stored pending removal in covered containers and waste containers screened from public view and must not be located within designated car parks, manoeuvring areas or traffic aisles.

Reason: To maintain the amenity of the locality.

5. No materials, goods or containers shall be stored outside of the building at any time.

Reason: To ensure the car parking and emergency access areas are always available for the purpose they are designed. Further that the site be maintained in a clean and tidy state.

6. That the site plan and floor plan be amended to incorporate a door into the mortuary from the adjacent external staff car parking area.

Reason: To ensure direct access to the mortuary.

Advice Notes

- Except where otherwise varied by this Consent, the conditions imposed herein shall be in addition to conditions that apply to the subject property from previous approvals that remain active.
- 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.
- Any additional advertisements and/or advertising displays except for the rebadging of the existing sign are not included in the consent granted. It will be necessary to make a separate application for any future proposed advertising signage.

5.1.2**361/2098/2018/2T**

Removal of a significant tree on Council reserve at Parafield Gardens Oval, Bradman Road, Parafield Gardens for City of Salisbury

REPRESENTORS

Mr N R Aplin, spoke to his representation.

APPLICANT

Mr K Davey, spoke on behalf of the City of Salisbury.

Ms S Johnston moved and the Council Assessment Panel resolved that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated 15 December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Approval is **GRANTED** to application number 361/2098/2018/2T for Removal of a significant tree on Council reserve 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.	Document Type	Date Received Stamped	Prepared By
File Number: DA 361/2098/2018/2T	Park Tree Assessment, Parafield Gardens Oval, Bradman Road, Parafield Gardens	21 February 2019	Symatree

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

2. Semi-mature native tree species (>1m in height) indigenous to the local area shall be planted on a three for one basis to compensate for the removal of the significant tree. The replacement tree planting shall be maintained in good condition at all times and replaced if necessary.

Reason: To comply with requirements of Regulation 117 (2) of the *Development Regulations 2008*.

5.1.3 361/747/2018/LD

Land Division (Torrens Title) - Creation of twenty (20) allotments from one (1) existing allotment, construction of public roads and stormwater contributions payment at 354-358 Martins Road, Parafield Gardens for Parafield Developments Pty Ltd

REPRESENTORS

Mr Michael Naylor spoke to his representation.
Cr Kylie Grenfell spoke to the representation of Mr Michael Pit and Ms Maria Pit.

Ms Luisa Antoniciello, was not present at the meeting.

Ms Jutta Burns, was not present at the meeting.

Mr Michael Meyers, was not present at the meeting.

APPLICANT

Mr Phil Weaver and Mr Rocco Ursida, spoke on behalf of the applicant.

Mr J Watson moved and the Council Assessment Panel resolved that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – consolidated 15 December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent and Land Division Consent is **GRANTED** to application number 361/747/2018/LD for a Torrens Title Land Division creating twenty (20) allotments from one (1) existing allotment and the construction of public roads and stormwater contributions payment at 354-358 Martins Road, in accordance with the plans and details submitted with the application and subject to the following Reserved Matter, Conditions and Land Division Requirements:

Reserved Matter

The following matter shall be submitted for further assessment and approval by the Manager – Development Services, as delegate of the Council Assessment Panel, as a Reserved Matter under Section 33(3) of the *Development Act 1993*:

1. A limited soil sampling report shall be undertaken which shall be targeted in the former location of green houses and olive orchards on the land. The sampling report shall evidence that the land is suitable for the proposed use.

Note: The report should be prepared in accordance with Planning Advisory Note 20 and the EPAs Implementation of the National Environment Protection (Assessment of Site contamination) Measure 1999. If the site has been used for any activities listed in Appendix 1 of PAN 20 (or any other potentially contaminating activity) or the preliminary site assessment reveals that contamination is suspected or identified, then further site assessment and investigations will be required.

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 Received By Council	Prepared By
Ref: 18135 Revision G	Plan of Division	19 February 2019	Zaina Stacey Development Consultants

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

2. A Soil Erosion and Drainage Management Plan and Construction Environment Management Plan shall be submitted to Council for Approval. The Soil Erosion and Drainage Management Plan and Construction Environment Management Plan shall be prepared in accordance with the document entitled “*Handbook for Pollution Avoidance on Commercial and Residential Building Sites*”, prepared by the Environment Protection Authority. No works shall commence until prior written approval has been issued by Council’s Principal Development Engineer.

Reason: To preserve the amenity of the locality during construction work.

3. All recommendations contained under the Soil Erosion and Drainage Management Plan and Construction Environment Management Plan, Approved under Development Plan Consent Condition 2, shall be met at all times.

Reason: To ensure the Soil Erosion and Drainage Management Plan is implemented at all times.

4. The generation of airborne dust caused as a result of construction works shall be minimised at all times. Where generation of airborne dust is likely to cause nuisance beyond the site boundaries, dust control measures shall be implemented immediately.

Reason: To preserve the amenity of the locality during construction work.

5. Stormwater systems shall be designed and constructed to cater for minor storm flows (Residential ARI = 5yrs). 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 condition, and no runoff into neighbouring property for the major storm event ARI = 100 years.

Reason: To ensure flood protection of the buildings.

6. The Defects Liability Period for the civil works will be 12 months from the date of issue of the Acceptance of Practical Completion and Asset Transfer.

Land Division Consent Requirements

1. A final plan showing all driveway locations be provided to Council for approval, prior to construction.
2. Detailed designs and specifications for all civil engineering works, including roads, culverts, footpaths, stormwater drainage, lighting, signage, line marking and pram ramps are to be submitted to Council for Approval by Council's Principal Development Engineer. No works shall commence until written approval has been issued by the Principal Development Engineer.
3. All civil and construction works shall be carried out in accordance with all detailed designs and specifications approved by Council under Land Division Consent Condition 1.
4. Existing bores and wells previously used for irrigation and water supply are to be identified, abandoned, plugged and backfilled in accordance with the *Natural Resources Management Act 2004*, the Department of Environment, Water and Natural Resources (DEWNR) and relevant region NRM board to prevent contamination, degradation and wastage of groundwater.
5. A Proof Roll is to be undertaken at each stage of road construction (ie. Subgrade, prior to kerb and prior to sealing) with both Council and Superintendent Representatives in attendance, to ensure compliance with the approved plans and specifications. Council is to be given a minimum of 24 hours' notice of required attendance.
6. A geotechnical Inspection and Testing Plan (ITP) is to be forwarded to Council prior to construction. The fully completed ITP is to be provided to Council prior to Practical Completion. Field Density testing is to be undertaken on all pavement layers and common service backfill in accordance with AS 3798-2007 and AS 1289-2003.
7. CCTV footage of the underground drainage system is to be supplied prior to Practical Completion to confirm that works have been completed in accordance with the specification.

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8. Public roads centrally located within the Clive Road and Gepps Avenue road reserves shall be constructed as follows:
- a) In respect to Clive Road, as per the Approved Land Division Plan, prepared by Zaina Stacey, revision G dated 19th February 2019;
 - b) In respect to Gepps Avenue, have a 7.2m wide road carriage, flaring out to 12.0m as it relates to the widened portion of Gepps Avenue (ie. 18.20m section).

The road shall be sealed in hot mix to a standard Approved by Council under Land Division Consent Condition 1. Statutory line marking and signage shall be installed in accordance with the *Road Traffic Act 1961* and Australian Standard 1742 Manual of Uniform Traffic Control Devices, noting that car parking within the Clive Road turning bay and widened portion of Gepps Avenue shall be prohibited.

9. To ensure the minimum thickness of hot mix has been achieved during road pavement construction, Council require certification from a registered surveyor that the road formation levels have been checked prior to and after road surfacing (5 points every 50m). Council may at its discretion request core samples to verify asphalt thickness and compaction.
10. The terminating boundaries of Clive Road (bordering 344-352 Martins Road and proposed allotment 354) and Gepps Avenue (bordering 344-352 Martins Road) shall:
- a) Be fenced with transparent style fencing (ie. post and rail or tubular) in a manner that precludes access into the neighbouring site at 344-352 Martins Road and proposed allotment 354 but preserves overland flow as per Land Division Requirement 10(b) and 11; and
 - b) Be fitted with the largest and longest D4-5 Hazard Board adjacent the fencing at the terminating ends of the road and shall face toward the road.
11. The stormwater system shall be designed and constructed as follows:
- a) Underground piped stormwater system to cater for minor storm flows (ARI = 5 years); and
 - b) Overland flowpath designated to cater for the 100 year ARI major storm event.
12. All surface runoff in the 100 year ARI major storm event shall be safely conveyed through the new road network, providing an overland flow path within the road reserves to accommodate peak flow.
13. Allotment fill may be required to ensure that the floor levels of proposed residential development will be 300mm above top of kerb for the proposed road frontage and graded a minimum 0.5% towards the road. This may require that the general level of each residential allotment be raised in layers of 150mm of compacted fill. Any filling in excess of 300mm is to be constructed with Level 1 Supervision.

14. The excavation and filling of land must be undertaken in accordance with the specifications of Council. Those specifications shall comply with “AS 3798-2007: *Guidelines on earthworks for commercial and residential developments*”. Geotechnical documentation shall be provided to Council, prior to Section 51 clearance, demonstrating that all filling complies with the requirements of AS 2870-1011: Residential Slabs and Footings.
15. Existing footings and verge areas shall be reinstated to Council specification after excavation trenching and underground services have been installed.
16. Electricity supply servicing the development shall be installed underground in accordance with SA Power Networks Technical Standards for underground residential distribution of electricity.
17. All Communication Carrier’s services (including NBN Broadband) shall be installed underground.
18. Street and public area lighting shall comply in all respects with the Lighting Code AS1158. The style and type of lighting shall be Approved by Council, prior to the commencement of any works. All public lighting must incorporate the use of unmetered LED Luminaires that are certified to be compliant with TS 1158.6 and must be listed on the AEMO load table. The standard public lighting tariff shall be Energy Only and electrical designs shall comply with AS 3000. Lighting design is to comply with AS/NZS 1158.
19. A 1.5m wide footpath, associated pram ramps and landing shall be constructed in accordance with G6 Council Standard, adjacent the full length of Clive Road and Gepps Avenue (as an extension of the existing footpath). The final footpath location and materials shall be Approved by Council, prior to commencement of footpath construction.
20. A stormwater contribution is payable in lieu of onsite stormwater detention. The contribution is payable at the rate of \$32,500/hectare (\$53,012.00).
21. A Landscaping Plan shall be submitted to Council for Approval, prior to commencement of site works. The Landscaping Plan shall achieve the following:
 - a) Incorporate advanced growth street trees (at least 1.2m at planting) at a rate of at least 1 tree per allotment frontage (on both sides of all public roads), of a species agreed to by Council’s Team Leader – Landscape Design;
 - b) Removal of all weed and pest species on the site and preparation of the topsoil within all road reserves, such that weed and pest species do not thrive.
22. All landscaping works identified on the Landscaping Plan, Approved by Council under Land Division Consent Condition 20, shall be completed in full or bonded.
23. Except where contained within the boundaries of proposed allotment 354, all buildings, structures, irrigation pipes, building materials, rubbish and deleterious materials shall be removed from the site.

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24. All conditions must be met, including zero defects and full payment of any contributions prior to acceptance of Practical Completion and “handover” of infrastructure. Until the “Acceptance of Practical Completion and Asset Transfer” is issued by Council, all liability and maintenance of infrastructure remains responsibility of the Developer.
 25. A bond for 10% of the agreed total value of the land division (ie. the development) or 100% of the agreed value of the outstanding works (whichever is greater) shall be provided to Council, prior to Section 51 Clearance, to be held in trust during the Defects Liability Period and returned upon satisfactory Final Completion of the Land Division.
 26. Damage sustained to any new or existing infrastructure during the course of the works shall be rectified to Council satisfaction prior to the completion of development works.
 27. As ‘as constructed’ survey, of all infrastructure including but not limited to stormwater pipes, kerbing, road pavement, line-marking, footpaths, signage and street tree plantings, shall be provided to Council in PDF and DWG format, prior to Practical Completion.

State Commission Assessment Panel Requirements

28. The following SA Water requirements shall be met:
 - a) The financial and augmentation requirements of the SA Water Corporation shall be met for the provision of water supply and sewerage services (SA Water 2018/00188);
 - b) The necessary easements shall be granted to the SA Water Corporation free of cost.

NOTE: SA Water Corporation further advise that an investigation will be carried out to determine if the water and/or sewer connection/s to your development will be costed as standard or non-standard.

29. Payment of \$129,770.00 into the Planning and Development Fund (19 allotment/s @ \$6830.00 /allotment). Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the State Planning Commission marked “Not Negotiable” and sent to GPO Box 1815, Adelaide 5001 or in person, by cheque or credit card, at Level 5, 50 Flinders Street, Adelaide.
30. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.

Advice Notes

1. The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, 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.

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2. 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>
 3. The applicant consult with Council to incorporate measures to have all traffic movements for the duration of construction from Martins Road.

OTHER BUSINESS

5.2.1 Status of Current Appeal Matters and Deferred Items

The information be received.

5.2.3 Policy Issues is Arising from Consideration of Development Applications

5.2.4 Future Meetings & Agenda Items

Next meeting scheduled for Wednesday 24 April 2019

ADOPTION OF MINUTES

Mr R Bateup moved, and the Council Assessment Panel resolved that the Minutes of the Council Assessment Panel Meeting be taken and read as confirmed.

The meeting closed at 7.35 pm.

PRESIDING MEMBER:

Mr D Wallace

DATE:

26 March 2019

Dataworks

(refer to email approving minutes registered in

Document Number 5311008)

ITEM	5.1.1
	COUNCIL ASSESSMENT PANEL
DATE	28 May 2019
APPLICATION NO.	361/873/2018/NB
APPLICANT	Aleks Sapic
PROPOSAL	Change of use to salvage yard (reception, storage, sorting and disposal of inert construction waste), service trade premises, truck parking and construction of shed (non-complying)
LOCATION	1415-1417 Main North Road, Para Hills West SA 5096
CERTIFICATE OF TITLE	CT-5100/30 & CT-5100/31
AUTHOR	Chris Carrey, Development Officer, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Commercial Zone Precinct 21 – Para Hills West Commercial
Application Type	Non-complying Category 3
Public Notification	Representations received: Two (2) Representations to be heard: Zero (0)
Referrals - Statutory	Environment Protection Authority (EPA)
Referrals – Internal	Development Engineering
Development Plan Version	Salisbury Council Development Plan Consolidated 15 December 2016
Assessing Officer	Chris Carrey – Development Officer - Planning
Recommendation	Grant Development Plan Consent subject to conditions and seek the concurrence of the State Commission Assessment Panel
Meeting Date	28 May 2019

2. REPORT CONTENTS

Assessment Report

Attachment 1:	Proposal Plans and Supporting Documentation including Statement of Support, Statement of Effect, Environmental Noise Assessment and Stormwater Management Plan
Attachment 2:	Notice of Category 3 Application and Representations Received
Attachment 3:	Schedule 8 Referral Response - Environment Protection Authority (EPA)
Attachment 4:	Relevant Development Plan Extracts and Location Maps consolidated 15 December 2016

3. EXECUTIVE SUMMARY

The Applicant operates a business ('DeJay Contracting') which provides services including residential demolition and the supply of skip bins to residential construction sites.

This is a retrospective application and the Applicant has been using the site for elements of this business from around early 2017.

The Applicant hopes to formalise use of the site and seeks Development Plan Consent for:

- Use of part of the site for the reception, sorting, storage and disposal of inert construction waste which has been collected by the Applicant in skip bins from new residential construction sites.
- Construction of a new industrial building (20m x 30m with a wall height of 8m) which is to be used for the sorting of the construction waste.
- Use of the existing building in the north-east corner of the site for the undercover storage of salvaged materials.
- Parking of trucks associated with the Applicant's demolition/salvage business.
- Use of the front part of the site, including the existing building in the north-west corner, for the display and sale of materials which have been salvaged from demolition sites (for example - kitchen units, air conditioning systems, hot water services etc.)

Other than parking of trucks, the Applicant does not propose to use the site in connection with the demolition arm of the business. No materials from demolition activities are to be brought to the site for sorting.

The subject site is located within the Commercial Zone and Precinct 21 Para Hills West Commercial. The Industry Zone abuts the site to the south-east, while the Airfield (Parafield) Zone is located to the north-west across Main North Road.

The proposed development is a form of non-complying development as it involves activities which include *waste reception, storage, treatment or disposal* which are listed as non-complying activities in the Commercial Zone of Council's Development Plan.

The Applicant provided a Statement of Support and on 4 October 2018 in accordance with Regulation 17(3)(b) of the *Development Regulations 2008*, Council staff under delegated authority resolved to proceed with an assessment of the application. The applicant subsequently provided a Statement of Effect in support of the proposal.

The application was subject to Category 3 public notification. Two representations in support were received during the notification period with no requests to be heard.

The application was subject of a mandatory referral to the Environment Protection Authority (EPA) as the activity involves an activity of environmental significance (waste depot). The EPA did not raise any objection to the proposal and directed that four (4) conditions be attached to any approval granted.

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

- a) Development of the type proposed is considered to be appropriate within the context of this locality.
- b) Appropriate mitigation measures are proposed with regards to noise, air quality, and waste and water management to protect the health and amenity of the locality.
- c) The development will not pose a risk to nearby airport operations.
- d) The development has been sited and designed to ensure it will not have detrimental visual impact within the locality.
- e) Access to and from the site is appropriate and sufficient car parking has been provided to support the development.
- f) While no landscaping is proposed, this is not inappropriate having regard to the configuration of the site and the context of this locality.

Given the above, it is recommended that Development Plan Consent be granted subject to conditions and the concurrence of the State Commission Assessment Panel.

4. SUBJECT SITE

The subject site is located on the service road on the south-eastern side of Main North Road and comprises two contiguous allotments identified in the following Certificate of Titles:

- Allotment 1 in Deposited Plan 35539 – CT-5100/30
- Allotment 2 in Deposited Plan 35539 – CT-5100/31

The site has a width of around 51m and depth of around 122m with a total area of around 6220m².

The site contains existing buildings including a building to the front of the site (north-west corner) and building to the rear (north-east corner). The balance of the site consists of asphalt, concrete or crushed rubble with the main access located to the south-west of the property frontage. There is also a point of access in front of the existing building to the north-east of the frontage which affords access to a small car parking area.

The site is fenced with open tubular style fencing to the front; solid colorbond fencing to a height of 2.1m along the side boundaries; and a combination of metal fencing and concrete blocks along the rear boundary.

Site photos are provided below.

Photo 1

Looking south along the Main North Road Service Road with the subject site on the left.



Photo 2

Looking north along the Main North Road Service Road. The subject site is towards the right with the Airport City Shopping Village on the left across Main North Road.



Photo 3

Looking east into the subject site towards the main office / administration building.



Photo 4

Looking east into the subject site towards the salvage yard display area (service trade premises).



Photo 5

Looking east into the subject site through the main point of access.



Photo 6

Inside the salvage yard display area (service trade premises).



Photo 7

Looking south-east from within the subject site towards the rear of the site.

**Photo 8**

Looking west from within the subject site across the main access and manoeuvring area with Main North Road (Airport City Shopping Village) in the distance.

**Photo 9**

Inside the shed located within the rear (north-east) corner of the site.

**5. LOCALITY**

The subject site is located within the Commercial Zone and Precinct 21 Para Hills West Commercial of Council's Development Plan.

The locality is generally characterised as a mixed use area with a variety of commercial and light industrial activities. Allotments within the locality generally consist of reasonably large industrial buildings, with associated hardstand, manoeuvring and car parking areas. The exceptions to this are:

- Parafield Airport and the Airport City Shopping Village to the north-west across Main North Road.
- A residential dwelling immediately to the north-east adjacent the subject site.
- A residential dwelling and disused horticultural greenhouses to the north-east on Ayfield Road.

The adjoining site to the south-west (1413 Main North Road) is currently occupied by a pawnbrokers ('Ozi Pawn Shop') and at the time of writing, a development application has been lodged and is under assessment for the construction of two (2) warehouses to the rear of that site.

The adjoining site to the north-east (1419-1423 Main North Road) comprises a residential dwelling and a number of commercial/industrial buildings, with the main tenant facing the service road being Eagle Camper Trailers.

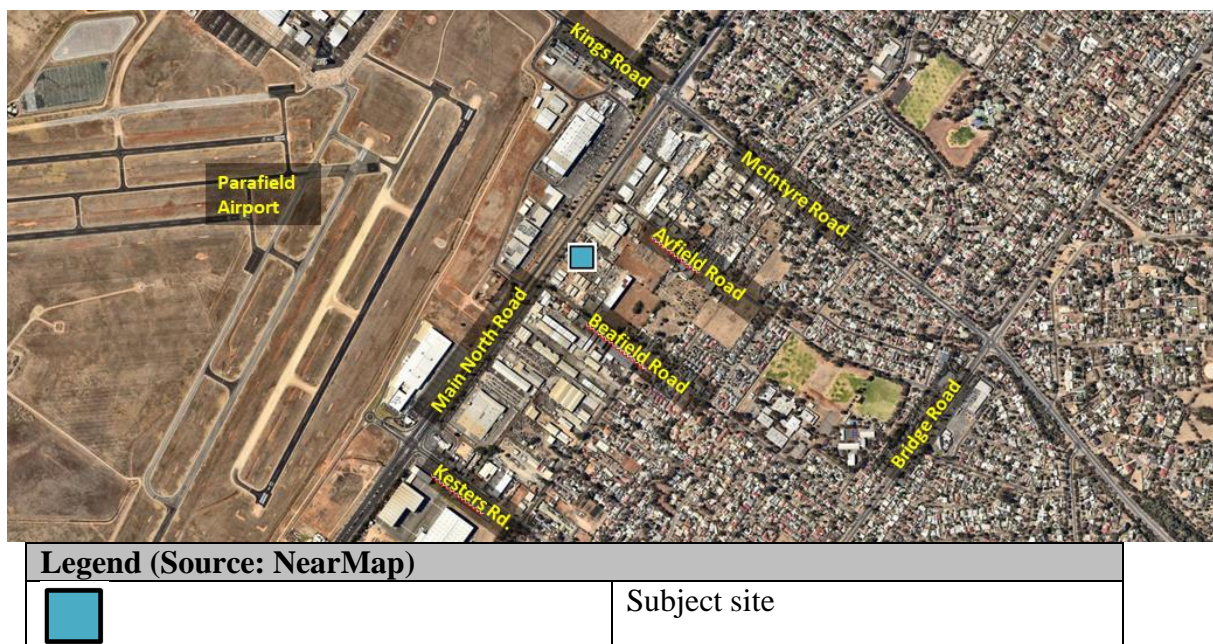
The adjoining site to the rear (18 Beafield Road) has a development approval in place for the construction of eighteen (18) warehouses (DA 361/934/2015/1B refers). That development has been commenced, although is not yet completed. When completed, the warehouses will be built along the entire length of the rear boundary of the subject site to a wall height of 9.35m.

The closest Residential Zone boundary is located around 280m to the south-east of the subject site.

The subject site is located on the Main North Road service road which provides for two-way vehicle movement and carries a 50km/h speed limit. On street parking restrictions (yellow line) are in place along the north-west side of the service road.

Aerial and contextual plans are provided below.

Aerial View



The map displays the Pansfield area in Lawrence, Massachusetts, with various land parcels and roads. Key features include:

- Airfield (Pansfield):** A large blue area on the left side of the map.
- Industry:** A yellow-outlined area in the center-right, labeled 'Commercial'.
- Roads:** Main North Road, Main South Road, Finch Road, and Pansfield Road are visible.
- Parcel Numbers:** Numerous parcel numbers are shown, including 1415-1417, 1429-1431, 1419-1423, 1413, 1403-1409, 1415-1417, 1419-1423, 1429-1431, 1425-1427, 9-11, 13-15, 17, 18, 20-24, 26-30, 32-34, 36-38, 40-42, 42-43, 43-44, 44-45, 45-46, 46-47, 47-48, 48-49, 49-50, 50-51, 51-52, 52-53, 53-54, 54-55, 55-56, 56-57, 57-58, 58-59, 59-60, 60-61, 61-62, 62-63, 63-64, 64-65, 65-66, 66-67, 67-68, 68-69, 69-70, 70-71, 71-72, 72-73, 73-74, 74-75, 75-76, 76-77, 77-78, 78-79, 79-80, 80-81, 81-82, 82-83, 83-84, 84-85, 85-86, 86-87, 87-88, 88-89, 89-90, 90-91, 91-92, 92-93, 93-94, 94-95, 95-96, 96-97, 97-98, 98-99, 99-100, 100-101, 101-102, 102-103, 103-104, 104-105, 105-106, 106-107, 107-108, 108-109, 109-110, 110-111, 111-112, 112-113, 113-114, 114-115, 115-116, 116-117, 117-118, 118-119, 119-120, 120-121, 121-122, 122-123, 123-124, 124-125, 125-126, 126-127, 127-128, 128-129, 129-130, 130-131, 131-132, 132-133, 133-134, 134-135, 135-136, 136-137, 137-138, 138-139, 139-140, 140-141, 141-142, 142-143, 143-144, 144-145, 145-146, 146-147, 147-148, 148-149, 149-150, 150-151, 151-152, 152-153, 153-154, 154-155, 155-156, 156-157, 157-158, 158-159, 159-160, 160-161, 161-162, 162-163, 163-164, 164-165, 165-166, 166-167, 167-168, 168-169, 169-170, 170-171, 171-172, 172-173, 173-174, 174-175, 175-176, 176-177, 177-178, 178-179, 179-180, 180-181, 181-182, 182-183, 183-184, 184-185, 185-186, 186-187, 187-188, 188-189, 189-190, 190-191, 191-192, 192-193, 193-194, 194-195, 195-196, 196-197, 197-198, 198-199, 199-200, 200-201, 201-202, 202-203, 203-204, 204-205, 205-206, 206-207, 207-208, 208-209, 209-210, 210-211, 211-212, 212-213, 213-214, 214-215, 215-216, 216-217, 217-218, 218-219, 219-220, 220-221, 221-222, 222-223, 223-224, 224-225, 225-226, 226-227, 227-228, 228-229, 229-230, 230-231, 231-232, 232-233, 233-234, 234-235, 235-236, 236-237, 237-238, 238-239, 239-240, 240-241, 241-242, 242-243, 243-244, 244-245, 245-246, 246-247, 247-248, 248-249, 249-250, 250-251, 251-252, 252-253, 253-254, 254-255, 255-256, 256-257, 257-258, 258-259, 259-260, 260-261, 261-262, 262-263, 263-264, 264-265, 265-266, 266-267, 267-268, 268-269, 269-270, 270-271, 271-272, 272-273, 273-274, 274-275, 275-276, 276-277, 277-278, 278-279, 279-280, 280-281, 281-282, 282-283, 283-284, 284-285, 285-286, 286-287, 287-288, 288-289, 289-290, 290-291, 291-292, 292-293, 293-294, 294-295, 295-296, 296-297, 297-298, 298-299, 299-300, 300-301, 301-302, 302-303, 303-304, 304-305, 305-306, 306-307, 307-308, 308-309, 309-310, 310-311, 311-312, 312-313, 313-314, 314-315, 315-316, 316-317, 317-318, 318-319, 319-320, 320-321, 321-322, 322-323, 323-324, 324-325, 325-326, 326-327, 327-328, 328-329, 329-330, 330-331, 331-332, 332-333, 333-334, 334-335, 335-336, 336-337, 337-338, 338-339, 339-340, 340-341, 341-342, 342-343, 343-344, 344-345, 345-346, 346-347, 347-348, 348-349, 349-350, 350-351, 351-352, 352-353, 353-354, 354-355, 355-356, 356-357, 357-358, 358-359, 359-360, 360-361, 361-362, 362-363, 363-364, 364-365, 365-366, 366-367, 367-368, 368-369, 369-370, 370-371, 371-372, 372-373, 373-374, 374-375, 375-376, 376-377, 377-378, 378-379, 379-380, 380-381, 381-382, 382-383, 383-384, 384-385, 385-386, 386-387, 387-388, 388-389, 389-390, 390-391, 391-392, 392-393, 393-394, 394-395, 395-396, 396-397, 397-398, 398-399, 399-400, 400-401, 401-402, 402-403, 403-404, 404-405, 405-406, 406-407, 407-408, 408-409, 409-410, 410-411, 411-412, 412-413, 413-414, 414-415, 415-416, 416-417, 417-418, 418-419, 419-420, 420-421, 421-422, 422-423, 423-424, 424-425, 425-426, 426-427, 427-428, 428-429, 429-430, 430-431, 431-432, 432-433, 433-434, 434-435, 435-436, 436-437, 437-438, 438-439, 439-440, 440-441, 441-442, 442-443, 443-444, 444-445, 445-446, 446-447, 447-448, 448-449, 449-450, 450-451, 451-452, 452-453, 453-454, 454-455, 455-456, 456-457, 457-458, 458-459, 459-460, 460-461, 461-462, 462-463, 463

Page 22
Council Assessment Panel Agenda - 28 May 2019

Close Up Aerial View

Source: NearMap

6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The development is retrospective with the use having commenced around early 2017. The development incorporates a number of elements and processes as follows.

Salvage yard (reception, storage, sorting and disposal of inert construction waste)

The Applicant supplies skip bins to new residential construction sites. Once full, the skip bins are collected by the Applicant and brought to the site for sorting.

The Applicant proposes to use the rear part of the site for this process.

The waste is limited to construction waste only and will typically comprise timber/steel/masonry cut offs, cardboard, other recyclables and mixed debris. The Applicant does not accept liquids, tyres or asbestos.

To assist with the sorting process, the Applicant proposes to construct a new industrial building to the rear of the site (20m x 30m with a wall height of 8m) – around 80m from the front boundary. The shed is to be located adjacent the existing building, 5m from the rear boundary and 11m from the side (south-west) boundary. The shed is to be constructed of zincalume or colorbond, enclosed to the rear and sides and open to the front (north-west) with a concrete floor.

The construction waste will be delivered to the site and tipped into a central area within the new building and then sorted into 'like' streams. A forklift may be used to assist with this process.

Once sorted, the waste will then be removed from the site in skip bins to a licensed waste facility either for recycling or as landfill.

Waste is to be delivered to the site by trucks (up to 13m in length) and it is anticipated that approximately 20 tonnes per day will be delivered to the site. The same amount will be removed from the site each day with waste typically held for around 24 hours.

The Applicant estimates around 10-12 truck movements to and from the site each day.

Truck access to the site is via the Main North Road service road and the Applicant has advised that trucks travel to the site either via Main North Road from the north and Kesters Road from the south and the trucks do not use other local roads such as Ayfield and Beafield Road.

The Applicant also proposes to use the existing building in the north-east corner of the site for the storage of materials salvaged by the Applicant which require protection from weather elements (for example metal and timber).

The salvage yard is proposed to operate between 7.00am and 4.00pm Monday to Friday, with no activity on weekends. The Applicant has advised that trucks may enter the site prior to 7.00am and there may be some forklift activity prior to 7.00am, however, there is to be no waste sorting prior to this time.

A maximum of four (4) staff will work at the facility at any one time.

Truck and Car Parking

The Applicant also proposes to use part of the site for the parking of trucks (up to 13m length). The site plan provided with the application identifies four (4) line marked spaces to accommodate trucks up to 13m length and 4 line marked spaces to accommodate trucks up to 10m length. No truck servicing or other maintenance is to occur on site.

The current site configuration provides for four (4) line marked car parking spaces in front of the existing building to the north-west of the site, directly accessed from the service road.

The Applicant proposes to reconfigure existing internal fencing to allow for the establishment of an additional twenty (20) car parking spaces distributed to either side of the main driveway. Thus, a total of twenty-four (24) car parks are proposed on the site.

Service Trade Premises

The Applicant proposes to use the front portion of the site, including the existing building in the north-west corner facing the service road for the display and sale of materials which have been salvaged from demolition sites (for example, kitchen units, air conditioning systems, hot water services etc.).

In accordance with the definitions provided within Schedule 1 of the *Development Regulations 2008* this is considered to be a 'service trade premises'¹.

¹ *service trade premises* means premises used primarily for the sale, rental or display of—

The service trade premises is to be operated by one (1) to two (2) staff and is open between 9.00am and 5.00pm Monday to Friday.

The remainder of the building is to be used for associated office and administration functions.

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

7. CLASSIFICATION

In accordance with Schedule 1 of the *Development Regulations 2008* the ‘salvage yard’ element of the proposed development is a form of ‘industry’ which means the ‘*carrying on, in the course of a trade or business, of any process (other than a process in the course of farming or mining) for, or incidental to –*

- a) *the making of any article, ship or vessel, or part of any article, ship or vessel*
- b) *the altering, repairing, ornamenting, finishing, assembling, cleaning, washing, packing, bottling, canning or adapting for sale, or the breaking up or demolition of any article, ship or vessel, or*
- c) *the getting, dressing or treatment of materials (and industrial will be construed accordingly)*

The subject site is located in the Commercial Zone and Precinct 21 Para Hills West Commercial of Council’s Development Plan (consolidated 15 December 2016). In this Zone, development which involves *waste reception, storage, treatment or disposal* is a non-complying form of development.

Therefore, while the proposal is for a form of ‘industry’, as it involves the *reception, storage, sorting and disposal* of construction waste, it must be assessed as a non-complying form of development.

The Applicant provided a Statement of Support in accordance with Regulation 17(3)(b) of the *Development Regulations 2008*. On 4 October 2018, Council staff resolved to proceed with an assessment of the application under delegated authority.

In accordance with Regulation 17(4) of the *Development Regulations 2008*, the applicant submitted a Statement of Effect on 26 February 2019 in support of the development.

The Applicant’s Statement of Support and Statement of Effect are contained within Attachment 1 of this report.

8. PUBLIC NOTIFICATION

The proposed development is neither listed as being a Category 1 or 2 form of development under the Commercial Zone or under Schedule 9 of the *Development Regulations 2008*. Accordingly, the application must be a default Category 3 form of development under Section 38 of the *Development Act 1993*.

.....
(k) building materials; or
(l) landscaping materials; or
or similar articles or merchandise;

Public notification took place between 4 March and 18 March 2019. Council received two (2) representations in support during the notification period.

Representations received			
Representations received		Support / Oppose	Wish to be Heard
1	MFP Enterprises 1413 Main North Road Para Hills West SA 5096	Support	No
2	Parafield Airport Limited Property Manager Parafield Airport SA 5096	Support	No

A copy of the Category 3 public notice and the submissions received are contained in Attachment 2.

The Applicant did not provide a response to the Representations other than to note the favourable comments received.

9. REFERRALS – STATUTORY

Pursuant to Schedule 8 (11) of the Regulations 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 under Schedule 8(11), and Council, as the relevant authority must comply with any direction they make. The EPA's concluding responses are summarised as follows:

- *The proposed dust management methods are considered appropriate. Conditions have been directed to ensure that no wastes are stored outside of the proposed shed structure and no crushing of waste occurs on site.*
- *The supporting noise assessment and associated mitigation measures are considered appropriate and are likely to comply with the requirements of the Environment Protection (Noise) Policy 2007. Conditions have been directed to ensure the recommendations are implemented.*
- *The proposed waste management processes and mitigation measures are considered appropriate. Conditions are directed to ensure that all wastes are received and sorted inside the shed only and that no processing (crushing) of wastes occur at the site.*
- *The proposed water quality and stormwater management methods are considered appropriate to meet the requirements of the Environment Protection (Water Quality) Policy. A condition is directed to ensure that any fuel stored on the site is bunded appropriately.*
- *Provided that the development is constructed and managed in accordance with the submitted documents and the proposed environmental measures within the acoustic assessment are appropriately implemented, the risk of adverse environmental impacts from the proposed development are likely to be low.*

The EPA directed that four (4) conditions be attached to any approval that is granted and recommended four (4) advisory notes.

The EPA's request for additional information, the Applicant's response and the EPAs Direction (including directed conditions) are contained in Attachment 3.

10. REFERRALS – INTERNAL

DIVISION	COMMENT
<i>Development Engineering</i>	<p>The site has existing hardstand and rubble surfacing and surface treatments are to remain unchanged except for the portion of site which is to have the new covered roof area.</p> <p>Stormwater runoff from all roof areas is proposed to be rationalised and piped underground directly to the watertable which is an improvement from the existing situation and will result in improved stormwater quality.</p> <p>Commercial vehicle turn movement diagrams included in Appendix B of the Stormwater report show that there is sufficient onsite manoeuvring for the 14.3m articulated vehicle.</p> <p>Three (3) conditions are recommended and should be included with any approval granted.</p>

11. 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. The following reasons are given in support of this recommendation:

- Light industrial activities and other business/commercial related land uses are anticipated within the Commercial Zone and within Precinct 21 Para Hills West Commercial.
- The development incorporates a service trade premises which is an envisaged use within the Commercial Zone and Precinct 21 Para Hills West Commercial.
- The subject site abuts the Industry Zone to the south-east where industrial development is envisaged and development involving *waste reception, storage, treatment or disposal* would be assessed on-merit.

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 4. The relevant provisions are also highlighted in the Attachment.

Zoning and Land Use

The following Objectives and Principles of Development Control (PDC) of the *Commercial Zone* and *Precinct 21 Para Hills West Commercial* are noted:

Objective 1 A zone accommodating a range of commercial and business land uses.

PDC 1 The following forms of development are envisaged in the zone:

- *light industry*
- *service trade premises*

PDC 2 Development listed as non-complying is generally inappropriate.

PDC 3 Retail development in the zone should not hinder the development or function of any centre zone.

The following precinct specific provisions are also noted (*Precinct 21 Para Hills West Commercial*)

PDC 24 Development in the precincts should principally comprise service trade premises, bulky goods outlets, light industry, offices in association with these activities, and limited non-bulky goods retail activities.

The development involves an industrial activity (waste sorting), service trade premises and truck parking.

A service trade premises is an envisaged land use within the Zone and Precinct. Having this activity located to the front of the site is consistent with existing types of land uses within the locality which largely comprise commercial/industrial activities with associated ‘shop fronts’ and other service trade premises. This element of the use is considered to be appropriate within the Zone and is not expected to hinder other ‘retail’ related activities within surrounding areas or centre zones.

The Applicant contends that the waste sorting element of the use should be considered as a ‘light industry²’ given the types of wastes involved (inert construction waste), the scale of the land use and the proposed mitigation measures (discussed later in this report) which will ensure there are minimal off-site impacts. The Applicant is of the view that the use is therefore appropriate as a ‘light industry’ and is an envisaged use within the Zone and Precinct.

While elements of this argument are accepted, the proposal is still for a form of non-complying development. Non-complying development is identified as being generally inappropriate within the Zone (PDC 2).

² Light industry is defined within Schedule 1 of the *Development Regulations 2008* as:

light industry means an industry where the process carried on, the materials and machinery used, the transport of materials, goods or commodities to and from the land on or in which (wholly or in part) the industry is conducted and the scale of the industry does not—

(a) detrimentally affect the amenity of the locality or the amenity within the vicinity of the locality by reason of the establishment or the bulk of any building or structure, the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil, spilled light, or otherwise howsoever; or
(b) directly or indirectly, cause dangerous or congested traffic conditions in any nearby road;

However, it is considered that on balance, and whether one determines the use to be a ‘light industry’ or ‘general industry’, the use is not inappropriate within the Zone and locality for the following reasons:

- The waste sorting activities are located to the rear of the site and will be largely obscured from view from both the street and surrounding properties by a combination of setback distance from the street, existing structures on the site, the side walling of the proposed building and boundary fencing treatments.
- The rear of the site abuts the Industry Zone, where a waste sorting facility would be assessed on merit against the provisions of the Development Plan. The rear of the site is largely encircled by commercial/industrial land uses and their associated buildings.
- Waste sorting activities will be limited to the sorting of inert construction waste inside a building during daytime hours.
- The scale of the development, the type of associated built form and the types of trucks entering and exiting the site are in keeping with established land uses within the locality.
- Other than the two (2) dwellings located within the identified locality, there are no immediate surrounding sensitive land uses which are likely to be negatively affected by the activity. These dwellings are located within the Commercial Zone and Industry Zone and are already exposed to a range of industrial and commercial activities.
- As will be discussed later in this report, the mitigation measures incorporated within the proposal will ensure there are minimal, if any, off site impacts which would detract from the intended primary function of the Zone and Precinct or the amenity of the locality more generally.
- There are some shared synergies between the land uses (waste sorting, truck parking and service trade premises) which support co-location – this extends to use of skip bins, truck movements and storage/sale of salvaged materials.

While truck parking is not an envisaged use within the Zone and Precinct, this is considered to be a small element of the overall proposal and is largely an ancillary function to the dominant proposed land use. On this basis, it is considered to be an appropriate type of supporting use.

As a retrospective proposal which has been operating for a reasonable period of time, one also has the benefit of observing the impacts and overall presentation of the site. While the proposed shed has not yet been constructed and car and truck parking spaces have not been formalised, the assessing officer has repeatedly noted through site inspections that:

- The site presents well to the street and site is maintained in a neat and tidy manner.
- The visual appearance of the ‘shop front’ of the service trade premises is in keeping with established service trade premises and commercial activities within the locality.
- There have been no observable issues relating to truck movements or vehicle parking associated with the use.

In addition, it should be noted Council has not received any complaints as a result of any current activities at the site.

While these retrospective considerations should not be a sole determinant, given all of the above, it is considered that the proposal is an appropriate form of development in this locality – subject to design and amenity based consideration which will be further discussed below.

Waste and Water Management

The environmental impacts associated with the development (in particular the waste sorting facility) are considered to be of key importance to this assessment and must be adequately addressed to ensure the development does not have a negative impact to the locality and environment more generally.

The following Objectives and Principles of Development Control of the *General Section: Waste Management Facilities* module state:

Objective 1 The orderly and economic development of waste management facilities in appropriate locations.

Objective 2 Minimisation of human and environmental health impacts from the location and operation of waste management facilities.

PDC 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.

PDC 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.

PDC 7 Processing facilities and operational areas should be screened from public view.

PDC 8 of the *General Section: Natural Resources* module is also noted:

PDC 8 Water discharged from a development site should:
(a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state
(b) not exceed the rate of discharge from the site as it existed in pre-development conditions.

These provisions are considered below under separate headings.

Waste Management

The waste sorting facility will receive inert construction waste only. This is considered to be an important point. The proposal is not for a general form of ‘waste depot’ *per se*. The Applicant does not accept liquids, tyres, or asbestos and the facility is not open to the general public. It is a recycling facility, intended to reduce the amount of waste that is disposed to landfill.

The Applicant has incorporated a number of mitigation measures to ensure that any potential negative environmental impacts brought about by the waste sorting process are appropriately addressed – these include:

- The entire site is to be sealed with concrete.
- Waste received at the site will be covered (when on trucks) to reduce the potential for litter blow out during transportation.
- Waste received at the site will be delivered directly to the proposed shed where it will be sorted on the concrete floor – thus, mitigating the potential for any further litter blow out or contaminants entering the soil. All loading/unloading of waste is to occur within the shed.
- There is to be no processing or crushing of waste – the waste will be sorted into like streams only.
- Sorted waste is expected to be stored on the site for around 24 hours (and no more than 72 hours) – once the skip bins are full, the waste will be transported from the site.
- The activity occurs to the rear of the site, screened from public view, where solid fencing is established along the property boundaries to prevent any additional litter blow out.
- A mechanical sweeper will be used to keep the inside and outside of the building tidy. Sweeping will occur at least once per day at the end of the day and more often if required.
- Any other litter will be manually collected if required.

Furthermore, the waste management strategy proposed by the Applicant has been assessed to be acceptable by the EPA and the activity will require an EPA license if development approval is obtained.

On this basis, it is considered that the proposal accords with the relevant provisions outlined above.

Water Quality

To support the proposal, the Applicant provided a Stormwater Management Report prepared by FMG Engineering.

To address potential water quality issues associated with the activity, and in addition to the mitigation measures outlined above, the Applicant has proposed the following water quality treatments:

- All existing roofed structures are already connected directly to the existing stormwater connection at the property boundary.
- Stormwater collected from the proposed building will be detained onsite and discharged to the street at an appropriate rate via the existing stormwater connection point.
- All roof runoff will be separated from ground runoff.
- Any fuel stored on the site will be held within self bunded pallets to ensure any spillages are contained.
- Spill management procedures shall be developed and implemented in the event that there are any liquid/fuel spillages.

The detention and discharge of roof water from the proposed building will be an improvement compared to the existing situation and result in slightly improved overall stormwater quality discharged from the site.

The water quality treatments have been reviewed and considered to be acceptable by both Council's Development Engineering Section and the EPA. The EPA have noted that the proposed water quality and storm water management methods (along with the more general waste management measures outlined above) are sufficient to meet the requirements of the *Environment Protection (Water Quality) Policy*.

Interface Between Land Uses

In relation to noise and other potential interface issues, the following provisions of the Development Plan are of most relevance.

Objective 4 and Principle of Development Control 6 of the *General Section: Industrial Development* module:

Objective 4 Industrial development occurring without adverse effects on the health and amenity of occupiers of land in adjoining zones.

PDC 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.

Objectives and Principle of Development Control of the *General Section: Interface Between Land Uses* module:

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.

PDC 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.*

Principle of Development Control 5 of the *General Section: Waste Management Facilities* module:

PDC 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.

The following excerpt from the Desired Character Statement of *Precinct 21 Para Hills West Commercial*:

Development will incorporate design and layout that minimises adverse operational noise, traffic, light-spill or other amenity impacts. This may include the construction of high screen fencing or other mitigation measures to reduce impact on adjoining properties. Servicing areas and loading bays will be positioned to the rear or side of tenancies and should be allocated separate vehicle access. These areas will be screened from general public view.

An analysis of potential interface impacts against these relevant provisions is considered below under separate headings.

Air Quality

The waste sorting and truck parking activities have the potential to cause air quality impacts (typically odour and dust) within the locality.

As only inert waste is to be sorted at the site and held for relatively short periods of time, odour impacts are anticipated to be negligible.

The Applicant has proposed to address potential dust impacts as follows:

- The entire site is to be sealed with concrete.
- Vehicles transporting waste are to be covered.
- There is to be no sorting of waste outside of the shed structure.
- No crushing of waste is to occur on site – the waste is to be sorted into like streams only.

The above measures will assist to ensure there are no unreasonable amounts of dust brought about by waste sorting or truck movements to and from the site.

The frequency and types of truck movements to and from the site is also considered to be reasonable and is not expected to have a significant impact on air quality, having regard to the types and frequency of existing vehicle movements within the locality (for example, along Main North Road) and to/from surrounding commercial/industrial properties.

On this basis, there are no anticipated negative air quality impacts associated with the proposal.

Noise

The key potential noise sources associated with the development are considered to include:

- Truck movements to and from the site.
- Loading and unloading of skip bins onto trucks.
- Unloading of waste within the shed.
- Sorting of waste into like streams.
- Operation of forklifts on the site.

The Applicant provided an Environmental Noise Assessment prepared by Sonus Acoustic Engineers to support the proposal and to consider potential noise impacts associated with the activity (“the Acoustic Report”). The Acoustic Report makes an assessment of the noise impacts against the relevant provisions of Council’s Development Plan (relating to noise) and the *Environment Protection (Noise) Policy 2007* (“the Noise Policy”). In particular, the Acoustic Report considers the appropriate goals of the Noise Policy when measured at the nearest residential receptors.

The nearest residential receptors are identified as the adjoining dwelling to the north-east of the subject site (located within the Commercial Zone); and those dwellings located within the closest Residential Zone (some 280m to the south-east).

The Acoustic Report considers potential noise sources associated with the activity and also considers the potential for truck movement noise prior to 7.00am.

Using the Noise Policy as a guide, the Acoustic Report recommends the following noise goal levels:

- At residences located within the Commercial Zone
 - An average noise level of 49dB(A) during the daytime (7am to 10pm)
 - An average noise level of 45dB(A) during the night (10pm to 7am)
- At residences within the adjacent Residential Zone
 - An average noise level of 44dB(A) during the daytime (7am to 10pm)
 - An average noise level of 40dB(A) during the night (10pm to 7am)
 - A maximum noise level of 60dB(A) during the night

The Acoustic Report predicts noise levels associated with the activities as follows:

- At residences located within the Commercial Zone
 - The average noise level will be no greater than 47dB(A) during the day time (7am to 10pm)
 - The average noise level will be no greater than 45dB(A) during the night (10pm to 7am)
- At residences within the adjacent Residential Zone
 - The average noise level will be no greater than 25dB(A) during the day time (7am to 10pm)
 - The average noise level will be no greater than 18dB(A) during the night (10pm to 7am)
- The maximum noise level measured at the Residential Zone will be well below the 60dB(A).

The Acoustic Report makes two (2) recommendations to ensure compliance with the Noise Policy is maintained on an ongoing basis:

1. Ensure that any permanent vehicle on site such as the forklift is fitted with broadband type reversing alarms in lieu of tonal alarms.
2. Ensure the new building is sealed airtight at all junctions and joins.

The Applicant has confirmed they will implement both of these recommendations.

The Acoustic Report concludes that the development has been designed and sited to ensure there will be no detrimental noise impact to the locality.

The Applicant has confirmed the Sonus recommendations have been considered on the basis that the front elevation of the shed is to remain open. They have clarified that the intent of recommendation 2, is to ensure consistency with the predicted noise levels for dwellings to the south-east. They have commented that even if there were a gap or opening, the goals of the Policy would still be achieved. The recommendation has been made to reinforce the assumptions built in to their predictive modelling.

The Acoustic Report has been reviewed by the EPA who agreed that the noise assessment and suggested mitigation measures appeared appropriate to ensure compliance with the requirements of the *Environment Protection (Noise) Policy 2007*.

In addition, it is noted that noise associated with the activity is likely to be further mitigated for the following reasons:

- With the exception of truck movements prior to 7.00am, the activities are proposed to occur during weekday business hours. This is considered to be reasonable and consistent with existing industrial/commercial activities in the locality.
- The subject site is already exposed to a reasonable level of background noise from the type and frequency of vehicle traffic along Main North Road; established industrial/commercial activities in the locality; and from the noise of overhead flying aircraft brought about by the proximity to Parafield Airport.

On this basis, it is considered that noise associated with the proposal will not detrimentally affect the amenity of the locality or cause unreasonable interference to surrounding properties.

Vibration

The activities associated with the development are unlikely to cause any unreasonable level of vibration to adjacent land.

Electrical Interference

The proposed development does not include any activities that could cause electrical interference to adjacent infrastructure.

Light Spill

The Applicant has not proposed any external lighting and given the proposed hours of operation there are no anticipated light spill impacts. A condition has been recommended to ensure that any external lighting (for example, security lighting) is appropriately directed and shaded to ensure there are no light spillage impacts.

Glare

There are no anticipated glare impacts. The proposed building is to be clad with zincalume or Colorbond which are common material types within this locality and are not expected to result in any unreasonable glare impacts.

Hours of Operation

With the exception of truck movements prior to 7.00am, the activities are proposed to occur during weekday business hours. This is considered to be reasonable and consistent with existing industrial/commercial activities in the locality.

Truck movements outside of weekday business hours are unlikely to have a negative impact having regard to established traffic noise within the locality (particularly along Main North Road) and having regard to the type and number of trucks likely to be entering/exiting the site.

Traffic Impacts

Traffic impacts are discussed in greater detail under the Parking and Access heading below. In summary, the proposed development will not cause any unreasonable increase in traffic volumes and will not increase demand for on-street car parking within the locality.

Having considered all of the above impacts, the proposed development is not expected to unreasonably affect the amenity of the locality, which is consistent with the above listed Objectives and Principles.

Building Near Airfields

Principle of Development Control 3 of the *General Section: Building Near Airfields* module states:

PDC 3 Development in the vicinity of airfields should not create a risk to public safety, in particular through any of the following:

- (a) lighting glare*
- (b) smoke, dust and exhaust emissions*
- (c) air turbulence*
- (d) storage of flammable liquids*
- (e) attraction of birds*
- (f) reflective surfaces (eg roofs of buildings, large windows)*
- (g) materials that affect aircraft navigational aids.*

In accordance with the elements of the proposal and mitigation measures discussed under the *Waste and Water Management* and *Interface Between Land Uses* sections above, the development is not expected to cause any operational risks to Parafield Airport. The processing of inert construction waste is not expected to attract vermin or birds and it is considered that it is compliant with PDC 3.

Parking and Access

The following Principles of the *General Section: Transportation and Access* module provide:

PDC 13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

PDC 22 Development should have direct access from an all weather public road.

PDC 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*

PDC 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

(b) it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.

Table Sal/2

Form of Development	Number of Required Car Parking Spaces
Service trade premises	3 spaces per 100 square metres
Industry, warehouses, stores	
Office component	1 space per 30 square metres
Plus	Plus
Non-office component	
Up to 200 square metres	1 space per 50 square metres
Plus 200-2000 square metres	1 additional space for every 75 square metres
Plus greater than 2000 square metres	1 additional space for every 150 square metres
Or	Or
For labour intensive industries, inclusive of office component (whichever ever is greater)	0.75 car parking spaces per employee

PDC 33 Development should be consistent with Australian Standard AS 2890 Parking facilities.

PDC 38 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.

Principle of Development Control 3 of the *General Section: Industrial Development* module states:

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

All vehicles are able to enter and exit the site in a forward direction, via the Main North Road service road, which is an appropriately sealed all weather road. Sufficient provision is made onsite for all vehicle manoeuvring (including the maximum design vehicle of 14.3m length), loading and unloading and this is considered to be an appropriate outcome.

ITEM 5.1.1

Item 5.1.1

The following table provides an assessment of car parking demand relative to the minimum car parking rates identified within Table Sal/2 of the Development Plan.

Activity	Floor Area	Car Parking Rate
Service Trade Premises	700m ² (existing)	3 spaces per 100m ² = 21 parking spaces
Waste Sorting Facility	1150m ² (existing and proposed)	1 space per 50m ² (up to 200m ²) Plus 1 additional space for every 75m ² = 17 spaces

Based on Table Sal/2 a total of 38 car parking spaces are required to support the activities.

The development falls short of this and provides for a total of 24 car parking spaces across the site.

The Applicant contends this shortfall is acceptable for the following reasons:

- Maximum staff numbers on site any one time is likely to be around 5-6 (1-2 associated with the service trade premises and 4 with the waste sorting facility).
- There will be a maximum of 8 cars associated with truck drivers on the site at any one time (i.e. there are 8 truck parking spaces and each driver will park their own car on site while using the trucks)
- The waste sorting facility is not open to the public and the service trade premises will not generate a high customer turnover. There is unlikely to be more than 1-2 visitors to the service trade premises at any one time.
- In addition, there are at least 3 on-street parking spaces available in front of the subject site.
- Based on the above, the total parking requirement at any one time would be for 16 cars.
- The proposal provides for 24 onsite parking spaces which exceeds the likely demand by 8.

While there is a theoretical car parking shortfall, it is considered the Applicant has demonstrated that fewer car parks are required to meet the demand of the use which complies with PDC 32(b). Therefore, sufficient car parks have been provided to support the development.

All car parks and truck parks are to be sealed and have been designed to comply with the relevant Australian Standards.

Design and Appearance

The following general and precinct specific provisions are considered to be of relevance when considering the visual impact of the development.

Objective 1 and Principle of Development Control 1 of the *General Section: Design and Appearance* module state:

Objective 1 Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.

PDC 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.

The following excerpt from the Desired Character Statement and Principles of Development Control of *Precinct 21 Para Hills West Commercial*:

It is essential that buildings are well designed and developed to complement each other. Development will deliver a positive visual impact incorporating articulation, high quality materials, texture and colour. Buildings facing onto public roads or thoroughfares will avoid large expanses of solid unarticulated walling or blank facades by incorporating design elements to increase the void to solid ratio of external surfaces and will incorporate landscaping to soften their appearance.

PDC 27 Development should contribute to the creation of an attractive amenity through extensive tree planting, landscaping and retention of existing trees and other significant vegetation.

PDC 28 Development should provide landscaped areas comprising at least 10 per cent of the site area and having a minimum width of 1.5 metres or 3 metres where the site abuts a road or a reserve.

As mentioned earlier in this report, as this is a retrospective application, one has the benefit of observing the current visual appearance of the site.

During site inspections it has been noted that the site is maintained in a neat and tidy manner and the existing buildings and fencing present well to the street.

It is further noted that construction of the proposed building and formalisation of vehicle parking spaces should also assist in further lifting the overall appearance of the site.

The proposed building is well setback from the street, set back from property boundaries and will be constructed with either Zinalume or Colorbond materials which are consistent with established buildings/materials on the subject site and within the locality more generally.

It would have been preferable to have the front elevation of the building enclosed and provided with door openings. This would have further assisted in screening the waste sorting activities from the street (and further minimizing amenity impacts such as noise and dust). However, the Applicant seeks to have the front elevation 'open' for practical purposes and to allow for ease of movement for trucks, forklifts etc.

However, given the setback distance from the street (some 80m) and as it is to be partly screened by existing buildings on the site, having the front elevation 'open' is not considered to be fatal from a design and appearance perspective and on balance, it is accepted that the visual presentation from the street is suitable.

The existing site is largely devoid of landscaping with the exception of a small landscaped area on the southern side of the main driveway at the point of entry. The Applicant does not propose any additional landscaping. This is considered to be a shortcoming and at odds with PDC 27 and 28. However, this is not considered to be a fatal shortcoming to the proposal and on balance, this is not an inappropriate position as:

- This is in keeping with the appearance of established developed sites in the locality.
- There are limited opportunities for landscaping to be installed on the site having regard to the current site configuration and extent of existing paving.
- Given the setback of the proposed building from the street frontage any landscaping to be installed directly adjacent to the new building would have limited amenity value from the public realm.
- The development incorporates additional storm water detention and improved storm water management across the site, without reliance on other Water Sensitive Urban Design (WSUD) techniques which usually rely on provision of landscaped areas.
- The absence of landscaping is somewhat offset when viewed from the street by the presence of existing landscaping within the road reserve between Main North Road and the service road and from existing street tree planting in front of the subject site.

In summary, the overall presentation of the site is not inappropriate within this locality.

12. CONCLUSION

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

- a) Development of the type proposed is considered to be appropriate within the context of this locality.
- b) Appropriate mitigation measures are proposed with regards to noise, air quality, and waste and water management to protect the health and amenity of the locality.
- c) The development will not pose a risk to nearby airport operations.
- d) The development has been sited and designed to ensure it will not have detrimental visual impact within the locality.
- e) Access to and from the site is appropriate and sufficient car parking has been provided to support the development.
- f) While no landscaping is proposed, this is not inappropriate having regard to the configuration of the site and the context of this locality.

Accordingly, it is recommended that Development Plan Consent be granted, subject to conditions and the concurrence of the State Commission Assessment Panel.

13. STAFF RECOMMENDATION

That the Development Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated 15 December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/873/2018/NB for Change of use to salvage yard (reception, storage, sorting and disposal of inert construction waste), service trade premises, truck parking and construction of shed (non-complying) in accordance with the plans and details submitted with the application and subject to the following conditions and the concurrence of the State Commission Assessment Panel:

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
SK02 Revision A	Site Plan (Turning Paths to Shed)	Date Received by Council Stamped 26 February 2019	FMG Engineering
-	Elevations	Date Received by Council Stamped 26 February 2019	Bargain Steel Centre
-	Statement of Support	Date Received by Council Stamped 21 September 2018	URPS
-	Statement of Effect	Date Received by Council Stamped 26 February 2019	URPS
S5712C1	Environmental Noise Assessment (“Acoustic Report”)	Date Received by Council Stamped 30 August 2018	Sonus

S42989-264018	Stormwater Management Plan	Date Received by Council Stamped 8 April 2019	FMG Engineering
18ADL-0091	Response to Request for Additional Information	Date Received by Council Stamped 8 April 2019	URPS

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

2. The Developer shall employ measures to eliminate dust emission from the site during construction period so as not to cause nuisance to adjoining residents

Reason: To preserve the amenity of the locality during construction work.

3. The approved use operating times for the salvage yard (reception, storage, sorting and disposal of inert construction waste) shall be limited as follows:
 - a. Monday to Friday 7.00am to 4.00pm.
 - b. No activity on Saturdays, Sundays and Public Holidays

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

4. The approved use operating times for the service trade premises shall be limited as follows:
 - a. Monday to Friday 9.00am to 5.00pm.
 - b. No activity on Saturdays, Sundays and Public Holidays

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

5. The development shall be carried out in accordance with the recommendations contained within the Acoustic Report, approved by Council under Development Plan Condition 1 – in particular, the Applicant/Operator shall ensure:
 - a. Any permanent vehicle on site such as the forklift is fitted with broadband type reversing alarms in lieu of tonal alarms
 - b. Ensure the new building is sealed airtight at all junctions and joins

Reason: To preserve the amenity of the locality.

6. Outside lighting shall be restricted to that necessary for security purposes only and shall be directed and shaded to prevent light overspill and/or nuisance to adjacent occupiers or distraction to drivers on adjacent public roads.

Reason: To ensure that floodlighting does not cause nuisance or danger to adjoining occupiers or road users thereby reducing the amenity of the locality and/or making road use unsafe.

7. All loading and unloading of vehicles and maneuvering of vehicles in connection with the now approved land use shall be carried out entirely within the subject land.

Reason: to ensure that vehicles associated with the land use do not cause disruption of danger to vehicles on adjoining public roads.

Conditions recommended by Development Engineering

8. 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 condition, and no runoff into neighbouring property for the major storm event ARI = 100 years.

Reason: To ensure flood protection of the buildings.

9. The carparking layout including car park spaces and aisle widths are to be designed and constructed to comply with AS 2890.1 – Off-street Parking Part 1 and Austroads “Guide to Traffic Engineering Practice Part 11 – Parking” and AS 2890.2 – Facilities for Commercial Vehicles.

Reason: To ensure that the development complies with Standards and Best Engineering Practice.

10. All driveways and car parking areas shall be constructed with either 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 the approved use commencing 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.

Conditions Directed by the Environment Protection Authority (EPA)

11. Within three months of Development Approval, the new shed building must be sealed airtight at junctions and joins.
12. All wastes must be received and sorted in the approved new shed structure only.
13. No processing of wastes (e.g. crushing) is to occur at the site.
14. For any flammable liquids stored at the site, bund capacity must be at least 133% of the net capacity of the largest tank.

Note: Refer to the EPA Guideline Bunding and spill management (https://www.epa.sa.gov.au/files/47717_guide_bunding.pdf) for guidance.

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.

Advice Notes by the Environment Protection Authority (EPA)

2. The applicant is reminded of its general environmental duty, as required by section 25 of the *Environment Protection Act 1993*, 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. This includes ensuring that vehicles permanently located onsite (such as forklifts) are fitted with a broadband type reversing alarm.
3. An environmental authorisation in the form of a licence is required for the operation of this development. The applicant is required to contact the Environment Protection Authority before acting on this approval to ascertain licensing requirements. Information on applying for a licence (including licence application forms) can be accessed here:
http://www.epa.sa.gov.au/business_and_industry/applying_for_a_licence
4. A licence may be refused where the applicant has failed to comply with any conditions of development approval imposed at the direction of the Environment Protection Authority.
5. 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:	13.05.19	08.05.19

ATTACHMENTS

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

1. Proposal Plans and Supporting Documentation including Statement of Support, Statement of Effect, Environmental Noise Assessment and Stormwater Management Plan
2. Notice of Category 3 Application and Representations Received
3. Schedule 8 Referral Response - Environment Protection Authority (EPA)
4. Relevant Development Plan Extracts and Location Maps consolidated 15 December 2016

Attachment 1

Proposal plans and supporting documentation, including
Statement of Support, Statement of Effect, Environmental
Noise Assessment and Stormwater Management Plan



DEVELOPMENT APPLICATION FORM

361/ 873 /2018/ NB

Please use BLOCK LETTERS and Black or Blue Ink


I wish to apply for (tick only one): <input checked="" type="checkbox"/> Development Plan Consent <input type="checkbox"/> Building Rules Consent	
<input type="checkbox"/> Full Development Approval (consists of both consents, which is required prior to any work commencing)	
APPLICANT: COMPANY / FIRST NAME SURNAME	
Aleks Sopic c/- URPS	
POSTAL ADDRESS: georgia@urps.com.au	
12/154 Fullarton Rd, Rose Park SA 5067 EMAIL: marcus@urps.com.au	
OWNER NAME: (This must be completed) <input type="checkbox"/> as above	
Aleks Sopic	
OWNER POSTAL ADDRESS: <input type="checkbox"/> as above	
1415 Main North Road, Para Hills West SA 5096	
OWNER PHONE NO:	OWNER EMAIL:
0435 922 510	aleks.sopic@dejaycontracting.com.au
CONTACT PERSON FOR FURTHER INFORMATION <input type="checkbox"/> as above	
NAME:	TELEPHONE (W): 8333 7999 (M):
Marcus Rolfe c/- URPS	
EMAIL:	Information from Council will be given by electronic communication to the nominated email address.
marcus@urps.com.au	
BUILDER NAME:	BUILDERS EMAIL:
TBA	
BUILDER POSTAL ADDRESS:	CONTACT NO.:
	LICENCE NO.:
CURRENT USE OF PROPERTY:	
Commercial Business	
DESCRIPTION OF PROPOSAL:	DEVELOPMENT COST
Waste Transfer Station	\$ 500 K
LOCATION OF PROPOSAL	
Street No: 1415-1417	Street: Main North Road Suburb: Para Hills West
Lot No: 2	Section: Plan: D35539 A2 Volume: 5100 Folio: 31
OFFICE USE ONLY	
Registration Date: 28 / 5 /2018	Zone: C Ward: Hills
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:

[Signature]


DATE: 25/5/18

 <p>Government of South Australia Department of Planning, Transport and Infrastructure</p>	<table border="0"><tr><td>Product</td><td>Register Search (CT 5100/31)</td></tr><tr><td>Date/Time</td><td>25/05/2018 01:37PM</td></tr><tr><td>Customer Reference</td><td>18ADL-0091</td></tr><tr><td>Order ID</td><td>20180525006214</td></tr><tr><td>Cost</td><td>\$28.25</td></tr></table>	Product	Register Search (CT 5100/31)	Date/Time	25/05/2018 01:37PM	Customer Reference	18ADL-0091	Order ID	20180525006214	Cost	\$28.25	
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Date/Time	25/05/2018 01:37PM											
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Cost	\$28.25											



REAL PROPERTY ACT, 1996
South Australia

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



Certificate of Title - Volume 5100 Folio 31

Parent Title(s)	CT 4272/676		
Creating Dealing(s)	RTD 7378032, RE 7378033		
Title Issued	09/12/1992	Edition	6
		Edition Issued	02/12/2016

Estate Type

FEE SIMPLE

Registered Proprietor

DESTINY CONTRACTING PTY. LTD. (ACN: 615 597 941)
OF 470 NELSON ROAD GULFVIEW HEIGHTS SA 5096

Description of Land

ALLOTMENT 2 DEPOSITED PLAN 35539
IN THE AREA NAMED PARA HILLS WEST
HUNDRED OF YATALA

Easements

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED A

Schedule of Dealings

Dealing Number	Description
12634198	MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD. (ACN: 005 357 522)

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL

Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G171/1987

Administrative Interests	NIL
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Land Services

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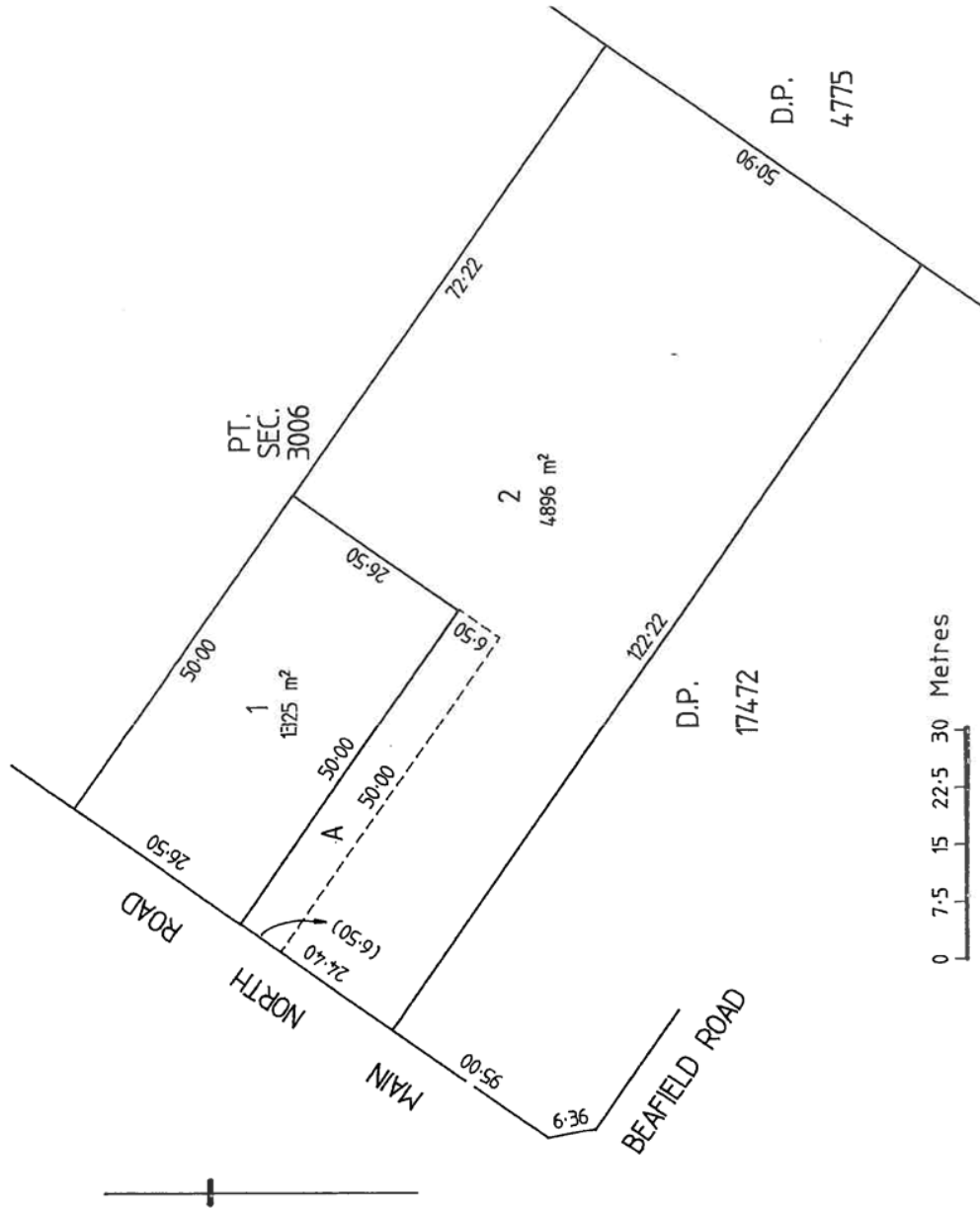
Page 1 of 2



Government of South Australia
Department of Planning,
Transport and Infrastructure

Product
Date/Time
Customer Reference
Order ID
Cost

Register Search (CT 5100/31)
25/05/2018 01:37PM
18ADL-0091
20180525006214
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Land Services

Page 2 of 2

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**FORM OF DECLARATION
BUILDING SAFELY NEAR POWERLINES**
(Pursuant to Schedule 5 Clauses 2A of the Development Act 2008)

TO City Of Salisbury
Development Services – Lodgement Officer
PO Box 8
SALISBURY SA 5108

FROM Name Aleks Sapic C/- URPS
Address 12/154 Fullarton Road
Rose Park SA 5067
Phone No 8333 7999 Mobile _____

DATE OF APPLICATION 25/5/18

LOCATION OF PROPOSED DEVELOPMENT

House No 1415-1417 Lot No 2 Street Main North Road
Town/Suburb Para Hills West
Section No (full/part) _____ Hundred Yatala
Volume 5100 Folio 300

NATURE OF PROPOSED DEVELOPMENT

Waste Transfer Station

I (insert full name) Georgia Davidson-Parish

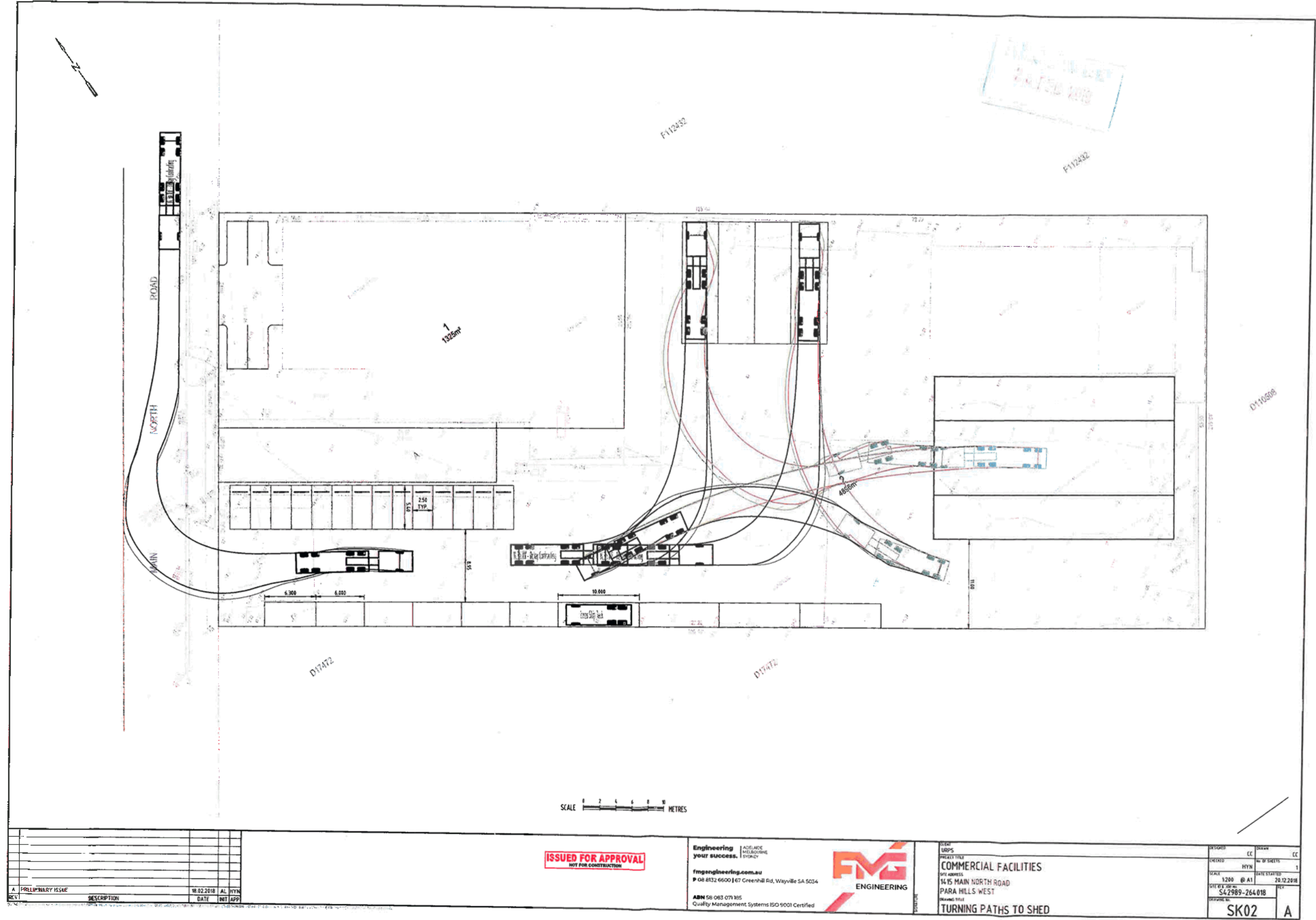
~~being the applicant~~ ^{agent} / a person acting on behalf of the applicant (delete the inapplicable statement)
for the development described above declare that the proposed development will involve the
construction of a building which would, if constructed in accordance with the plans submitted, not
be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996.
I make this declaration under Clause 2A (1) of Schedule 5 of the Development Regulations 2008.

SIGNED

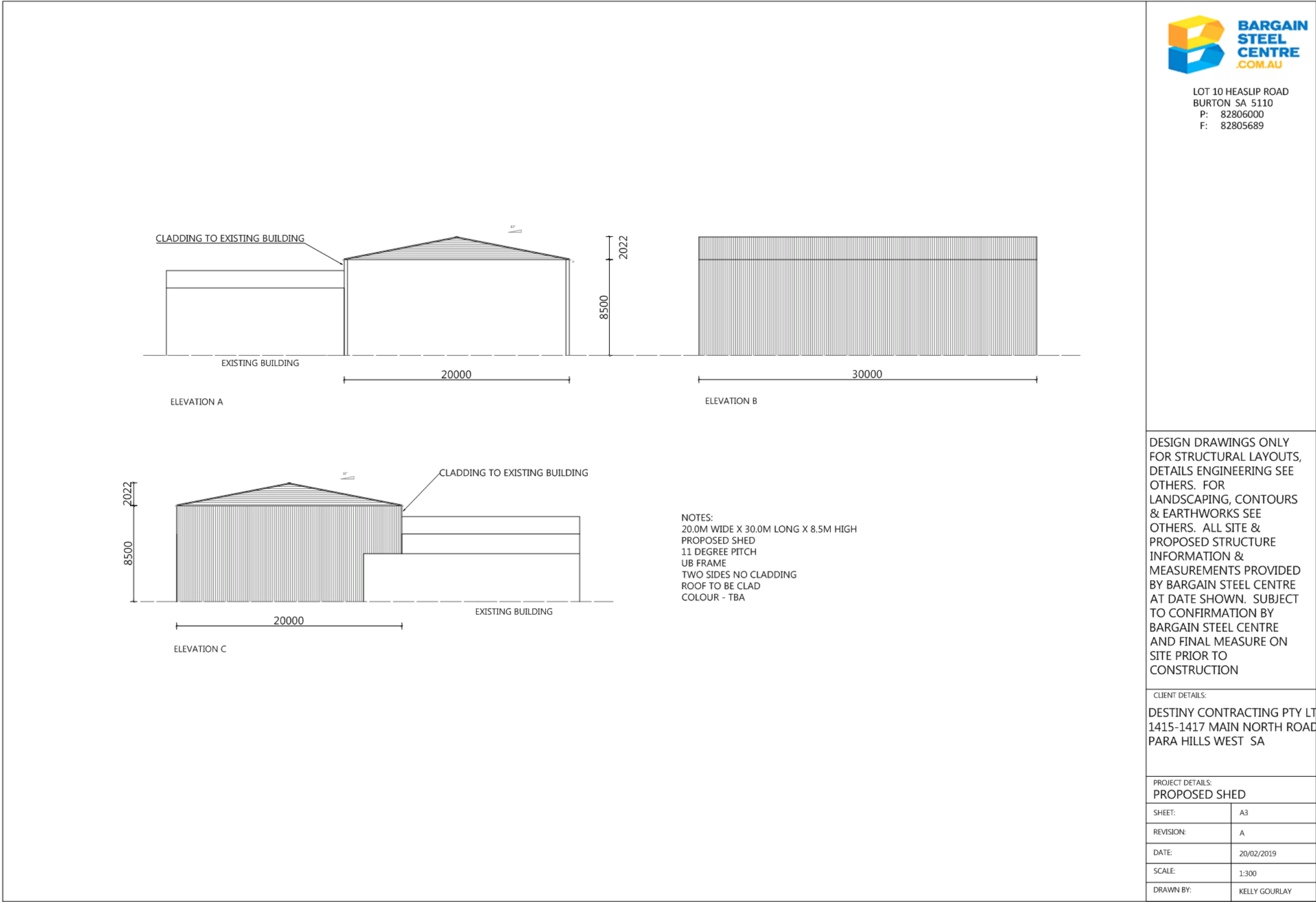


DATE 25/5/18

PLEASE NOTE THAT THE FORM CONTINUES OVER



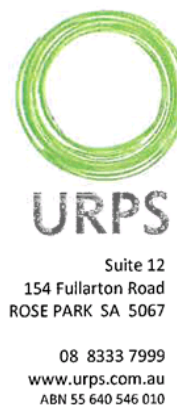
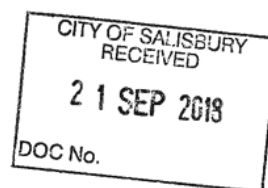
Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation including Statement of Support, Statement of Effect, Environmental Noise Assessment and Stormwater Management Plan



Ref: 18ADL-0091

21 September 2018

Mr Chris Carrey
Development Officer - Planning
City of Salisbury
12 James Street
SALISBURY SA 5108



Dear Chris

Statement of Support – Waste Transfer Station at 1415 Main North Road, Para Hills West

Introduction

URPS has been engaged by the applicants, Aleks and DJ Sapic of DeJay Contracting, to provide planning advice and prepare this correspondence in respect of a proposal for a waste transfer station and a service trade premises at 1415 Main North Road, Para Hills West.

Given that this application is for a “non-complying” form of development, we submit this correspondence as a “Statement of Support” in accordance with Regulation 17 (1) of the *Development Regulations 2008* (the Regulations).

We have provided a description of the proposal, its site and locality and a preliminary assessment of the proposal’s planning merits against the Salisbury Council Development Plan (consolidated 15 December 2016).

Having done this, we consider that there is sufficient merit for Council to proceed to assess this application.

In addition to this Statement of Support, please find enclosed:

- Completed Development Application and Electricity Declaration forms.
- Indicative site plan and floor plan prepared by URPS.
- Current Certificate of Title for the subject allotment.
- Environmental Noise Assessment prepared by Sonus.

Subject Land and Locality

The subject land comprises two contiguous lots known as 1415 Main North Road, Para Hills West (Allotment 2 in Deposited Plan 35539, CT5100/31 and Allotment 1 in Deposited Plan 35539, CT 5100/30). The subject land comprises a site with a width in the order of 51 metres and a depth of 122 metres. The site has an area of approximately 6,220m².

shaping great communities

The two parcels forming the subject land are illustrated below.

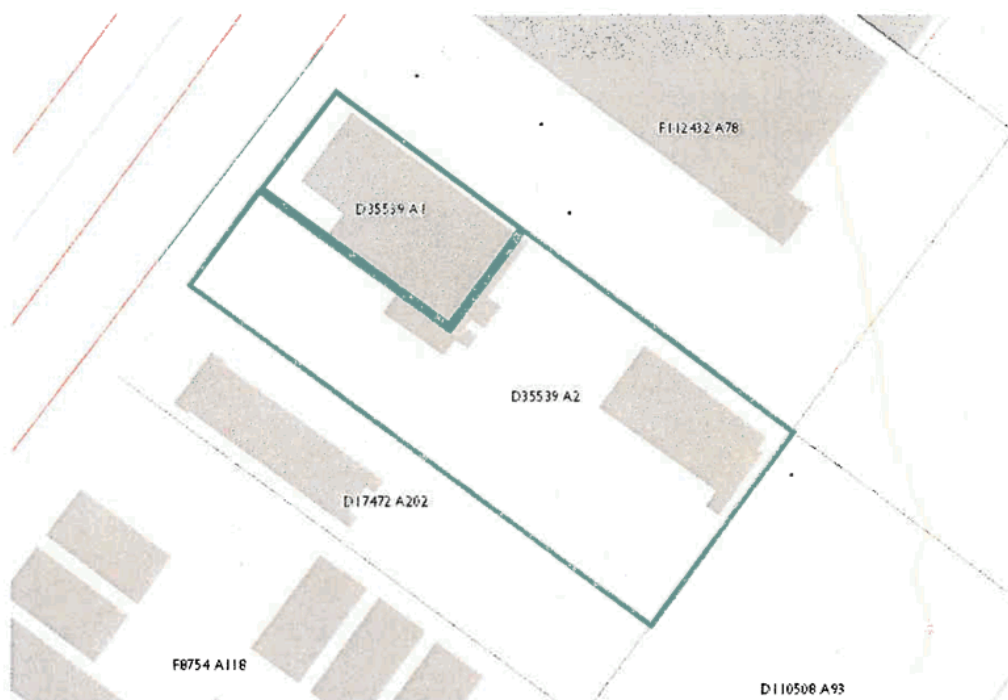


Figure 1 The subject site in blue and green with existing buildings in dark grey (Source: Property Location Browser)

The subject land contains existing buildings including a building at the front of the site that crosses the site's common boundaries. It also has an existing building/shed at the rear of the land toward its eastern corner. The balance of the land is asphalt, concrete or crushed rubble. The site is accessed by a service road and does not have a direct frontage to Main North Road.

The two lots are under common ownership and are both fenced with the landowner recently replacing installing new Colorbond fencing to a height in the order of 2.1 metres.

The subject land is located within a mixed use area which has generally developed with a range of light industrial activities. It lies opposite the Parafield Airport which has also been developed with a range of bulky goods/service trade premises which face Main North Road.

Allotments within the locality are generally large and contain large buildings, extensive hard surfaces for parking, manoeuvring and outdoor storage. There is little on-site landscaping within the locality.

The site directly to the north contains substantial industrial buildings and also accommodates a dwelling which adjoins the existing building on lot 2.



Figure 2: Existing salvage yard operation on the subject allotment (Source: URPS)

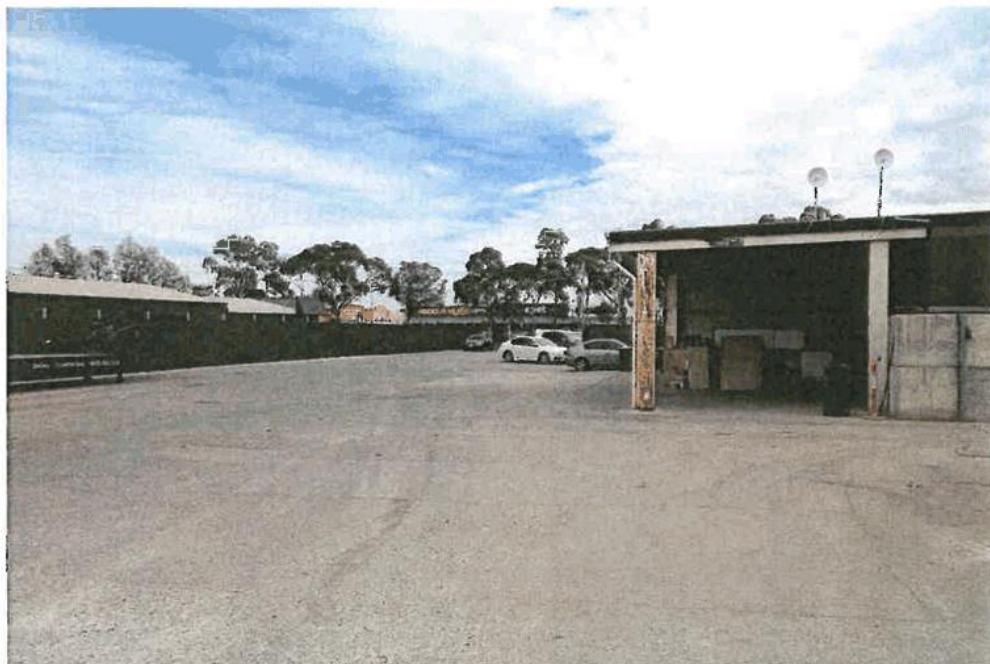


Figure 3: The view looking west from approximately half way down the subject site towards the front of the property (Source: URPS)

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West\Draft Reports\R001_v7_180921_Statement of Support.docx

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Figure 4: The existing fence along the southern side boundary of the site (Source: URPS)



Figure 5: The existing fence along the northern side boundary of the site (Source: URPS)

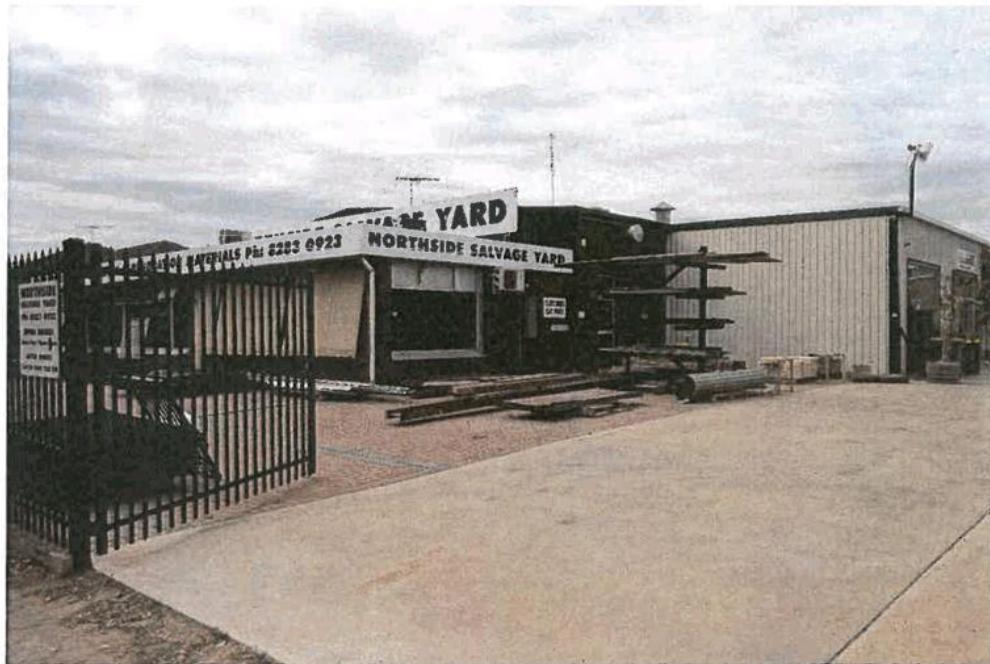


Figure 6: The existing building proposed to be used as a service trade premises on lot 1 of the site
(Source: URPS)



Figure 7: The existing service road that runs in front of the subject site.



Figure 8: The adjoining dwelling to the north of the subject site.



Figure 9: The adjoining service trade premises to the north of the subject site.



Figure 10: The adjoining shop to the south of the subject site.



Figure 11: Some of the other existing commercial activities further to the south of the subject site.



Figure 12: The view across Main North Road to the commercial activities adjoining Parafield Airport.

Proposal

The proposed development comprises the construction of a new building for use as a waste transfer depot and the change of use of the building at the front of the land for the purpose of a service trade premises.

Waste Transfer Depot

The new building is to be 25 metres by 30 metres with a wall height of 8 metres to provide sufficient internal clearance. It will be clad in either Zinalume or Colorbond. It is to be located on the rear boundary and 900mm from the site's southern boundary. The shed will have a concrete floor.

The applicant operates a business providing rubbish skips to new residential building sites. The skips are then collected by the applicant where they are returned to the site and the material collected is sorted into like streams by hand (green waste, general waste, steel and concrete). Occasionally, a forklift may also be used within the proposed shed, however, this would only be required where waste is too heavy to safely carry. It is then able to be disposed of off-site at licensed waste facilities where no further sorting is required and the waste can be recycled or put to landfill.

Waste delivered to the site will be tipped into a central area within the proposed building. All sorting will take place within the proposed building. The proposed building will be enclosed on all sides with roller door access from the street facing façade. The outer sides of the shed are to be constructed with a lower finished floor level (as per the enclosed floor plan), to permit staff to safely move waste from the tipping area to the relevant bins.

As the applicant only provides skips to new building sites, the material collected is limited to construction waste. Such waste would typically comprise timber/steel/masonry off-cuts, cardboard and other recyclables, plastics and other mixed debris. The applicant does not accept liquids, tyres or asbestos. No waste will be stored in any outdoor areas on the land. An existing area where waste has previously been stored will be used for truck parking.

Waste is to be delivered to the site by trucks (up to 13 metres in length) and it is anticipated that approximately 20 tonnes per day will be delivered to the site. The same amount will be removed from the site each day. The applicant estimates that there will be approximately 10-12 truck movements each to and from the site on a daily basis. Waste is typically held on site for less than 24 hours, however, skips of sorted waste are only removed from the site once full and so there may be times where certain types of waste are stored for longer periods.

Truck and car access to the site will be via the Main North Service Road only. The service road can be accessed directly via Main North Road from the north and from Kesters Road to the south. The applicant has advised that it does not use any other local roads such as Ayfields or Beafields Roads to access the site. The condition of those roads is considered unsuitable for the type and size of trucks that access the subject land.

All waste that is delivered to the site will be delivered directly within the proposed building where all sorting will take place. During sorting, wastes are collected within individual skip bins that are typically 10m³. Skip bins are able to be manoeuvred on site by forklifts and loaded on purpose-built trucks which are used to transport the bins (typically up to 13 metres in length).

The proposed development will operate between 7am and 4pm weekdays, and will be closed on weekends. Between 2 and 4 staff will work at the facility on any given day. No sorting activities will occur outside of these hours. The activity on the site that may occur prior to 7am is limited to forklift movement, and the movement of trucks from the site (as further described in the acoustic report).

Trucks will be parked on the site overnight adjacent the northern boundary between two existing buildings. The truck parking area is illustrated on the revised site plan. No truck servicing or other maintenance will be undertaken on the site. Car parking is to be provided either side of the existing access point.

The rear-most building on the land will be used for storage purposes only.

Service Trade Premises

The building at the front of the site has previously been used as a service trade premises. I understand that that land use may not have previously been approved. This building has an area of approximately 700m². At the rear of the building is undercover storage area.

It is proposed to use the building at the front of the site as a service trade premises. The applicant also operates a salvaging activity where products from demolition sites are suitable for on-sale. These items are salvaged as part of the applicant's demolition activities. This includes items such as complete kitchens, vanity units, hot water services, air conditioning systems and other similar products.

The building will also be used for administration activities for the salvage yard and the waste transfer station.

The service trade premises is operated by one person only and is open between 9.00am and 5.00pm Monday to Friday.

The service trade premises has 6 car parking spaces at the front of the site. These are illustrated on the amended site plan.

Procedural Matters

Zoning

The subject land is located in the Commercial Zone and Precinct 21 – Para Hills West Commercial. The land is not identified as being contained within a Policy Area.

The site is adjacent a Primary Arterial Road as per Overlay Map Sal/41 – Transport, but fronts a service road. The land is within Zone C (all structures exceeding 15 metres above existing ground level) for the purposes of airport height limits.

Nature of the Development

The proposed development comprises the waste transfer station (comprising a new building and a change of land use), and the use of the front building on the land to a service trade premises.

Having regard to the nature of the waste transfer station, we consider that the activity constitutes an industry development. In our view, it constitutes a light industry development as defined below as we consider that the off-site impacts are negligible and that the proposal will not detrimentally affect the amenity of the locality by any means.

industry means the carrying on, in the course of a trade or business, of any process (other than a process in the course of farming or mining) for, or incidental to—

- (a) the making of any article, ship or vessel, or of part of any article, ship or vessel; or
- (b) the altering, repairing, ornamenting, finishing, assembling, cleaning, washing, packing, bottling, canning or adapting for sale, or the breaking up or demolition, of any article, ship or vessel; or
- (c) the getting, dressing or treatment of materials (and industrial will be construed accordingly);

light industry means an industry where the process carried on, the materials and machinery used, the transport of materials, goods or commodities to and from the land on or in which (wholly or in part) the industry is conducted and the scale of the industry does not—

- (a) detrimentally affect the amenity of the locality or the amenity within the vicinity of the locality by reason of the establishment or the bulk of any building or structure, the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil, spilled light, or otherwise howsoever; or
- (b) directly or indirectly, cause dangerous or congested traffic conditions in any nearby road;

Assessment Pathway

Service trade premises are subject to the on-merit assessment process within the Commercial Zone.

Light industry activities are also subject to the on-merit assessment process within the Commercial Zone. General industry activities are also subject to the on-merit assessment process within the Commercial Zone where they are also located in Precinct 21 Para Hills West Commercial (i.e. the subject Precinct).

Despite the above, the proposed development will receive and treat (by sorting) waste. "Waste reception, storage, treatment or disposal" is listed as a non-complying kind of development within the Commercial Zone. It follows that this application is subject to the non-complying assessment process.

Public Notification

It is understood that in accordance with Section 38 of the *Development Act 1993* (the Act), the proposed development is a Category 3 matter for the purpose of public notification.

Planning Assessment

This key planning considerations associated with the proposed development are:

- land use
- design, appearance and visual impact
- interface and environmental impact, and
- access, services and infrastructure provision.

Land Use

Notwithstanding that the proposed development waste transfer station is a non-complying kind of development and such development is listed as being generally inappropriate (Zone Objective 2), we contend that this development application warrants assessment on the basis that:

- the proposed development is light industry in nature which is otherwise envisaged within the subject Zone and Precinct
- notwithstanding that the development involves the reception and treatment of waste, that waste comprises construction waste of an inert nature and that is not held on site where it could cause or create conditions that would generate undesirable off-site impacts
- it is located on the boundary with the Industry Zone to the east where such a development would be subject to the on-merit assessment process (note: a large industrial building is currently under construction along the rear boundary of the subject site)
- it is located amongst a range of varied commercial activities that would not be to be materially impacted by the proposed development, particularly given that all sorting will take place indoors in a purpose-built shed
- traffic to and from the site will be appropriately managed via the service road without negatively impacting on Main North Road.

The service trade premises is an envisaged land use in the subject Commercial Zone. It is an appropriate land use.

Design, Appearance and Visual Impact

The Desired Character statement for Policy Area 21 states:

...It is essential that buildings are well designed and developed to complement each other. Development will deliver a positive visual impact incorporating articulation, high quality materials, texture and colour. Buildings facing onto public roads or thoroughfares will avoid large expanses of solid unarticulated walling or blank facades by incorporating design elements to increase the void to solid ratio of external surfaces and will incorporate landscaping to soften their appearance...

...Landscaping (including the use of taller vegetation) will be used extensively along site boundaries and within car parks and public areas to provide shade, enhance amenity and mitigate building bulk and scale. Landscaping will incorporate Water Sensitive Urban Design measures... (underlining added)

The proposal includes the construction of a large (750m²) shed which will contain the entirety of the waste transfer operation. This shed will be located at the rear of the subject site against the boundary with the Industry Zone and some 90 metres behind the street frontage. The containment of the operation within the proposed shed adheres to Waste Management Facilities PDC 7, which states:

Principle 7 Processing facilities and operational areas should be screened from public view. (underlining added)

As identified in the locality plan, there are many sheds of similar form and materials containing commercial and industrial activities close to the subject site. Therefore, the proposed shed will be compatible with other existing development in the locality.

There is an existing vegetation buffer on public land between the service road at the front of the subject site and Main North Road which assists in screening the subject site from this key arterial road.

In this context, it is contended that the proposed waste transfer station will have an appropriate visual appearance for its location.

There is no change to the building proposed to be used as a service trade premises.

Interface and Environmental Impact

Interface between Land Uses Objective 1 states that development should be:

...Located and designed to minimise adverse impact and conflict between land uses. (underlining added)

The majority of allotments surrounding the subject allotment are used for commercial or industrial land uses of similar size and scale. The allotment directly to the north of the subject allotment is partially developed for residential purposes. However, the dwelling has a limited relationship with the subject land as it is adjacent the low impact service trade premises at the front of the site. Given the surrounding land uses, the proposed development is not expected to cause detriment to the locality or adjoining land uses.

Furthermore, PDC 1 of the Interface between Land Uses section of the Development Plan states that:

Principle 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. (underlining added)

The proposed waste sorting operations are to be contained within the shed proposed and will create opportunities for pollutants within the locality. The proposed development will not increase the potential for dust or other fumes when the site is operated as all sorting operations are to be conducted in an indoor environment.

As assessed by Sonus and addressed in the enclosed Environmental Noise Assessment, the proposed development will meet the requirements of the Environment Protection (Noise) Policy 2007. Noise predicated at the nearest Residential Rzone and the dwelling on the adjoining site will meet the required noise goals provided that:

- vehicles permanently on site (i.e. forklifts) have a broadband type reversing alarm, and
- the new building is sealed airtight at all junctions and joins.

The applicant proposes to adopt these recommendations as part of this application.

Additionally, the hours of operation and traffic number are appropriate for the Commercial Zone and limited to daytime weekdays.

Waste Management Facilities PDC 1 states:

Principle 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 (underlining added)

The proposed operations will be appropriately managed to minimise the potential for harm to the environment and other owners and occupiers within the locality.

In the first instance, wastes received at the site for sorting are limited to construction waste. No hazardous or potentially hazardous wastes are to be received at the site. No listed wastes (as identified in Schedule 22 of the Regulations) will be received by the site.

All wastes are to be delivered within the proposed shed and all sorting is to take place on a concrete floor. As such, there will be limited potential for any impact on groundwater or the natural ground.

All staff will be appropriately trained to recognise the types of wastes that they are sorting and how to handle each type of waste. The applicant will ensure that it has standard operating procedures in place in the event that contaminated wastes are received at the site.

The Hazards section of the Development Plan is explicit in requiring the sensitive and appropriate management of chemical and hazardous materials within development, as evident in PDC 23 and PDC 24 below:

Principle 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. (underlining added)

Principle 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 (underlining added)

We contend that the proposed development complies with these provisions.

Access, Services and Infrastructure Provision

The waste transfer station site is serviced by an existing access point which has been and will continue to be used for articulated vehicles approximately 13 metres in length. The open yard area between the existing building at the front of the site and the rear building is of a large area that can accommodate the turning area of the vehicles using the site. This area has a width of 51 metres and a depth in the order of 35 metres. An area is also to be set aside for overnight truck parking to accommodate all trucks that will be stored on the land.

The proposal is not expected to materially increase the amount of traffic generated for the area given the frequency of large vehicle movements and the relatively low staff numbers. It is not expected to exceed the capacity of the existing road network.

The proposed development will employ between 2 and 4 staff. Parking for staff and visitors can be readily accommodated along each side of the proposed access as illustrated on the enclosed site plan. Few visitors would be expected at the site.

The site is connected to all necessary infrastructure services and no further augmentation is required.

While a standalone service trade premises within a building of some 700m² would have a demand for 21 parking spaces (3 spaces per 100m²), the service trade premises is associated with the waste transfer station. The proposed 6 parking spaces set aside at the front of the site for the service trade premises site is considered appropriate on the basis that:

- it will be operated by 1-2 staff members and staff will park within the driveway to the waste transfer station
- the service trade premises (functioning as a salvage yard associated with a waste transfer station that is not accessible to the public) has low visitation with some 1-2 visitors at any one time
- there is on-street parking available within the locality, including at the front of the proposed site, and
- a lesser car parking demand is appropriate where it meets the needs of the development in accordance with Transportation and Access Principle 32(b).

Conclusion

The proposed development is for a waste transfer station and service trade premises within the Commercial Zone.

Despite being a non-complying form of development, we contend that the proposed development warrants assessment by Council because:

- the types of waste that will be sorted on the site are limited to construction wastes which, by their nature, are unlikely to create off-site impacts
- the site is located within a zone where light industry development is envisaged and the proposed development is of a light industry nature

- the proposed development is compatible with other activities within the locality
- the proposed development is considered to have an appropriate interface with adjoining development and be managed such that landowners and occupiers within the locality will not be detrimentally affected by:
 - > odour, fumes, dust or other airborne pollutants
 - > noise
 - > vibration
 - > hours of operation, or
 - > traffic impacts, and
- the proposed development is able to be suitably serviced by existing infrastructure.

For all of the above reasons, we are of the opinion that the proposed dwelling displays sufficient planning merit to warrant further assessment. On this basis, we respectfully request that you proceed to a full assessment of the application.

If you wish to discuss this application, please contact us on 8333 7999 or via email marcus@urps.com.au.

Yours sincerely,



Marcus Rolfe FPIA
Managing Director



Simon Channon RPIA
Associate

Enc



Dejay Contracting
18ADL-0091
26 February 2019

STATEMENT OF EFFECT DA 361/873/2018 NB

CONSTRUCTION OF AN INDUSTRIAL BUILDING AND THE USE OF THE LAND FOR THE RECEPTION, STORAGE AND DISPOSAL OF INERT CONSTRUCTION WASTE WITH ASSOCIATED SERVICE TRADE PREMISES (SALVAGE YARD) AND TRUCK PARKING.



Statement of Effect DA 361/873/2018 NB

26 February 2019

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Contents

- 1.0 Introduction.....3**
- 2.0 Subject Land and Locality4**
 - 2.1 Subject Land..... 4
 - 2.2 Locality 10
- 3.0 Proposal11**
 - 3.1 Summary..... 11
 - 3.2 Waste Sorting Facility 11
 - 3.3 Service Trade Premises..... 12
- 4.0 Procedural Considerations.....13**
 - 4.1 Zoning 13
 - 4.2 Nature of the Development..... 13
 - 4.3 Assessment Pathway 13
 - 4.4 Public Notification 14
- 5.0 Development Plan Assessment15**
 - 5.1 Zone and Land Use..... 15
 - 5.2 Waste Generation Facilities Generally 16
 - 5.3 Interface with Adjoining Land..... 18
 - 5.4 Building Design 19
 - 5.5 Parking and Access 20
 - 5.5.1 Access 21
 - 5.5.2 Parking 22
 - 5.6 Stormwater Management 23
- 6.0 Social, Environmental and Economic Effects.....24**
 - 6.1 Social Effects 24
 - 6.2 Environmental Effects..... 24
 - 6.3 Economic Effects..... 24
- 7.0 Conclusion25**



1.0 Introduction

URPS has been engaged by the applicant, Dejay Contracting, to prepare this Statement of Support in respect of this development application. This development application involves the construction of a new building and the use of the land as a waste sorting facility for building and construction waste and for the use of an existing building on the land as a service trade premises.

The subject land, 1415-1417 Main North Road, Para Hills West, is located within the Commercial Zone of the Salisbury Council Development Plan. It is also located within Precinct 21 – Para Hills West Commercial.

Within the Commercial Zone, activities comprising “waste reception, storage, treatment or disposal” is listed as a non-complying kind of development.

Council resolved to assess the development application and has requested additional information, including:

- Additional detail on the use of the existing shed on the land
- Car parking provision
- Surface treatments, and
- Stormwater management.

These matters are addressed in this Statement of Effect and within the appendices which include, swept path diagrams and a stormwater management report. Updated proposal plans of the new shed are also included from Bargain Steel Centre.

This Statement of Effect has been prepared in accordance with section 39(2)(d) of the *Development Act 1993* and regulation 17(5) of the *Development Regulations 2008*.

2.0 Subject Land and Locality

2.1 Subject Land

The subject land comprises two contiguous lots known as 1415 Main North Road, Para Hills West (Allotment 2 in Deposited Plan 35539, CT5100/31 and Allotment 1 in Deposited Plan 35539, CT 5100/30). The subject land comprises a site with a width in the order of 51 metres and a depth of 122 metres. The site has an area of approximately 6,220m².

The two parcels forming the subject land are illustrated below.

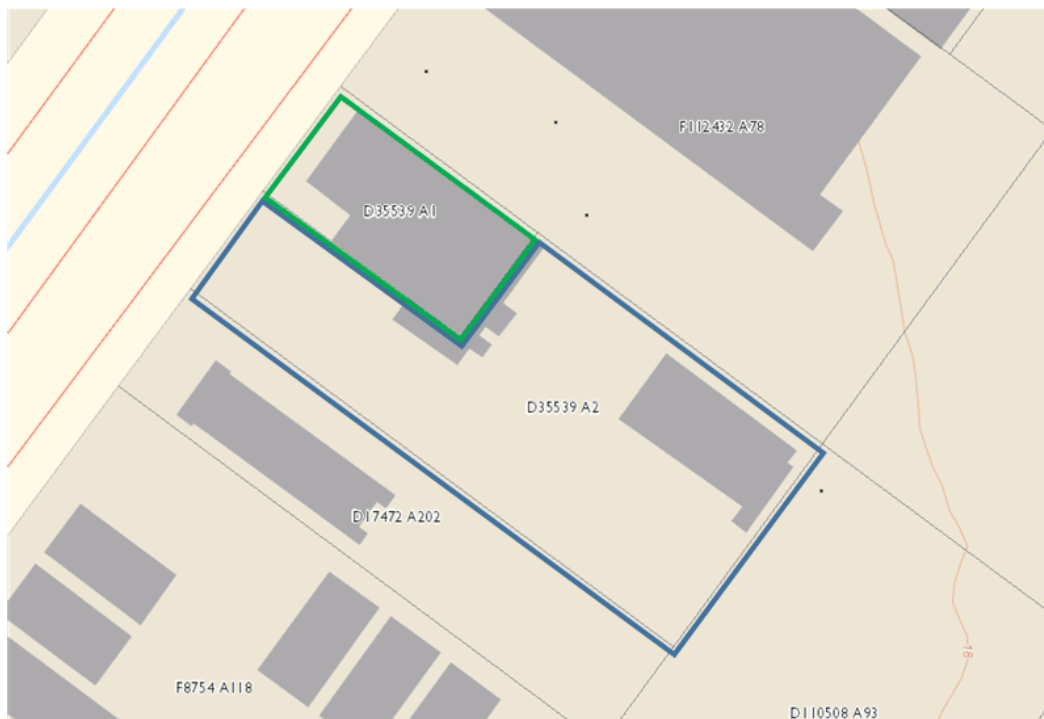


Figure 1 The subject site in blue and green with existing buildings in dark grey (Source: Property Location Browser)

The subject land contains existing buildings including a building at the front of the site that crosses the site's common boundaries. It also has an existing building/shed at the rear of the land toward its eastern corner. The balance of the land is asphalt, concrete or crushed rubble. The site is accessed by a service road and does not have a direct frontage to Main North Road.

The two lots are under common ownership and are both fenced with the landowner recently replacing installing new Colorbond fencing to a height in the order of 2.1 metres.



URPS

Statement of Effect DA 361/873/2018 NB

Subject Land and Locality



Figure 2: Existing salvage yard operation on the subject allotment (Source: URPS)



Figure 3: The view looking west from approximately half way down the subject site towards the front of the property (Source: URPS)



Figure 4: The existing fence along the southern side boundary of the site (Source: URPS)



Figure 5: The existing fence along the northern side boundary of the site (Source: URPS)



URPS

Statement of Effect DA 361/873/2018 NB

Subject Land and Locality



Figure 6: The existing building proposed to be used as a service trade premises on lot 1 of the site
(Source: URPS)



Figure 7: The existing service road that runs in front of the subject site.



Figure 8: The adjoining dwelling to the north of the subject site.



Figure 9: The adjoining service trade premises to the north of the subject site.



URPS

Statement of Effect DA 361/873/2018 NB

Subject Land and Locality



Figure 10: The adjoining shop to the south of the subject site.



Figure 11: Some of the other existing commercial activities further to the south of the subject site.



Figure 12: The view across Main North Road to the commercial activities adjoining Parafield Airport.

2.2 Locality

The subject land is located within a mixed use area which has generally developed with a range of light industrial activities. It lies opposite the Parafield Airport which has also been developed with a range of bulky goods/service trade premises which face Main North Road.

Allotments within the locality are generally large and contain large buildings, extensive hard surfaces for parking, manoeuvring and outdoor storage. There is little on-site landscaping within the locality.

The site directly to the north contains substantial industrial buildings and also accommodates a dwelling which adjoins the existing building on lot 2.



3.0 Proposal

3.1 Summary

The proposed development comprises the construction of a new building for use as a waste sorting facility and the change of use of the building at the front of the land for the purpose of a service trade premises.

3.2 Waste Sorting Facility

The new building is to be 20 metres by 30 metres with a wall height of 8 metres to provide sufficient internal clearance and constructed to adjoin the existing shed at the rear of the subject land. The new shed will be setback 5 metres from the rear boundary and approximately 11 metres from the land's southern (side) boundary. The shed will have a concrete floor and will be enclosed on two sides as illustrated on the plans prepared by Bargain Steel Centre.

The applicant operates a business providing rubbish skips to new residential building sites. The skips are then collected by the applicant where they are returned to the site and the material collected is sorted into like streams by hand (green waste, general waste, steel and concrete). Occasionally, a forklift may also be used within the proposed shed, however, this would only be required where waste is too heavy to safely carry. It is then able to be disposed of off-site at licensed waste facilities where no further sorting is required and the waste can be recycled or put to landfill.

Waste delivered to the site will be tipped into a central area within the proposed building. All sorting will take place within the proposed and existing building.

As the applicant only provides skips to new building sites, the material collected is limited to construction waste. Such waste would typically comprise timber/steel/masonry off-cuts, cardboard and other recyclables, plastics and other mixed debris. The applicant does not accept liquids, tyres or asbestos. No waste will be stored in any outdoor areas on the land. An existing area where waste has previously been stored will be used for truck parking.

Waste is to be delivered to the site by trucks (up to 13 metres in length) and it is anticipated that approximately 20 tonnes per day will be delivered to the site. The same amount will be removed from the site each day. The applicant estimates that there will be approximately 10-12 truck movements each to and from the site on a daily basis. Waste is typically held on site for less than 24 hours, however, skips of sorted waste are only removed from the site once full and so there may be times where certain types of waste are stored for longer periods.

Truck and car access to the site will be via the Main North Service Road only. The service road can be accessed directly via Main North Road from the north and from Kesters Road to the south. The applicant has advised that it does not use any other local roads such as Ayfields or Beafields Roads to access the site. The condition of those roads is considered unsuitable for the type and size of trucks that access the subject land.



All waste that is delivered to the site will be delivered directly within the proposed building where all sorting will take place. During sorting, wastes are collected within individual skip bins that are typically 10m³. Skip bins are able to be manoeuvred on site by forklifts and loaded on purpose-built trucks which are used to transport the bins (typically up to 13 metres in length).

The proposed development will operate between 7am and 4pm weekdays, and will be closed on weekends. Between 2 and 4 staff will work at the facility on any given day. No sorting activities will occur outside of these hours. The activity on the site that may occur prior to 7am is limited to forklift movement, and the movement of trucks from the site (as further described in the acoustic report).

Trucks will be parked on the site overnight adjacent the northern boundary between two existing buildings. The truck parking area is illustrated on the revised site plan. No truck servicing or other maintenance will be undertaken on the site. Car parking is to be provided either side of the existing access point.

3.3 Service Trade Premises

The building at the front of the site has previously been used as a service trade premises. It is understood that that land use may not have previously been approved. This building has an area of approximately 700m². At the rear of the building is undercover storage area.

It is proposed to use the building at the front of the site as a service trade premises as part of the overall use of the land. The applicant also operates a salvaging activity where products from demolition sites are suitable for on-sale. These items are salvaged as part of the applicant's demolition activities. This includes items such as complete kitchens, vanity units, hot water services, air conditioning systems and other similar products.

The building will also be used for administration activities for the salvage yard and the waste sorting facility.

The service trade premises is operated by one person only and is open between 9.00am and 5.00pm Monday to Friday.

The service trade premises has 4 car parking spaces at the front of the site within the building setback. These are illustrated on the amended site plan.



4.0 Procedural Considerations

4.1 Zoning

The subject land is located in the Commercial Zone and Precinct 21 – Para Hills West Commercial. The land is not identified as being contained within a Policy Area.

The site is adjacent a Primary Arterial Road as per Overlay Map Sal/41 – Transport, but fronts a service road. The land is within Zone C (all structures exceeding 15 metres above existing ground level) for the purposes of airport height limits.

4.2 Nature of the Development

The proposed development comprises the waste sorting facility station (comprising a new building and a change of land use), and the use of the front building on the land to a service trade premises.

Having regard to the nature of the waste sorting facility, it is considered that the activity constitutes a kind of industry development. In our view, it constitutes a light industry development as defined below as we consider that the off-site impacts are negligible and that the proposal will not detrimentally affect the amenity of the locality by any means.

industry means the carrying on, in the course of a trade or business, of any process (other than a process in the course of farming or mining) for, or incidental to—

- (a) the making of any article, ship or vessel, or of part of any article, ship or vessel; or
- (b) the altering, repairing, ornamenting, finishing, assembling, cleaning, washing, packing, bottling, canning or adapting for sale, or the breaking up or demolition, of any article, ship or vessel; or
- (c) the getting, dressing or treatment of materials (and industrial will be construed accordingly);

light industry means an industry where the process carried on, the materials and machinery used, the transport of materials, goods or commodities to and from the land on or in which (wholly or in part) the industry is conducted and the scale of the industry does not—

- (a) detrimentally affect the amenity of the locality or the amenity within the vicinity of the locality by reason of the establishment or the bulk of any building or structure, the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil, spilled light, or otherwise howsoever; or
- (b) directly or indirectly, cause dangerous or congested traffic conditions in any nearby road;

It is also recognised that the industrial use of the site may be described as an activity comprising “waste reception, storage, treatment or disposal” given the activities proposed.

4.3 Assessment Pathway

Service trade premises are subject to the on-merit assessment process within the Commercial Zone.



Light industry activities are also subject to the on-merit assessment process within the Commercial Zone. General industry activities are also subject to the on-merit assessment process within the Commercial Zone where they are also located in Precinct 21 Para Hills West Commercial (i.e. the subject Precinct).

Despite the above, the proposed development will receive and treat (by sorting) waste. "Waste reception, storage, treatment or disposal" is listed as a non-complying kind of development within the Commercial Zone. It follows that this application is subject to the non-complying assessment process.

4.4 Public Notification

It is understood that in accordance with Section 38 of the Development Act 1993 (the Act), the proposed development is a Category 3 matter for the purpose of public notification.



5.0 Development Plan Assessment

For the assessment of this application, the following provisions are considered to be most pertinent:

Commercial Zone Objectives	1, 2 and 3
Commercial Zone Desired Character Statement	
Commercial Zone Principles	1, 2, 24, 27, 28, 29
Design and Appearance Objective	1
Design and Appearance Principles	1, 3, 7, 11 and 22
Hazards Objective	10
Industrial Development Objectives	1, 4, 5 and 6
Industrial Development Principles	3, 4 and 6
Infrastructure Objectives	1
Infrastructure Principles	1 and 2
Interface between Land Uses Objectives	1, 2 and 3
Interface between Land Uses Principles	1, 2, 7, 8 and 11
Natural Resources Objectives	1, 5, 6 and 7
Natural Resources Principles	8
Orderly and Sustainable Development Objectives	1, 3 and 4
Orderly and Sustainable Development Principles	1, 3 and 8
Transportation and Access Objectives	2
Transportation and Access Principles	12, 13, 22, 23, 32, 33, 34, 36 and 38
Waste Objective	1
Waste Management Facilities Objective	1 and 2
Waste Management Facilities Principles	1, 3, 5, 6, 7, 8, 9, 10 and 13

Having considered the above provisions, this assessment is made under the following headings:

- zone and land use
- waste generation facilities generally
- interface with adjoining land
- building design
- parking and access, and
- stormwater management.

5.1 Zone and Land Use

The following provisions are relevant under this sub-heading:



Commercial Zone

Objective 1 A zone accommodating a range of commercial and business land uses.

Objective 2 Development that minimises any adverse impacts upon the amenity of the locality within the zone.

Principle 1 The following forms of development are envisaged in the zone:

- light industry
- service trade premises

Precinct 21 Para Hills West Commercial

Principle 24 Development in the precincts should principally comprise service trade premises, bulky goods outlets, light industry, offices in association with these activities, and limited non-bulky goods retail activities. (underlining added)

The development involves both an industrial activity (waste sorting facility) and a service trade premises. It is contended that the waste transfer facility also constitutes a light industry given the type of wastes that it receives (i.e. inert building waste) and the small scale of the development in which there will be negligible to minimal off-site impacts.

Light industry activities, and service trade premises (i.e. the salvage yard) are both envisaged land uses in the Zone and Precinct.

It is recognised that the Zone Objective 2 seeks to minimise the potential for adverse impacts on the amenity of the locality. In this case, the locality is one of mixed uses and well setback from the nearest residential areas. It is located adjacent the Parafield Airport and Main North Road; two very significant noise sources. It is also situated more than 250 metres from the nearest residential areas with those areas separated from the subject land by land within the Industry Zone. It also noted that nearby sites within the subject Commercial Zone are largely put to some kind of industry use. This site context is important in the consideration of the appropriateness of the proposed use.

5.2 Waste Generation Facilities Generally

The following provisions are relevant under this sub-heading:

General Section - Waste Management Facilities

Objective 1 The orderly and economic development of waste management facilities in appropriate locations.

Objective 2 Minimisation of human and environmental health impacts from the location and operation of waste management facilities.

Principle 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.

Principle 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.



Principle 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.

Principle 7 Processing facilities and operational areas should be screened from public view.

Principle 13 Litter control measures that minimise the incidence of wind blown litter should be provided.
(underlining added)

The proposed development will only receive construction and demolition waste as defined by the EPA; it is a recycling facility intent on reducing the amount of waste disposed of in landfill. The facility will be required to be licensed by the EPA as a waste facility.

The site is designed to minimise adverse impact on both the site and the locality in accordance with Principle 1 as:

- only inert construction and demolition waste is proposed to be handled at the site
- waste received at the site will be covered so as to reduce the potential for litter blow out during transportation
- waste received at the site will be delivered direct to the undercover sorting area within a building where it is sorted on a concrete floor and therefore mitigating the potential for further litter or stormwater/groundwater contamination
- waste will be received and sorted at the site during daylight hours only such that there will not be noise impacts that would detrimentally impact the locality (again noting the site's proximity to both Main North Road and the Parafield Airport)
- the potential for dust impacts will be minimised as the land is presently sealed (both bitumen and concrete surfaces)
- there would be no increased potential for vermin given the nature of the waste received and that it will not be stored on the land, and
- there will be no material visual impact as the waste sorting facility is located at the rear of the site and will take place within a building.

Sonus has advised that the following noise attenuation treatments are required to comply with the EPA Noise Policy:

- ensuring any permanent vehicles on site such as the forklift are fitted with a broadband type reversing alarm in lieu of a tonal type alarm, and
- the new building is sealed airtight at all junctions and joins.

The applicant agrees to the recommendations of Sonus. No other machinery/equipment is proposed to be used on the site (i.e. trommels) than that assessed by Sonus.

It is also important to note that Sonus' assessment acknowledges that the front of the sorting (i.e. facing Main North Road) will remain open and therefore the sealed airtight junctions are those at the rear of the building and not at the front. This is to ensure compliance with the noise goals for the dwellings in the nearest residential zone more than 250 metres south-east of the proposed development.



The waste sorted on the land will be disposed of quickly such that no waste is expected to remain on the site for around 24 hours and generally longer than 72 hours. Once bins with waste for disposal/recycling are full they are trucked off-site.

Having regard to the above provisions with respect to waste facilities, it is contended that the proposed waste sorting facility is of a nature and scale that is appropriate in this location.

It is also contended that the proposed development is both orderly and sustainable. It makes use of an under-utilised site and the existing buildings on the land. It is also an activity that does not jeopardise the continuation of adjoining land uses in any way with the adjoining land not impacted by interface matters such as noise, odour or traffic impacts. On this basis, it is considered that the proposed development satisfies Orderly and Sustainable Development Objectives 1, 3 and 4 and Principles 1, 3 and 8.

5.3 Interface with Adjoining Land

The following provisions are relevant under this sub-heading:

General Section – Interface between Land Uses

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.

Principle 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.

Principle 2 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.

Principle 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.

Principle 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. (underlining added)

As addressed in the preceding section of this report, the waste sorting facilities proposed will be managed so as not to detrimentally affect the amenity of the locality. Given the way in which the site is proposed to be managed and the development complies with the EPA Noise Policy, it is contended that the development satisfies the above provisions.



5.4 Building Design

The following provisions are relevant under this sub-heading:

Commercial Zone Desired Character

...It is essential that buildings are well designed and developed to complement each other. Development will deliver a positive visual impact incorporating articulation, high quality materials, texture and colour. Buildings facing onto public roads or thoroughfares will avoid large expanses of solid unarticulated walling or blank facades by incorporating design elements to increase the void to solid ratio of external surfaces and will incorporate landscaping to soften their appearance...

...Landscaping (including the use of taller vegetation) will be used extensively along site boundaries and within car parks and public areas to provide shade, enhance amenity and mitigate building bulk and scale. Landscaping will incorporate Water Sensitive Urban Design measures...

General Section – Design and Appearance

Objective 1 Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.

Principle 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.

Principle 11 Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality. (underlining added)

The proposal includes the construction of a large (600m²) shed which will contain the entirety of the waste sorting facility. This shed will be located at the rear of the subject site against the boundary with the Industry Zone and some 90 metres behind the street frontage.

As identified in the locality plan, there are many sheds of similar form and materials containing commercial and industrial activities close to the subject site. Therefore, the proposed shed will be clearly compatible with other existing development in the locality. The site also adjoins land that is currently undeveloped

There is an existing vegetation buffer on public land between the service road at the front of the subject site and Main North Road which assists in screening the subject site from this key arterial road.

In this context, it is contended that the proposed waste sorting facility will have an appropriate visual appearance for its location.

There is no change to the building proposed to be used as a service trade premises.

For the above reasons, it is contended that the proposed building works are appropriate and compatible with those in the locality such the above provisions are satisfied.



5.5 Parking and Access

The following provisions are relevant under this sub-heading:

General Section – Transportation and Access

Objective 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.

Principle 12 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.

Principle 13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

Principle 22 Development should have direct access from an all weather public road.

Principle 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.

Principle 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.

Principle 33 Development should be consistent with Australian Standard AS 2890 Parking facilities.

Principle 34 Vehicle parking areas should be sited and designed in a manner that will:

- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development



- (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
- (c) not inhibit safe and convenient traffic circulation
- (d) result in minimal conflict between customer and service vehicles
- (e) avoid the necessity to use public roads when moving from one part of a parking area to another
- (f) minimise the number of vehicle access points to public roads
- (g) avoid the necessity for backing onto public roads
- (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
- (i) not dominate the character and appearance of a site when viewed from public roads and spaces
- (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.

Principle 36 Where parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to customers.

Principle 38 Parking areas should be sealed or paved in order to minimise dust and mud nuisance. (underlining added)

5.5.1 Access

The waste sorting facility site is serviced by an existing access point which has been and will continue to be used for articulated vehicles approximately 13 metres in length. The open yard area between the existing building at the front of the site and the rear building is of a large area that can accommodate the turning area of the vehicles using the site as assessed by FMG. This area has a width of 51 metres and a depth in the order of 35 metres. An area is also to be set aside for overnight truck parking to accommodate all trucks that will be stored on the land. This includes up to 4 of the larger trucks (14.3 metre articulated vehicles) and 4 smaller trucks (8 metre Isuzu Skip Truck). All vehicles are able to enter and exit the site in a forward direction.

The proposal is not expected to materially increase the amount of traffic generated for the area given the frequency of large vehicle movements and the relatively low staff numbers. It is anticipated that there would be up 10-12 truck movements both to and from the site per day and there will only be 2-4 staff on-site in the sorting process. This extent of traffic movement can be readily accommodated on the Main North Road service road (particularly given the likely traffic movements associated with the previous use of the land). Vehicles will use a 'left in' and 'left out' movement to the site to access Main North Road.

Access to the salvage yard is proposed over an existing crossover at the front of that site (providing access to 4 parking spaces).

Heavy vehicle movement is not able to be entirely separated from passenger vehicle movement, however, it is anticipated that visitors to the salvage yard will be able to park in the car parks directly at the front of that site (4 spaces). There is also space for at least a further 4 visitor cars on the street directly at the front of the site. In the event that visitor parking to the site is required, clear signage can



be installed to direct visitors to the 90 degree parking within the main site access. For this reason, it is contended that the

5.5.2 Parking

Parking for staff and visitors will occur through the following:

- On-site visitor parks for the salvage yard – 4 at the front of the building
- On-street parking directly at the front of the site and capable of being used for visitor parking – 3 spaces
- Staff parking (parallel along the southern boundary of the site – 6 spaces
- Additional staff and visitor parking (90 degree parking on the northern side of the driveway – 14 spaces.

In total, there are 24 on site spaces with an additional 3 spaces at the front of the site.

The waste sorting facility has a floor area in the order of 1,150m² (across the existing and new building). Based on the “industry” car parking rate, there is a demand for some 17 parking spaces associated with that use.

While a standalone service trade premises within a building of some 700m² would have a demand for 21 parking spaces (3 spaces per 100m²), the service trade premises is associated with the waste transfer station.

The above car parking demands are considered high and does not reflect the nature in which the site will be used. The waste sorting facility will have between 2-4 staff on site as part of the sorting process with up to a further 8 staff parking on site during the day when they drive trucks to pick-up and drop-off skip bins. The waste sorting facility has a parking demand for up to 12 spaces.

The salvage yard is directly associated with waste sorting facility and is to have between 1 and 2 staff. It is also of a nature that will have low visitation typically with some 1-2 visitors at any one time.

Parking for the 14 total staff across the two activities can be accommodated within the 20 space parking area adjacent the driveway to the waste sorting facility is possible with 6 car parks left available for visitors. Those 6 spaces are additional to the 4 directly at the front of the salvage yard and the spaces available within the street.

While the site may have a theoretical parking demand of 38 spaces, it is considered that the supply of 24 spaces for staff and visitors is appropriate and sufficient to accommodate the anticipated demand. Transportation and Access Principle 32 permits lower parking supply than the typical Development Plan requirement where the parking would meet the needs associated with the development. Given that parking is provided for all staff and there is at least 10 on-site parking spaces for visitors (and additional on-street parking directly adjacent the site), it is considered that the development has sufficient parking in accordance with Principle 32 quoted above.

The car parking areas are sealed and designed to comply with Australian Standards. On this basis, it is considered that the proposed development reasonably complies with the Transportation and Access provisions quoted above.



5.6 Stormwater Management

The following provisions are relevant under this sub-heading:

General Section – Natural Resources

Objective 5 Development consistent with the principles of water sensitive design.

Objective 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.

Principle 8 Water discharged from a development site should:

- (a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state
- (b) not exceed the rate of discharge from the site as it existed in pre-development conditions.
(underlining added)

FMG has provided a Stormwater Management Plan following consultation with Council's engineering team. The Stormwater Management Plan recognises that the site is largely sealed and Council has advised that the site stormwater system should cater for minor storm flows (1 in 10 year ARI) and that finished floor levels should be at least 150mm above the 1 in 100 flood level.

The DRAINS assessment for the discharge has determined that a 12,000L detention tank with a 50mm orifice is required to limit peak flows from the proposed shed.

No additional detention is required for the existing site and no treatment is required given the stormwater system detains water captured from the shed roof.

With the incorporation of a detention tank, the proposed development has been designed to limit discharges to be of a quantity and quality that is equivalent to pre-development conditions and the above provisions are therefore satisfied.



6.0 Social, Environmental and Economic Effects

6.1 Social Effects

It is considered that the proposed development has positive social effects. This is because the site is able to be operated in a manner that will not unreasonably adjoining landowners. It will also have positive effects through additional employment within the Salisbury region.

6.2 Environmental Effects

The proposed development has significant positive environmental effects at a high level with the volume of waste disposed of at landfill significantly reduced through the activity's sorting process. The State Government has a waste resource recovery infrastructure plan that recognises the value and importance of resource recovery infrastructure.

The types of waste that are to be received and sorted at the site are inert and able to be managed and handled with little off-site impacts. The development has been designed and will be operated in a manner that will not have detrimental environmental impacts; that includes those potential direct impacts on stormwater/groundwater and also includes impacts such as noise or traffic that has the potential to impact the amenity of the locality.

6.3 Economic Effects

The proposed development makes use of an underutilised and otherwise vacant site. The development involves an investment of a new building for a value adding activity that has positive economic impacts. As outlined in the Green Industries Waste and Resource Recovery Infrastructure Plan, some \$29m is required to be invested in the 10 years to 2026 to manage the increase in construction and demolition waste. The proper sorting and management of building and construction waste represents a cost saving with respect of disposal and provides further benefits through the employment of staff, and in this case, the ability for products to be salvaged and on-sold.



7.0 Conclusion

The proposed development involves the construction of a new building for the purpose of a waste sorting facility and the change of use of an existing building to a service trade premises. As the development involves the reception and sorting of waste, it is non-complying in the subject Commercial Zone.

Despite being non-complying, the activity is of a limited nature, processing only inert construction and demolition waste, and small scale that it is considered appropriate in the Commercial Zone and is similar to any other light industry activity.

The development has been designed and sited so as to minimise the potential for detrimental impacts to the environment and to the amenity of the locality. The site will be managed such that the noise generated on the site will comply with the EPA Noise Policy and there will be minimal traffic impacts associated with the proposed development given the relatively limited number of truck movements to and from the site and as parking is provided on-site to meet demand.

The activity is also to be undertaken in a manner that complies with the EPA's guidelines for waste recovery facilities in that all activities are undertaken within an undercover building and on a hard surface floor. In this respect, stormwater, litter and dust can all be managed so that there is no environmental impact.

The development will have positive social, environmental and economic impacts. Waste to resource facilities and recycling facilities that reduce the extent of waste disposed of at landfill sites are envisaged by the Development Plan and supported by existing State Government policies.

For all of the reasons herein, it is contended that the proposed development warrants Development Plan Consent.

Northside Salvage Yard

Environmental Noise Assessment

August 2018

S5712C1

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Northside Salvage Yard
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GLOSSARY AND ABBREVIATIONS

Term	Definition
A-weighting	Frequency adjustment representing the response of the human ear.
dB	Linear (unweighted) sound pressure or power level in decibels.
dB(A)	A weighted noise or sound pressure or power level in decibels.
Equivalent noise level	Energy averaged noise level (sound pressure).
L_{Aeq}	The A weighted equivalent sound pressure level in decibels.
L_{Amax}	The instantaneous maximum A weighted sound pressure level in decibels.

INTRODUCTION

An environmental noise assessment has been made of the proposed redevelopment of the existing Northside Salvage Yard, located at 1415 Main North Road, Para Hills West.

Northside Salvage Yard is a waste transfer facility which supplies empty rubbish 'skips' to new residential buildings. The filled skips are returned to the Northside Salvage Yard where waste is hand sorted based on its material properties (e.g. green waste, general waste, steel and concrete).

The proposed development incorporates the construction of a new building in which to house the waste management operations.

Fundamentally, the proposal encloses an existing outdoor activity and therefore provides a positive environmental noise outcome. Notwithstanding this, an acoustic assessment has been made against the relevant provisions of the Development Plan.

The closest existing residences to the site are located in a Commercial Zone to the northeast, and a Residential Zone to the southeast of the site. The site location and nearest residences are shown in Appendix A.

The dwelling in the Commercial Zone is directly exposed to an engineering workshop for campers and trailers (as shown in Appendix A).

This assessment has been based on the following:

- noise measurements conducted at the existing waste transfer depot on 24 July 2018;
- The understanding that:
 - the building doors fronting Main North Road will remain open during operation;
 - the new building will be 25m wide, 30m long, have a wall height of 8m and be located as shown in Appendix B;
 - the new building will be constructed from sheet steel and have a concrete floor;
 - activities in the building will only occur during the day (between 7am and 4pm), however vehicles may enter and exit the site prior to 7am (noting this is not a new activity); and,
 - there will be 10 to 12 truck movements to and from the site each day (noting that this is not a new level of activity).

Northside Salvage Yard
Environmental Noise Assessment
S5712C1
August 2018

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CRITERIA

Development Plan

The subject site and closest residences to the northeast are located within a Commercial Zone of the Salisbury Council Development Plan¹ (the Development Plan). The closest residences to the southeast are located within a Residential Zone of the Development Plan. The Development Plan has been reviewed and particular regard given to the following relevant provisions

General Section – Interface Between Land Uses

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
....
(b) Noise
...
2 Development should be sited and designed to minimise negative 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 dwelling and private open space.

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 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.

¹ Consolidated 15 December 2016

Environment Protection (Noise) Policy 2007

Principle of Development Control 7 specifically references the *Environment Protection (Noise) Policy*. The current version is the *Environment Protection (Noise) Policy 2007* (the Policy). The Policy is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to be sufficient to satisfy all provisions of the Development Plan relating to environmental noise.

The Policy provides goal noise levels to be achieved at noise sensitive receivers based on the principally promoted land use in which the noise source (the development) and the noise receivers (the residences) are located.

For a development located in a Commercial Zone, the Policy recommends the following goal noise levels:

- at residences located within an adjacent Residential Zone:
 - an average ($L_{eq, 15min}$) noise level of 52 dB(A) during the daytime (7am to 10pm);
 - an average ($L_{eq, 15min}$) noise level of 45 dB(A) during the night-time (10pm to 7am); and,
 - a maximum (L_{max}) noise level of 60 dB(A) during the night-time.
- at residences within the Commercial Zone:
 - an average ($L_{eq, 15min}$) noise level of 57 dB(A) during the daytime (7am to 10pm); and,
 - an average ($L_{eq, 15min}$) noise level of 50 dB(A) at night-time (10pm to 7am).

When measuring or predicting noise levels for comparison with the Policy, penalties may be applied to the average goal noise levels for each characteristic of tone, impulse, low frequency, and modulation of the noise source. In order to apply a penalty, the characteristic must be dominant when considered within the context of the existing acoustic environment at the receivers.

Based on observations made at the existing waste transfer station, an 8 dB(A) penalty could result from the dumping of skips and associated activities during the day period if this occurred regularly during periods of low traffic on Main North Road.

Prior to 7am, it is questionable whether a penalty would apply to truck movements (noting that the dumping of skips will not occur before 7am) given the influence of Main North Road on the environs; however, to ensure a conservative approach, a 5 dB(A) penalty has been applied to this period.

Northside Salvage Yard
Environmental Noise Assessment
S5712C1
August 2018

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With the inclusion of the above penalties, the goal noise levels effectively become:

- at residences within the adjacent Residential Zone:
 - an average ($L_{eq, 15min}$) noise level of 44 dB(A) during the daytime (7am to 10pm);
 - an average ($L_{eq, 15min}$) noise level of 40 dB(A) during the night-time (10pm to 7am); and
 - a maximum (L_{max}) noise level of 60 dB(A) during the night-time (10pm to 7am).
- at residences within the Commercial Zone:
 - an average ($L_{eq, 15min}$) noise level of 49 dB(A) during the daytime (7am to 10pm); and,
 - an average ($L_{eq, 15min}$) noise level of 45 dB(A) during the night-time (10pm to 7am).

ASSESSMENT

The noise level at nearby residences from activity at the redeveloped site has been predicted based on observations and noise measurements conducted at the existing site on 24 July 2018, and including the following activity (sound power levels for the following activities are included in Appendix C):

- the movement of trucks transporting waste materials into and out of the waste transfer depot;
- the operation of forklifts on the site;
- the emptying of skips with waste materials; and,
- the loading of skips onto trucks for dispatch.

The predictions have also been based on the following operational assumptions for the level of activity in any 15-minute² period during the day and night:

Daytime Activity (7am to 10pm):

- continual operation of a forklift loading skips onto trucks for dispatch;
- a small and a large truck moving through the site and parking in a designated bay; and
- a small and a large truck arriving, emptying waste material into the new building, re-loading and dispatching from site.

Night-time Activity (before 7am)

- continual operation of a forklift loading skips onto trucks for dispatch;
- a small and a large truck moving through the site and parking in a designated bay; and
- a small and a large truck loading and dispatching from site.

Predicted Noise Levels

Dwellings in Residential Zone

The combined average noise level from waste transfer activities will be no greater than 25 dB(A) during the day (7am to 10pm) and 18 dB(A) during the night (10pm to 7am) at dwellings in the Residential Zone to the southeast of the subject site (as shown in yellow in Appendix A). As expected, with the construction of the building, these levels are extremely low and easily achieve the effective Policy goal noise levels.

² The default assessment period of the Policy.

Northside Salvage Yard
Environmental Noise Assessment
S5712C1
August 2018

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Dwelling in a Commercial Zone

The average noise level from waste transfer activities will be no greater than 47 dB(A) during the daytime (7am to 10pm) and 45 dB(A) during the night-time (10pm to 7am) at the dwelling in the Commercial Zone and as such achieve the effective Policy goal noise levels.

Maximum Noise Level

The instantaneous maximum noise level has also been predicted at residences in the Residential Zone, based on measurements of truck activity at a variety of similar sites. The maximum noise level at the closest dwelling in the Residential zone will be well below the Policy criterion of 60 dB(A) as expected due to the significant separation distances involved. Indeed, truck movements at the site are unlikely to be noticeable in the residential area due to the influence of Main North Road.

Acoustic Treatment Recommendations

Based on the predictions, the following acoustic treatment measures are recommended to ensure compliance with the Policy is maintained:

- Ensure that any permanent vehicle on site such as the forklift is fitted with broadband type reversing alarms in lieu of tonal type alarms.
- Ensure the new building is sealed airtight at all junctions and joins.

Northside Salvage Yard
Environmental Noise Assessment
S5712C1
August 2018

sonus.

CONCLUSION

An environmental noise assessment has been made of the proposed redevelopment of the Northside Salvage Yard located at 1415 Main North Road, Para Hills West.

Fundamentally, the proposal encloses an existing outdoor activity and therefore provides a positive environmental noise outcome. Notwithstanding this, an acoustic assessment has been made against the relevant provisions of the Development Plan.

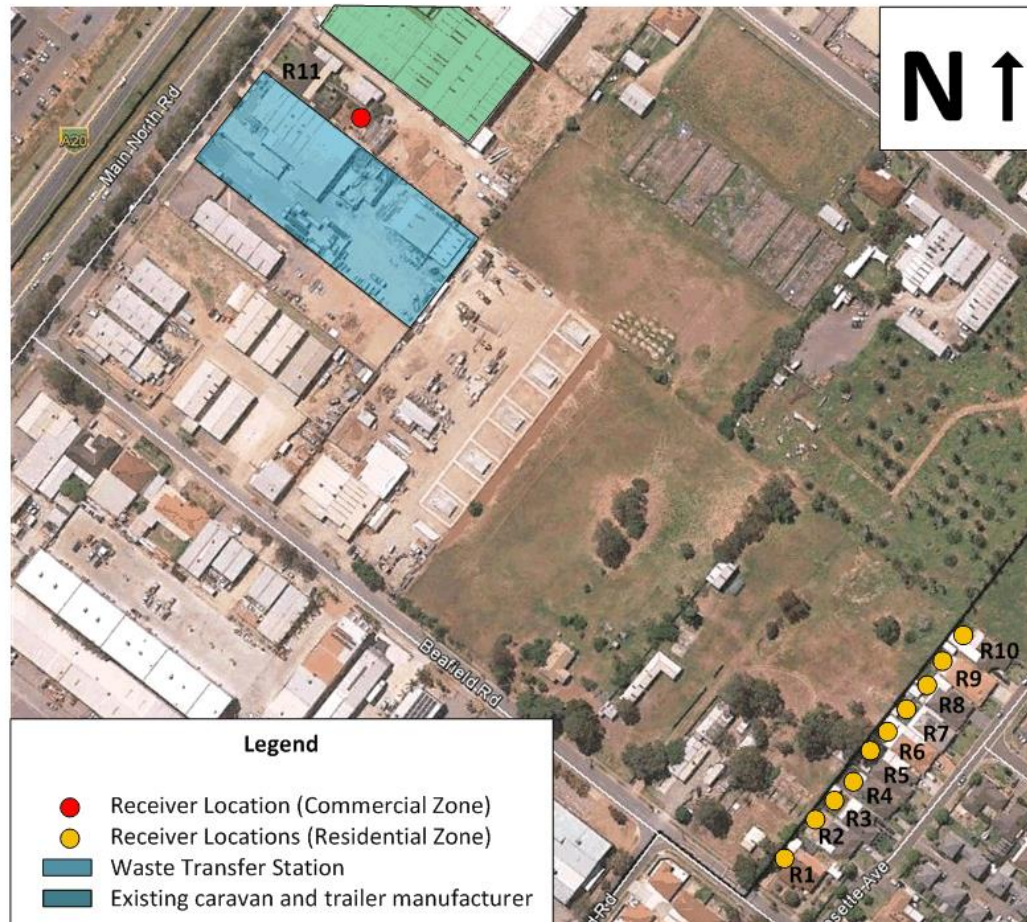
The assessment has incorporated measurements of the existing operations and prediction of the noise levels associated with the proposed enclosure of the operations. As expected, the predicted noise levels easily achieve the goal noise levels provided by the *Environment Protection (Noise) Policy 2007* in the residential area. The goal noise levels are also achieved at the dwelling in the Commercial Zone, with the proposal providing a significant reduction in existing noise levels at this location.

Based on the above, it is considered that the development has been designed and sited such that it will not detrimentally affect the amenity of the locality or cause unreasonable interference by the emission of noise, thereby achieving all relevant provisions of the Salisbury Council Development Plan.

Northside Salvage Yard
Environmental Noise Assessment
S5712C1
August 2018

sonus.

APPENDIX A: Site Location and Surrounding Residences

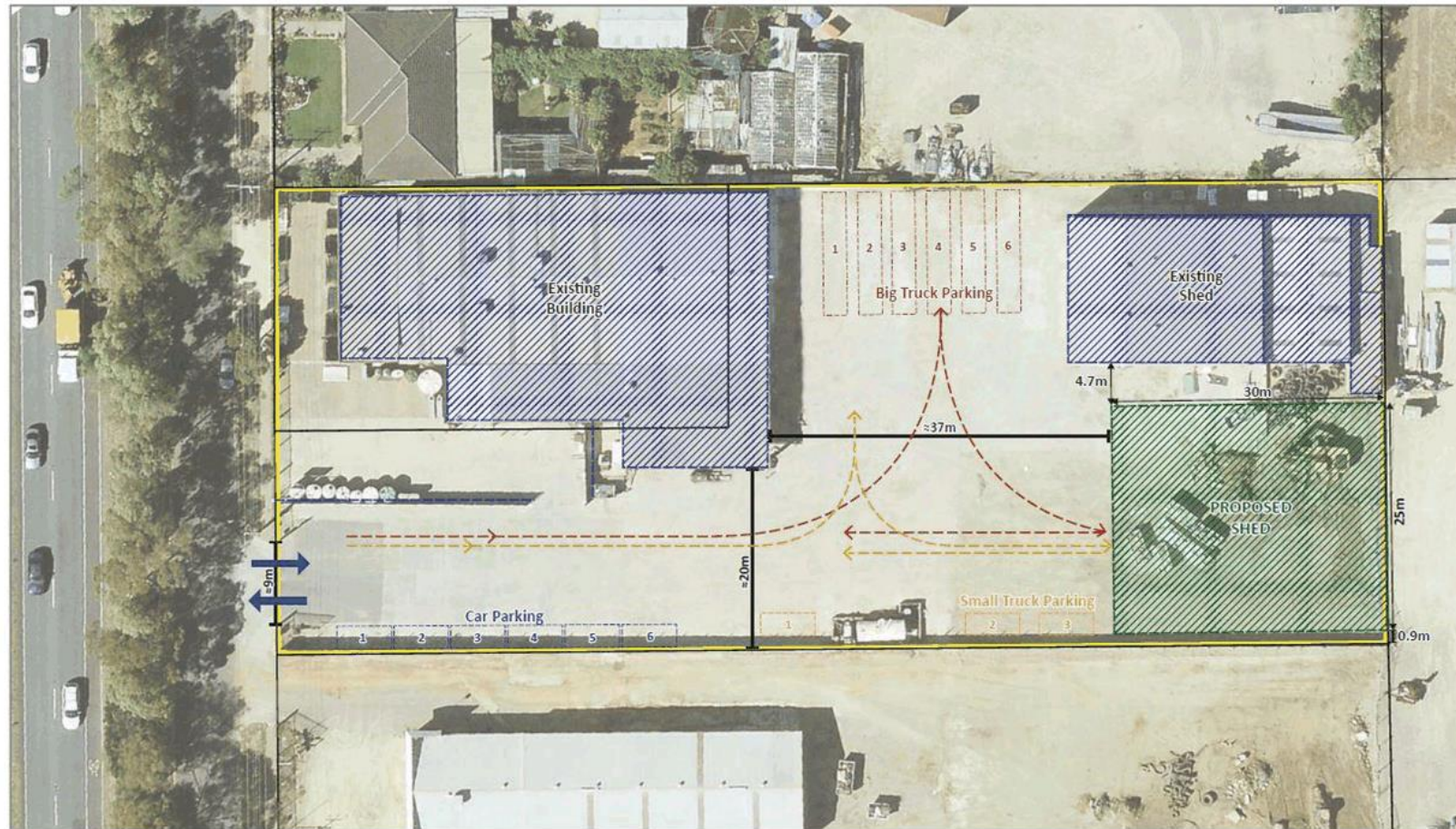


Page 10

Northside Salvage Yard
Environmental Noise Assessment
S5712C1
August 2018

sonus.

APPENDIX B: Proposed Site Layout

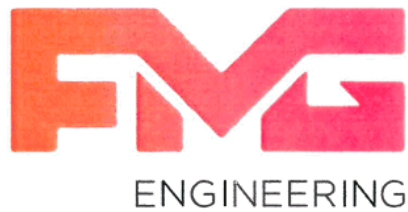


Northside Salvage Yard
Environmental Noise Assessment
S5712C1
August 2018



APPENDIX C: Sound Power Level Data.

Activity	Sound Power Level
Small Truck Idle	88 dB(A)
Small Truck Driving	95 dB(A)
Small Truck Reversing	105 dB(A)
Large Truck Idle	97 dB(A)
Large Truck Driving	102 dB(A)
Large Truck Reversing	105 dB(A)
Lifting skip	98 dB(A)
Emptying (Metal/Ceramic) skip	104 dB(A)
Loading/Unloading empty skip	100 dB(A)
Forklift activity	90 dB(A)



Stormwater management plan

JOB NUMBER: S42989-264018
CLIENT: Urban & Regional Planning Solutions (URPS)
SITE: 1415 Main North Road, PARA HILLS WEST, SA, 5096
DATE: 05-04-2019
REVISION: 1

**Engineering
your success.**

ADELAIDE
MELBOURNE
SYDNEY

© Koukourou Pty Ltd trading as FMG Engineering

The work carried out in the preparation of this report has been performed in accordance with the requirements of FMG Engineering's Quality Management System which is certified by a third party accredited auditor to comply with the requirements of ISO9001.

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Document Status

REV NO.	STATUS	AUTHOR	REVIEWER			APPROVED FOR ISSUE		
			NAME	SIGNATURE	DATE	NAME	SIGNATURE	DATE
0	Preliminary	Anja Vingelis	Hong Yip Ng		19/12/18	Anja Vingelis		19/12/18
1	Minor revisions	Jordan Colbert	Hong Yip Ng	H-Y.Ng	05/04/19	Hong Yip Ng	H-Y.Ng	05/04/19

Table of Contents

Introduction and scope	4
Site location and background.....	4
Stormwater management requirements	5
DRAINS hydrological and hydraulic modelling	5
Hydrological parameters.....	5
DRAINS modelling results.....	6
Stormwater Quality Requirements	6
Conclusion	8
Appendix A.....	9
Survey data	9
Appendix B	10
Site plan.....	10
Appendix D.....	Error! Bookmark not defined.
Description Here	Error! Bookmark not defined.

Introduction and scope

FMG Engineering (FMG) has been engaged by Urban & Regional Planning Solutions (URPS) to prepare a Stormwater Management Plan for a proposed redevelopment of a waste sorting facility at 1415 Main North Road, Para Hills West, SA 5096. The objective of this Stormwater Management Plan is to develop a sustainable method of managing stormwater generated from the proposed development to protect the surrounding environment and mitigate the risk of flooding in the proposed development.

New developments generally increase the impervious area when compared to the existing or pre-developed land use through increased roof areas, roads, footpaths and paved areas. The increase in stormwater runoff generated from new developments should be restricted where the receiving downstream stormwater system is already at capacity. In an effort to develop sustainably it is ideal to manage runoff flows and stormwater pollutants generated from new developments.

This Stormwater Management Plan has been prepared in accordance with Council requirements for stormwater discharge from the proposed development. The work carried out in the preparation of this report has been performed in accordance with the requirements of FMG Engineering's Quality Management System which is certified by NCS International Pty Ltd to comply with the requirements of ISO9001.

Site location and background

The subject allotment is located primarily in a commercial zone and is bounded by a service road extending from the Main North Rd at the western end thereby constituting the site access point. The remainder of the site perimeter to the north and south is bounded by commercial properties where the eastern end is bounded by an industrial allotment.

It is understood that the site is currently utilised as a salvage yard where material from new residential building sites are brought into site using 'skip' bins and hand sorted onsite. It is proposed that a new material sorting shed will be constructed at the southern boundary of the subject allotment with a total floor area of 750m². Additionally, as part of the development all existing permeable areas will be reconstructed to impermeable areas such as concrete hardstand/roof area. In order to process the development, the council has requested that a stormwater management plan be completed to address the stormwater disposal, overall site drainage and stormwater quality requirements. Figure 1 shows the site boundary and the location of the proposed shed location.

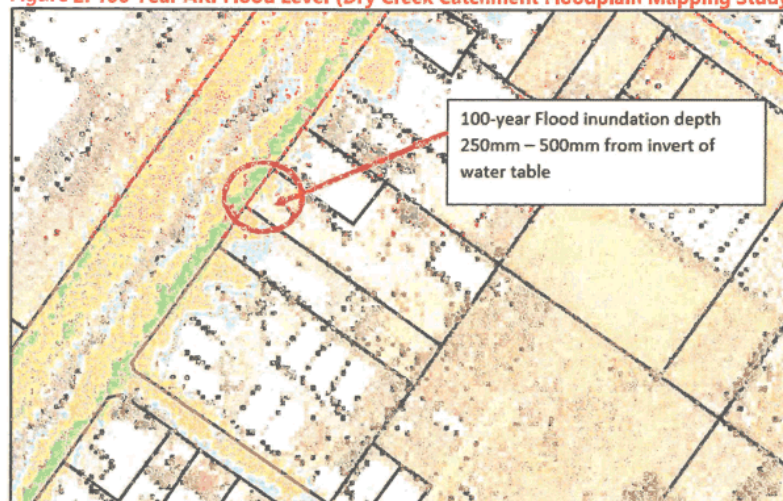
Figure 1: Site boundary and proposed shed location



A review of the survey data indicates that stormwater runoff from the existing unpaved hardstand area

grades towards Main North Road at approximately 0.5%. A review of the GIS data indicates that there is an existing 900mm diameter stormwater pipe located in Main North Road.
A review of the Dry Creek 100-year ARI flood maps shows that during the 100-year ARI storm event the depth of flow in the adjacent kerb and water table will be 250mm-500mm deep. It is recommended that the Finished Floor Level is maintained above 18.0m AHD.

Figure 2: 100 Year ARI Flood Level (Dry Creek Catchment Floodplain Mapping Study, 2008)



Stormwater management requirements

The following requirements summarise the Council's strategy for the following stormwater management, Council have advised:

- Stormwater systems shall be designed and constructed to cater for minor storm flows from a 10% AEP (10-year ARI) storm event
- Surface stormwater shall be managed such that there is no ponding of water against buildings or structures, no runoff into neighbouring properties and does not put downstream property at risk during the 100-year ARI event
- Peak stormwater discharge from the site shall be restricted to the peak pre-development discharge for the minor 10% AEP (10-year ARI) and the major 1% AEP (100-year ARI) storm events
- Stormwater runoff from building roof areas is to be separated from the runoff from ground or paved surfaces and may be discharged directly to Council's underground drainage system without treatment to improve water quality
- Finished floor levels for buildings shall be at least 150mm above the Q100 flood level adjacent the building to ensure flood protection.

Council have also advised that in this case there will be no requirement for stormwater quality improvement on the basis that the impervious area is roof area only and on this basis the quality of the additional runoff is considered clean and of better quality than pre-development surface runoff.

DRAINS hydrological and hydraulic modelling

Hydrological parameters

Under post development conditions the increase in fraction impervious will be equivalent to the 750m² roof area only.

The DRAINS model hydrological input parameters are outlined below:

- Impervious area depression storage: 1mm
- Supplementary area depression storage: 1mm
- Pervious area depression storage: 5mm
- Antecedent Moisture Condition: 3 (Soil Type 3 for all storms).

DRAINS modelling results

DRAINS ILSAX hydrology has been used to estimate allowable peak discharge for the 10% AEP (10-year ARI) and 1% AEP (100-year ARI storm event).

The allowable peak discharge during the minor and major event is summarised in Table 1.

Table 1: Allowable discharge

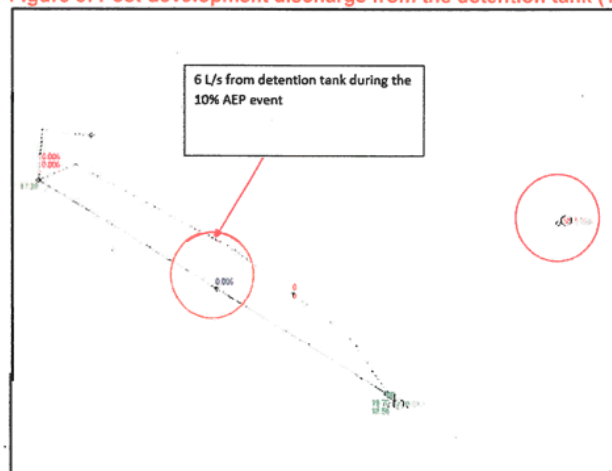
PRE-DEVELOPMENT HYDROLOGY	ALLOWABLE DISCHARGE (L/S)
10% AEP (10-year ARI)	6
1% AEP (100-year ARI storm event)	21

It is proposed that an above ground tank is installed to detain roofwater so the allowable peak discharge is not exceeded under post development conditions.

A 12kL tank with a 50mm orifice on the outlet is proposed to limit the peak flows from the new shed area to allowable peak discharge. This will be directly connected via underground stormwater drain to the existing stormwater property sump at the boundary. During construction, other roof areas on the site (which are currently a mix of surface discharge and underground direct connections) will be rationalised to all pipe underground to reduce overland flows. This will reduce the likelihood of pollutants entering the stormwater network.

The results of the DRAINS modelling of the roofwater tank is shown in Figure 3 and 4.

Figure 3: Post development discharge from the detention tank (10% AEP)



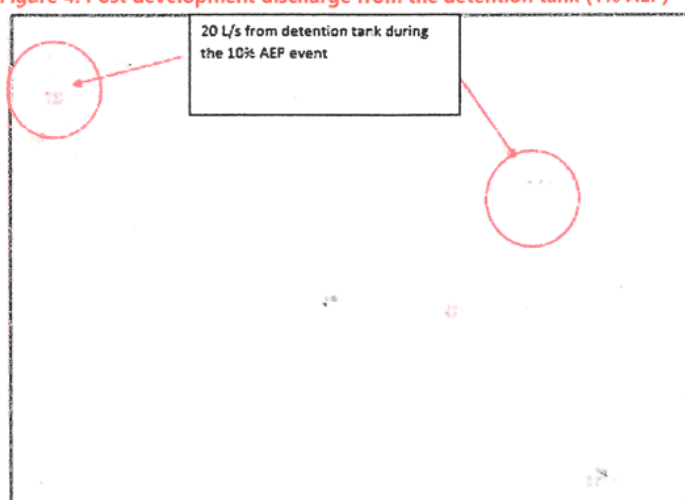
Stormwater Quality Requirements

Whilst discussions with City of Salisbury Council have indicated that water quality treatment devices are not explicitly required for the proposed development, it is important to for the development to be designed with best practices in mind, and for the property to be developed in accordance with the obligations under the Environment Protection Act 1993, and the Water Quality policy. Specifically, this concerns how stormwater will be managed to prevent the ingress of pollutants once the site is fully developed for the proposed

activity. FMG has reviewed the proposed activities and site stormwater controls and can advise the following practices shall be followed/installed on site to mitigate stormwater runoff pollution;

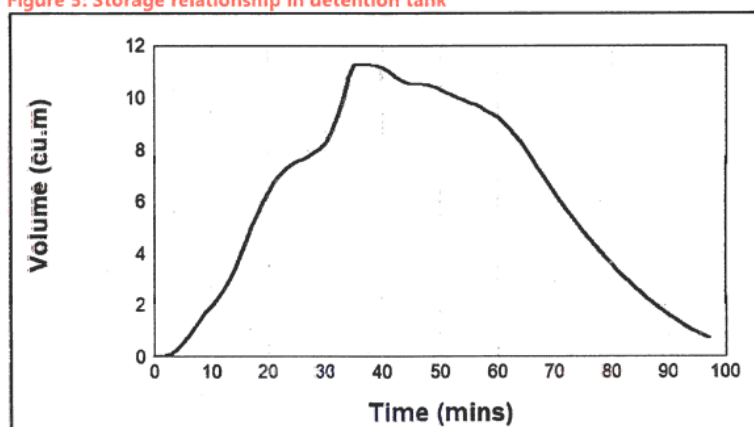
- Stormwater runoff generated from the new roof area to the rear of the site shall be plumbed directly into a detention tank as specified in *DRAINS Modelling Results*. The controlled outflows from this tank shall be piped underground to the existing stormwater property connection sump located at the boundary. By avoiding surface discharge, the property will not pick up litter, hydrocarbons or other potential pollutants which may collect on the hardstand surface
- The site shall be constructed to ensure all existing permeable areas to the rear of the site (gravel) are covered with impermeable surfaces (i.e. Roof area, concrete hardstand) to prevent infiltration
- Spill/incident management procedures shall be developed and implemented to mitigate the risk of pollution should a chemical/fuel/rubbish spill/incident occur on site
- Daily cleaning of the hardstand area (via. Sweepers or similar) to be undertaken and developed into procedures to mitigate the risk of pollution collecting on hardstand and entering waterways.

Figure 4: Post development discharge from the detention tank (1% AEP)



The storage relationship for the detention tank during the 25-minute critical duration event is shown in Figure 55.

Figure 5: Storage relationship in detention tank



Conclusion

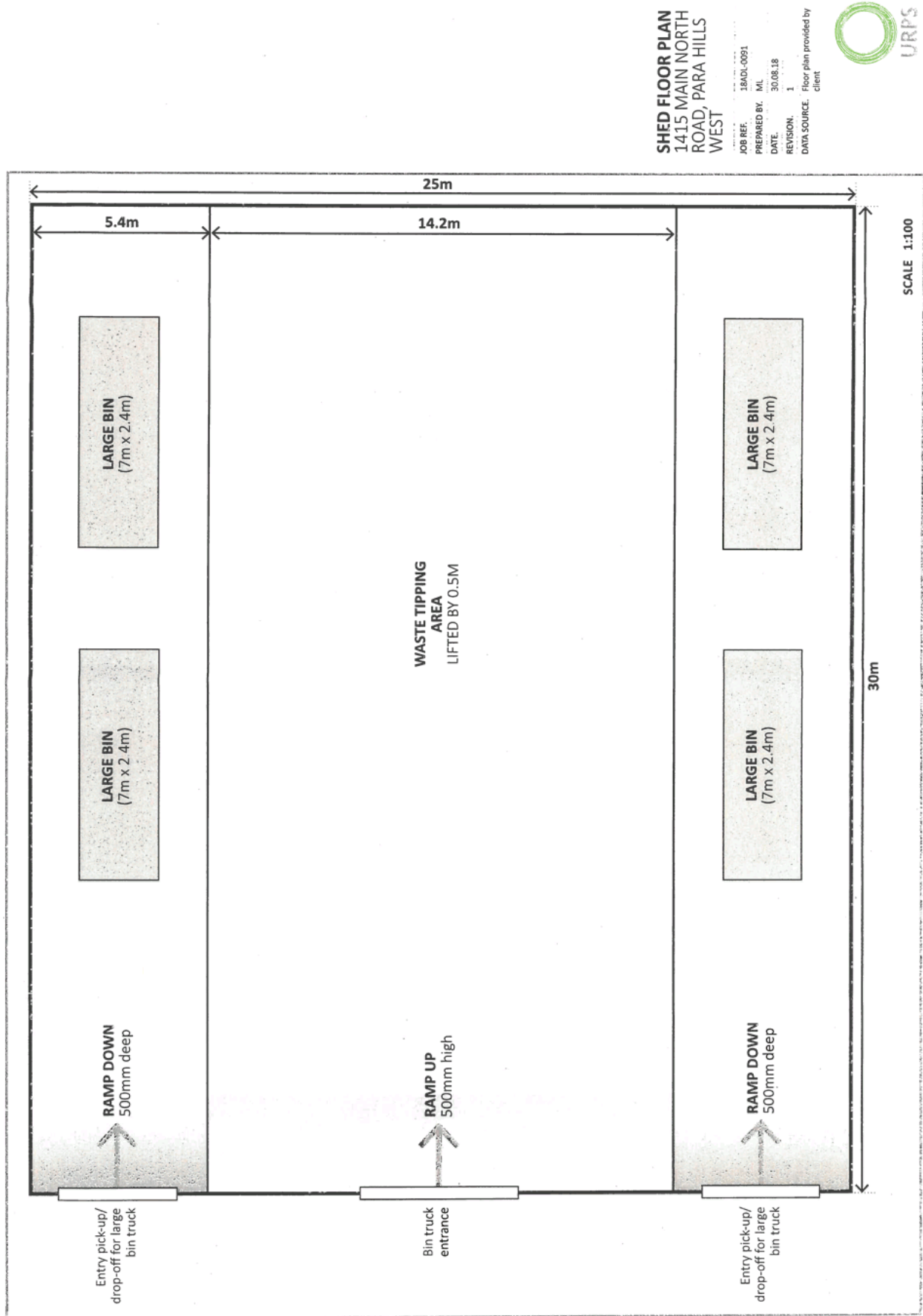
This Stormwater Management Plan report has been prepared for the purpose of Council planning approval in accordance with all relevant Australian Standards, industry best practice and requirements of the City of Salisbury. It is envisaged final design plans will be submitted to Council as part of the planning approval conditions prior to any construction commencing on site.

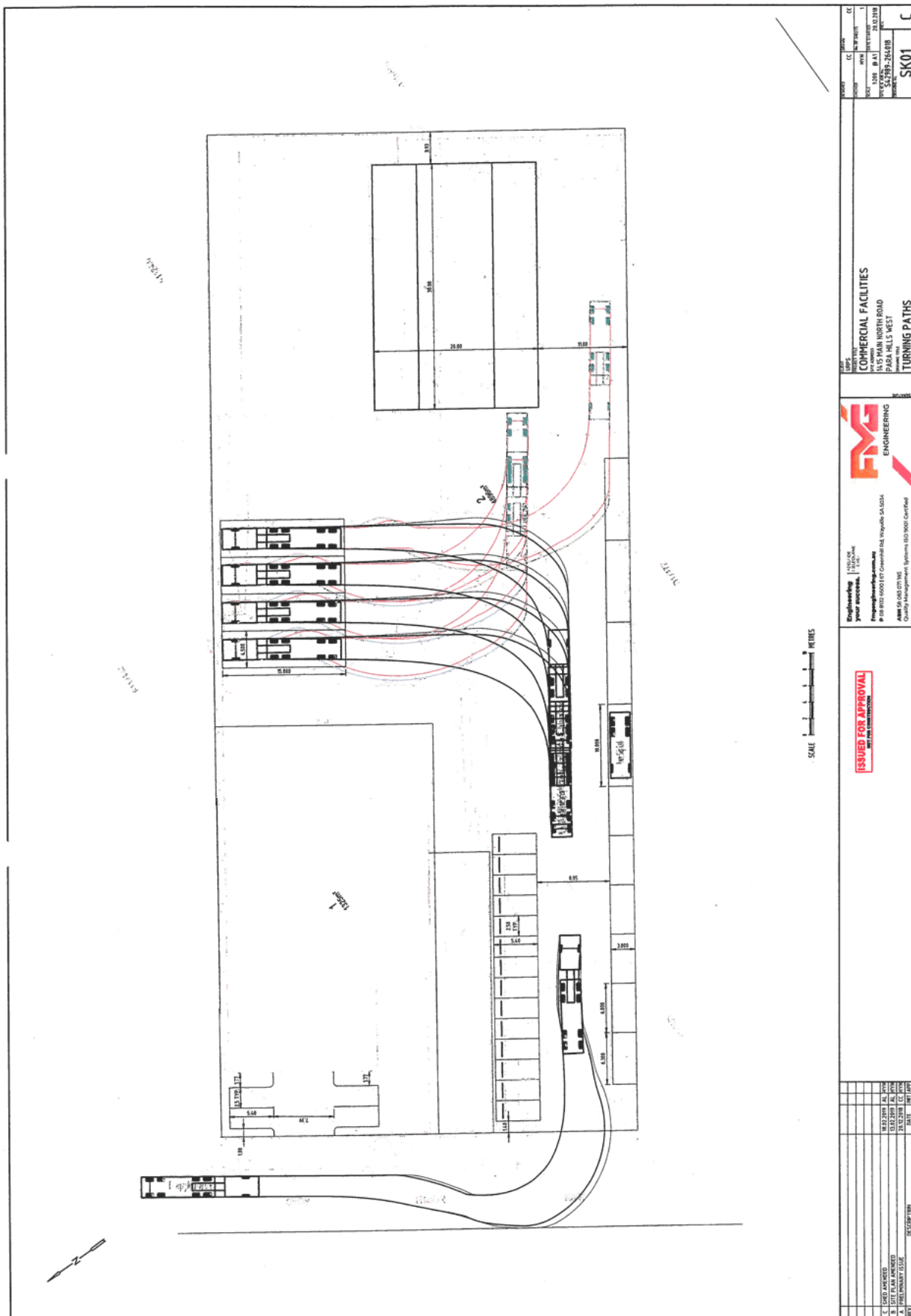
The stormwater measures proposed in this report are considered adequate to manage and control stormwater from the post-developed site effectively and sustainably into the future. This report will also be updated if any changes occur that alter from the preliminary design as described within this report and as shown in Appendix B.

Appendix A

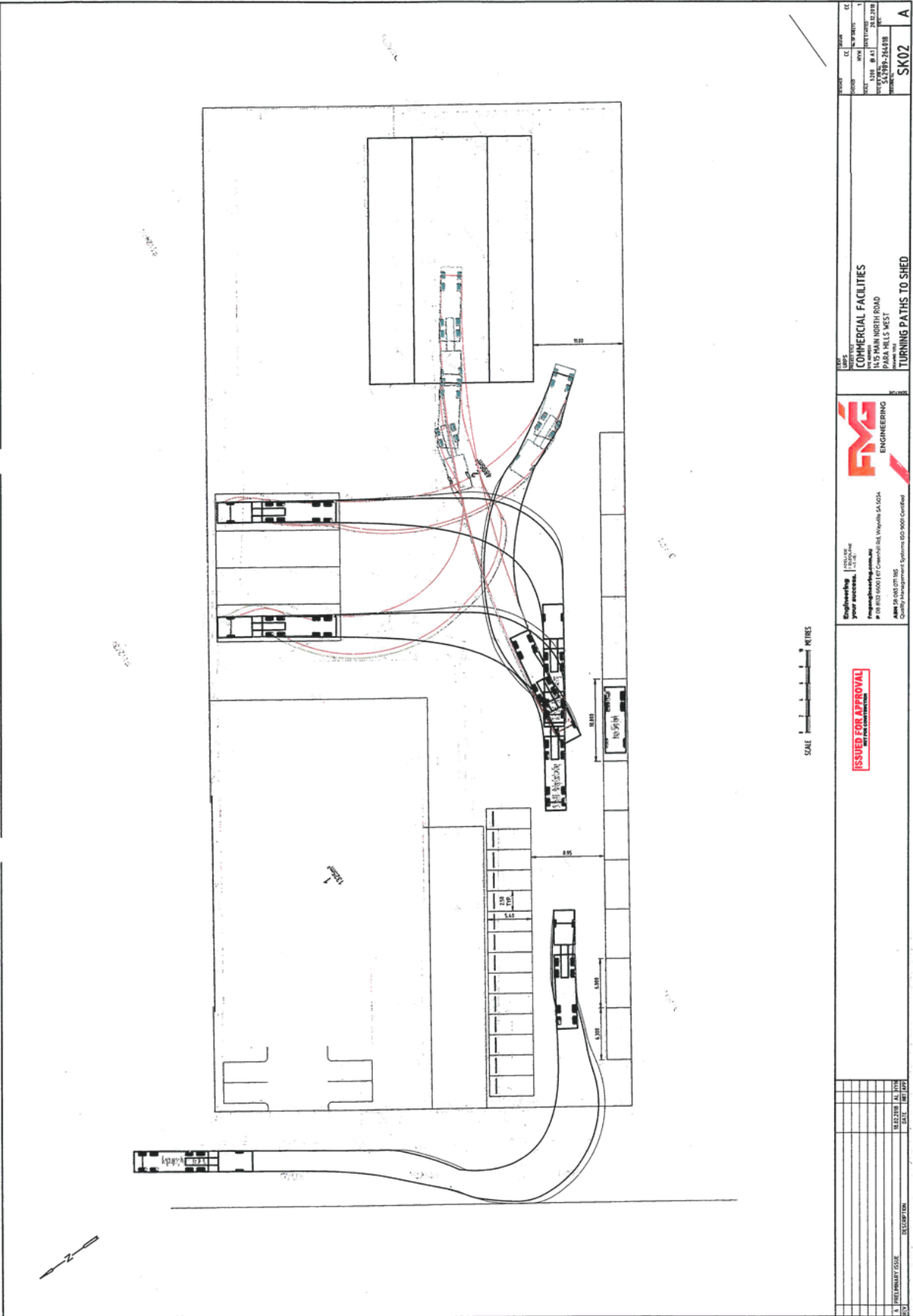
Survey data

Appendix B
Site plan





Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation including Statement of Support, Statement of Effect, Environmental Noise Assessment and Stormwater Management Plan





Attachment 2

Notice of Category 3 Application and Representations
Received

**DEVELOPMENT ACT 1993
CITY OF SALISBURY**

NOTICE OF APPLICATION FOR CATEGORY 3 DEVELOPMENT

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

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

APPLICATION NO:	361/873/2018/NB
APPLICANT:	A Sagic C/- Urps Suite 12/154 Fullarton Rd ROSE PARK SA 5067
NATURE OF DEVELOPMENT:	CHANGE OF USE TO SALVAGE YARD (RECEPTION, STORAGE, SORTING AND DISPOSAL OF INERT CONSTRUCTION WASTE), SERVICE TRADE PREMISES, TRUCK PARKING AND CONSTRUCTION OF SHED (NON COMPLYING)
LOCATION:	1415-1417 Main North Road , Para Hills West SA 5096
CERTIFICATE OF TITLE:	CT-5100/30 & CT-5100/31
ZONE:	Commercial

The application may be examined at the Office of the Council located at 12 James Street, Salisbury during 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 to 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 18th March 2019**.

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 1993*, a copy of each representation received will be forwarded to the applicant to allow them to respond to all representations received.

Signed: Chris Carrey, Development Officer

Date: 4 March 2019

THIS IS THE FIRST AND ONLY PUBLICATION OF THIS NOTICE



STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the *Development Act 1993*

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.

Application Number:	361/873/2018/NB
Applicant	A Sagic
Nature of Development:	CHANGE OF USE TO SALVAGE YARD (RECEPTION, STORAGE, SORTING AND DISPOSAL OF INERT CONSTRUCTION WASTE), SERVICE TRADE PREMISES, TRUCK PARKING AND CONSTRUCTION OF SHED (NON COMPLYING)
Location:	1415-1417 Main North Road , Para Hills West SA 5096

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

NAME(S):..... M.P. ENTERPRISES

ADDRESS: 73 Royal Ave. Para Hills

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- ☒ The owner/occupier of the property located at: 1413 Main North Rd. Para Hills West
- ☐ 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.

We want to see develop and progress
to create employment & environmental friendly

PTO

361/873/2018/NB

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

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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.

~~/~~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 18th March 2019, 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: 

Date: 21/3/19

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 18th March 2019**.



STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the *Development Act 1993*

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.

Application Number:	361/873/2018/NB
Applicant	A Sagic
Nature of Development:	CHANGE OF USE TO SALVAGE YARD (RECEPTION, STORAGE, SORTING AND DISPOSAL OF INERT CONSTRUCTION WASTE), SERVICE TRADE PREMISES, TRUCK PARKING AND CONSTRUCTION OF SHED (NON COMPLYING)
Location:	1415-1417 Main North Road , Para Hills West SA 5096

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

NAME(S): Parafield Airport Limited
ADDRESS: Building 18, Tigemoth Lane Parafield Airport
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): Property Manager

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.

Subject to suitable controls being in place to ensure wind-blown rubbish does not enter the air field

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:

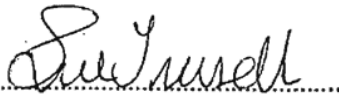
(Please note, matters raised in your written representation will be considered during the assessment and do not need to be repeated at the hearing).

Your written representation must be received by Council no later than 11.59pm on Monday 18th March 2019, 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:



Date: 08/03/2019

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 18th March 2019**.

Attachment 3

Schedule 8 Referral Response – Environment Protection
Authority (EPA)



Environment Protection Authority
 GPO Box 2607 Adelaide SA 5001
 211 Victoria Square Adelaide SA 5000
 T (08) 8204 2004
 Country areas 1800 623 445

EPA Reference: 34558

24 April 2019

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.	361/873/2018/NB
Applicant	Mr Aleks Sagic (URPS)
Location	A2 DP35539, Hundred Yatala, 1415-1417 Main North Road, Para Hills West, SA 5096.
Activity of Environmental Significance	Schedule 8 Item 11; Schedule 22 Part A Activities, Item 22-3(3)
Proposal	Change of use to Salvage Yard (Reception, Storage, Sorting and Disposal of Inert Construction Waste), Service Trade Premises, Truck Parking and Construction of Shed (Non-complying).
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:

page 1 of 5

www.epa.sa.gov.au

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

It is proposed to construct a building at the site and undertake the receipt, storage and disposal of inter construction waste with an associated service trade premises and truck parking. Wastes would typically comprise of timber/steel/masonry off-cuts, cardboard and other recyclables, plastics and other mixed debris. The application is retrospective.

SITE DESCRIPTION

The site of the proposed development is described as 1415 Main North Road, Para Hills West and registered on Certificate of Title Volume 5100 Folio 30 and Volume 5100 Folio 31.

Pursuant to the *Salisbury Council Development Plan* (consolidated 4 April 2019), the site is within the Commercial Zone.

A dwelling adjoins the site to the north and Residential Zone is approximately 300 metres to the south east.

ENVIRONMENTAL ISSUES

Evaluation Distances

The EPA's publication *Evaluation Distances for Effective Air Quality and Noise Management* (the Evaluation Distances publication) recommends an evaluation distance of 300 metres for waste or recycling depots that do not incorporate landfill. The nearest receivers are approximately 20 metres to the north-west of the subject site. Consequently, the EPA has assessed potential air quality and noise impacts to ensure appropriately mitigation measures have been undertaken and impacts are to be kept within acceptable levels.

Air quality and noise impacts are discussed in greater detail below.

Air Quality

Waste and recycling depot activities have the potential to cause air quality impacts (typically odour and dust) to nearby sensitive receivers. Dust can be generated by vehicle movements, dirty waste and soil stockpiles. As only inert waste is to be processed at the site, odour impacts are anticipated to be negligible.

Potential dust impacts would be managed via the following mitigation measures:

- sealed entry and exist areas to Main North Road
- the entire site would be sealed with concrete
- vehicles would be covered or have the skip bins covered on entry to the site
- no stockpiling would occur outside the shed structure, and

page 2 of 5

- no crushing of inert wastes would occur at the site.

The proposed dust management methods proposed by the applicant are considered appropriate. Conditions have been directed to ensure that no wastes are stored outside of the proposed shed structure and no crushing of waste occurs at the site.

Noise

Noise impacts can occur from waste transport, sorting and processing activities. The proposed activity would occur between 7am and 4pm, Monday to Friday.

A Sonus acoustic report titled *Northside Salvage Yard Environmental Noise Assessment*, August 2018, ref S5712C1, was submitted to the EPA as part of the application documents. Based on a worst case modelling scenario, Sonus have predicted noise levels to be no greater than 25dB(A) during the day at residences in the Residential Zone and 18dB(A) before 7am. At the adjacent dwelling, Sonus have predicted that noise levels would not exceed 47dB(A) during the day or 45dB(A) at night. Therefore, the maximum (L_{max}) level of 60dB(A) for receivers in a quiet locality would not be exceeded.

The Sonus assessment recommends that any vehicle permanently located on-site (such as a forklift) be fitted with a broadband type reversing alarm (rather than a tonal alarm type alarm) and the building should be sealed airtight at junctions and joins (other than the entryway which faces Parafield Airport and Main North Road, which is understood would be left open).

The submitted noise assessment and associated mitigation measures are considered appropriate and are likely to comply with the requirements of the *Environment Protection (Noise) Policy 2007*. Conditions have been directed to ensure the recommendations are implemented.

Waste Management

If poorly managed, there is potential for waste to escape the site or to cause contamination to the soil. The submitted application documents propose measures to adequately manage waste, which include the following:

- no liquid waste is to be received at the site
- the site is to be entirely sealed
- no processing of waste is to occur (i.e. only sorting and no crushing)
- only wastes received to be inert construction and demolition wastes (meaning litter unlikely to be an issue)
- unloading and loading of waste to occur undercover (in proposed shed), ensuring the elements (i.e. wind) would be unlikely to spread waste around the site (and off the site)
- adequate fencing around the boundary to prevent the potential escape of litter
- skip bins to be received from new home construction sites only.

The abovementioned mitigation measures are appropriate to the EPA. Conditions are directed below to ensure that all wastes are received and sorted in the approved new shed structure only, and that no processing of wastes (e.g. crushing) occur at the site.

Water Quality

Pursuant to the requirements of the *Environment Protection (Water Quality) Policy 2015*, an operator of a waste depot must not discharge waste deposited or generated at the depot into any waters or onto land in a place from which it is reasonably likely to enter any waters (including by processes such as seepage of infiltration or carriage by wind, rain, sea spray or stormwater or by the rising of the water table).

To prevent the contamination of water resources off-site (groundwater, surface water etc.) the applicant has proposed the following mitigation measures (as outlined in the submitted *Stormwater Management Plan*, by FMG, dated 5 April 2019, reference S42989-264018):

- unloading and loading of waste to occur within the new shed only (avoiding stormwater interaction)
- short turn around times (72 hours) and only receiving inert waste would reduce the likelihood of leachate generation
- runoff would be directed to a 12 kilolitre tank installed near the new shed
- stormwater runoff from building roof areas would be separated from the runoff from ground/paved areas
- roof runoff to be plumbed directly into a detention tank with controlled outflows to be piped underground to the existing stormwater property collection sump at the boundary, and
- daily cleaning of hardstand areas (via sweepers or similar) to reduce pollution collection entering waterways.

The proposed water quality and stormwater management methods are considered appropriate to meet the requirements of the *Environment Protection (Water Quality) Policy*. A condition is directed to ensure that any fuel stored on-site is bunded appropriately.

CONCLUSION

Provided that the development is constructed and managed in accordance with the submitted documents and the proposed environmental management measures within the acoustic assessment are appropriately implemented, the risk of adverse environmental impacts from the proposed development is likely to be low.

DIRECTION

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

1. Within three months of Development Approval, the new shed building must be sealed airtight at junctions and joins.
2. All wastes must be received and sorted in the approved new shed structure only.
3. No processing of wastes (e.g. crushing) is to occur at the site.
4. For any flammable liquids stored at the site, bund capacity must be at least 133% of the net capacity of the largest tank. Note: Refer to the EPA Guideline Bunding and spill management (https://www.epa.sa.gov.au/files/47717_guide_bunding.pdf) for guidance.

page 4 of 5

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 1993*, 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. This includes ensuring that vehicles permanently located onsite (such as forklifts) are fitted with a broadband type reversing alarm.
- An environmental authorisation in the form of a licence is required for the operation of this development. The applicant is required to contact the Environment Protection Authority before acting on this approval to ascertain licensing requirements. Information on applying for a licence (including licence application forms) can be accessed here: http://www.epa.sa.gov.au/business_and_industry/applying_for_a_licence
- A licence may be refused where the applicant has failed to comply with any conditions of development approval imposed at the direction of the Environment Protection Authority.
- 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

Hayley Riggs
Delegate

ENVIRONMENT PROTECTION AUTHORITY



Environment Protection Authority
GPO Box 2607 Adelaide SA 5001
211 Victoria Square Adelaide SA 5000
T (08) 8204 2004
Country areas 1800 623 445

EPA Reference: 34558

21st March 2019

Mr Marcus Rolfe
58 Rundle Street
KENT TOWN SA 5067

marcus@urps.com.au

Dear Mr Rolfe,

Development Application Information Request

Development Application Number	361/873/2018/NB
Applicant	Mr Aleks Sapic
Location	A2 DP35539, Hundred Yatala, 1415-1417 Main North Road, Para Hills West, SA 5096.
Proposal	Change of use to Salvage Yard (Reception, Storage, Sorting and Disposal of Inert Construction Waste), Service Trade Premises, Truck Parking and Construction of Shed (Non-complying).
Information required within 3 months from date of this letter.	

The above mentioned development application was referred to the Environment Protection Authority (EPA) by the City Of Salisbury in accordance with section 37 of the *Development Act 1993*.

The EPA requires demonstration that the proposed development would not adversely impact on stormwater quality. There are a number of potential sources of pollutants on site including hydrocarbons, dust and sediment from vehicle movements, the proposed activities and from the compacted rubble surface.

Runoff from this site is considered contaminated and should be kept on site unless it can be demonstrated that any stormwater discharge to the street infrastructure will comply with the *Environment Protection (Water Quality) Policy 2015* (the Water Quality Policy). It is noted that the Stormwater Management Plan (SMP) was undertaken to satisfy Council requirements and that 'Council have also advised that in this case there will be no requirement for stormwater quality improvement on the basis that the impervious area is roof area only and on this basis the quality of the additional runoff is considered clean and of better quality than pre-development surface runoff'.

However, this does not fulfil obligations under the *Environment Protection Act 1993* and the Water Quality Policy. Further details on how stormwater will be managed to prevent the ingress of pollutants once the site is fully developed for the proposed activity is required. An updated stormwater

page 1 of 2

www.epa.sa.gov.au

management plan is suggested.

The information provided to the EPA is insufficient for the EPA to undertake an environmental assessment. Therefore, as provided for by section 37(2) of the Development Act, the EPA requires the following additional information before it gives its response.

1. Outline all methods of proposed drainage on site, the sizing and design of all elements including the direction of any drainage leaving the site and indicate how frequently runoff would leave the site (i.e. the design rainfall event).
2. Outline how it is proposed to manage stormwater flows on site to minimise ingress of pollutants into stormwater (e.g. through bunding, flow diversion, grade separation and housekeeping measures).
3. Outline all proposed and any existing stormwater pollutant treatment measures on site, including an evaluation of all likely pollutants generated and the sizing and design of all elements.

The further information must be supplied within 3 months of the date of this letter. Failure to comply with this request may result in the EPA advising the planning authority to refuse the application.

Please send the further information, labelled with your Development Application Number, to both the Environment Protection Authority and the planning authority at the addresses provided below. Please ensure correspondence is marked attention to Client Services Officer.

All information must be forwarded to:

Client Services Officer
Environment Protection Authority
GPO Box 2607
ADELAIDE SA 5001
DX 228
epa.planning@sa.gov.au

Chris Carrey
Development Officer - Planning
City Of Salisbury
PO Box 8
SALISBURY, SA 5108
ccarrey@salisbury.sa.gov.au

Please direct all enquiries to Michael Guy on telephone (08) 82042129 or facsimile (08) 81244673 or email epa.planning@sa.gov.au

Early attention to this matter would be appreciated.

Yours faithfully

Hayley Riggs
Delegate
ENVIRONMENT PROTECTION AUTHORITY

cc: *Planning Authority:* City Of Salisbury
Attention: Chris Carrey

page 2 of 2

Ref: 18ADL-0091

5 April 2019

Client Services Officer
Environment Protection Authority
By email: epa.planning@sa.gov.au

Attention: Michael Guy



Suite 12
154 Fullarton Road
ROSE PARK SA 5067

08 8333 7999
www.urps.com.au
ABN 55 640 546 010

Dear Michael,

Response to Request for Additional Information – DA 361/873/2018/NB

Further to your meeting earlier in the week with Marcus Rolfe from this office, FMG has been engaged to prepare an amended stormwater management report to address the matters raised in your letter. That report is enclosed with this correspondence.

Furthermore, I provide the following in response to the individual matters raised in your letter.

1. Outline all methods of proposed drainage on site, the sizing and design of all elements including the direction of any drainage leaving the site and indicate how frequently runoff would leave the site (i.e. the design rainfall event).

All roofed structures are currently connected directly to the existing stormwater connection at the boundary.

Surface water is also collected diverted to the existing stormwater connection at the boundary.

As outlined in the attached revised Stormwater Management Report, stormwater collected from the proposed building will be detained on site and discharged at an appropriate rate to the site's stormwater connection point.

2. Outline how it is proposed to manage stormwater flows on site to minimise ingress of pollutants into stormwater (e.g. through bunding, flow diversion, grade separation and housekeeping measures).

To minimise the potential for pollutant ingress into stormwater:

- the entire site will be sealed with concrete (or roofed buildings such as that proposed)
- a mechanical sweeper will be used to keep the inside of the building tidy, as well as the outside of the building; sweeping will occur at least once per day at the end of the day and more often if required
- other litter will be manually collected and there is no hosing down required within or outside of the building to maintain a clean site
- spill/incident management procedures shall be developed and implemented to mitigate the risk of pollution should a chemical/fuel/rubbish spill/incident occur on site (noting that all waste sorting will take place indoors), and

shaping great communities

- any fuel stored on the site would be held within self-bunded pallets.
- 3. Outline all proposed and any existing stormwater pollutant treatment measures on site, including an evaluation of all likely pollutants generated and the sizing and design of all elements.

Stormwater collected from the proposed building will be plumbed directly into a detention tank with controlled outflow to the existing stormwater connection at the boundary of the property. As there is no surface discharge of this water, there will be no increase in the potential for pollutants to contaminate the collected stormwater.

I trust the above and the attached Stormwater Management Report addresses your concerns.

Please call me if you have any questions on 8333 7999.

Yours sincerely



Simon Channon
Associate

Enc

Attachment 4

Relevant Development Plan Extracts and Location Maps
consolidated 15 December 2016

Building near Airfields**OBJECTIVES**

- 1 Development that ensures the long-term operational, safety, commercial and military aviation requirements of airfields (airports, airstrips and helicopter landing sites) continue to be met.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The height and location of buildings and structures should not adversely affect the long-term operational, safety, commercial and military aviation requirements of airfields.
- 2 Buildings and structures that exceed the airport building heights as shown on Overlay Maps – Development Constraints or [Concept Plan Map Sal/1 – Edinburgh Defence Airfield Defence \(Area Control\) Regulations](#) should not be developed unless a safety analysis determines that the building/structure does not pose a hazard to aircraft operations.
- 3 Development in the vicinity of airfields should not create a risk to public safety, in particular through any of the following:
 - (a) lighting glare
 - (b) smoke, dust and exhaust emissions
 - (c) air turbulence
 - (d) storage of flammable liquids
 - (e) attraction of birds
 - (f) reflective surfaces (eg roofs of buildings, large windows)
 - (g) materials that affect aircraft navigational aids.
- 4 Outdoor lighting within 6 kilometres of an airport should be designed so that it does not pose a hazard to aircraft operations.
- 5 Development that is likely to increase the attraction of birds should not be located within 3 kilometres of an airport used by commercial and military aircraft. If located closer than 3 kilometres the facility should incorporate bird control measures to minimise the risk of bird strikes to aircraft. Such development includes, but is not limited to, aquaculture, farming, food processing plants, water treatment and storage structures, non-food garbage landfill and food garbage disposal.
- 6 Development within areas affected by aircraft noise should be consistent with Australian Standard AS2022: - Acoustics - Aircraft Noise Intrusion - Building Siting and Construction.

RAAF Base Edinburgh**Building Heights**

- 7 Buildings and structures should not exceed the airport building heights as shown on [Concept Plan Map Sal/1 – Edinburgh Defence Airfield Defence \(Area Control\) Regulations](#).

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.

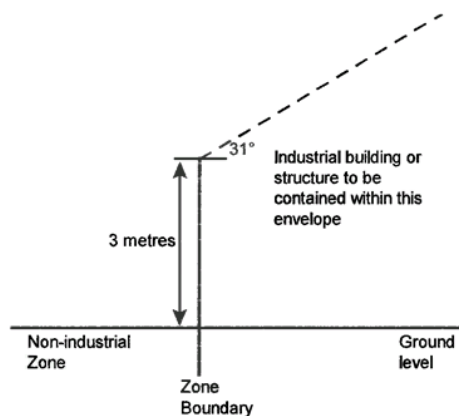
Industrial Development

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.

- 3 Development should not significantly obstruct or adversely affect sensitive ecological areas such as creeks, wetlands, estuaries and significant seagrass and mangrove communities.
- 4 Development should be appropriate to land capability and the protection and conservation of water resources and biodiversity.

Water Sensitive Design

- 5 Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- 6 Development should not take place if it results in unsustainable use of surface or underground water resources.
- 7 Development should be sited and designed to:
 - (a) capture and re-use stormwater, where practical
 - (b) minimise surface water runoff
 - (c) prevent soil erosion and water pollution
 - (d) protect and enhance natural water flows
 - (e) protect water quality by providing adequate separation distances from watercourses and other water bodies
 - (f) not contribute to an increase in salinity levels
 - (g) avoid the water logging of soil or the release of toxic elements
 - (h) maintain natural hydrological systems and not adversely affect:
 - (i) the quantity and quality of groundwater
 - (ii) the depth and directional flow of groundwater
 - (iii) the quality and function of natural springs.
- 8 Water discharged from a development site should:
 - (a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state
 - (b) not exceed the rate of discharge from the site as it existed in pre-development conditions.
- 9 Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.
- 10 Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.
- 11 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.
- 12 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.

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.

Transportation and Access

OBJECTIVES

- 1 A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:
 - (a) provide equitable access to a range of public, community and private transport services for all people
 - (b) ensure a high level of safety
 - (c) effectively support the economic development of the State
 - (d) have minimal negative environmental and social impacts
 - (e) maintain options for the introduction of suitable new transport technologies.
- 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.
- 3 A road hierarchy that promotes safe and efficient transportation in an integrated manner throughout the State.
- 4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.
- 5 Safe and convenient freight movement throughout the State.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

Movement Systems

- 2 Development should be integrated with existing transport networks, particularly major rail and road corridors as shown on *Location Maps* and *Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport networks.
- 3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.

Salisbury Council
General Section
Transportation and Access

- 5 Land uses that generate large numbers of visitors such as shopping centres and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by existing transport networks and encourage walking and cycling.
- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set down areas. The design of such areas should ensure interference to existing traffic is minimised and give priority to pedestrians, cyclists and public and community transport users.
- 7 The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.
- 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.
- 10 Driveway crossovers affecting pedestrian footpaths should maintain the level of the footpath.
- 11 Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.
- 12 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.
- 13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

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.
- 15 Development should provide access, and accommodate multiple route options, for cyclists by enhancing and integrating with:
 - (a) open space networks, recreational trails, parks, reserves and recreation areas
 - (b) Adelaide's Metropolitan Open Space System.
- 16 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 17 New developments should give priority to and not compromise existing designated bicycle routes.
- 18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 19 Developments should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
 - (a) showers, changing facilities, and secure lockers
 - (b) signage indicating the location of bicycle facilities

- (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.

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.
- 33 Development should be consistent with *Australian Standard AS 2890 Parking facilities*.
- 34 Vehicle parking areas should be sited and designed in a manner that will:
- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
 - (f) minimise the number of vehicle access points to public roads
 - (g) avoid the necessity for backing onto public roads
 - (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
 - (i) not dominate the character and appearance of a site when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.
- 35 Vehicle parking areas should be designed to reduce opportunities for crime by:
- (a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
 - (b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
 - (c) being appropriately lit
 - (d) having clearly visible walkways.
- 36 Where parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to customers.

Salisbury Council
General Section
Waste Management Facilities

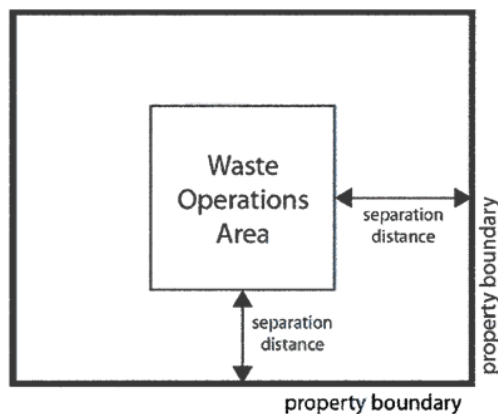
Waste Management Facilities

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

Commercial Zone

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

OBJECTIVES

- 1 A zone accommodating a range of commercial and business land uses.
- 2 Development that minimises any adverse impacts upon the amenity of the locality within the zone.
- 3 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

Precinct 20 Globe Derby Park Commercial

The **Precinct 20 Globe Derby Park Commercial** will be a vibrant commercial area that provides a range of commercial based employment opportunities and facilities for local residents and workers in the area taking advantage of the proximity and visual exposure to Port Wakefield Road. Due to the controlled access and strategic nature of Port Wakefield Road, direct driveway access to individual sites to/from Port Wakefield Road is not envisaged. Rather access should be provided via a common roadway from Port Wakefield Road along with access points to/from Globe Derby Drive and Daniel Avenue.

Landscaping (including the use of taller vegetation) will be used extensively along site boundaries and within car parks and public areas to provide shade, enhance amenity and mitigate building bulk and scale. Landscaping will incorporate Water Sensitive Urban Design measures and be linked to on-site stormwater detention and reuse or regional schemes.

The following statements apply to those portions of the zone located at Salisbury Highway, Greenfields, (identified as **Precinct 23 Greenfields Commercial**) and at Main North Road, Para Hills West and Pooraka (identified as **Precinct 21 Para Hills West Commercial** and **Precinct 24 Pooraka Commercial**).

Development within the precincts will occur in a co-ordinated, integrated and holistic manner.

Given the former industrial zoning of these portions of the zone and the continuing industrial development in the adjacent **Industry Zone**, sensitive development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable and safe for the intended use. Similarly, development will not occur that impedes activities of established industrial activities in proximity or sensitive residential areas.

Access to the precincts will require upgrading as traffic generated by development in the precinct areas increases. Access options that will be considered include:

- (a) provision of a new junction with Salisbury Highway to the north of Nucera Court incorporating left in/out turns as well as right turn entry (with appropriate storage lanes) from Salisbury Highway
- (b) provision of a connection between Nucera Court and Greenfields Drive and from the northern land parcel in the Precinct to Watervale Drive.

Precinct 23 Greenfield Commercial

Road works external to the precinct may also be required, including provision of a third northbound through lane on the Salisbury Highway approach to the intersection with Elder Smith Road.

Salisbury Council
Zone Section
Commercial Zone

Precinct 21 Para Hills West Commercial and Precinct 24 Pooraka Commercial

Road works external to the Precinct may be required, including provision of a second right turn lane from the southern approach on Main North Road at the intersection with McIntyre Road/Kings Road.

Car parks will allow a direct visual connection to the front of tenancies and facilitate safe and convenient pedestrian movement. Within developments that incorporate areas accessible to the public, generously dimensioned and designated pedestrian routes will be developed between car parking areas and buildings. They will be clearly defined by landscaping, pavement treatment, verandas, lighting and street furniture.

It is essential that buildings are well designed and developed to complement each other. Development will deliver a positive visual impact incorporating articulation, high quality materials, texture and colour. Buildings facing onto public roads or thoroughfares will avoid large expanses of solid unarticulated walling or blank facades by incorporating design elements to increase the void to solid ratio of external surfaces and will incorporate landscaping to soften their appearance.

Development will incorporate design and layout that minimises adverse operational noise, traffic, light-spill or other amenity impacts. This may include the construction of high screen fencing or other mitigation measures to reduce impact on adjoining properties. Servicing areas and loading bays will be positioned to the rear or side of tenancies and should be allocated separate vehicle access. These areas will be screened from general public view.

It is particularly important that development in Precinct 23 Greenfields Commercial does not adversely impact on residential development on the northern side of Ryans Road. In addition to measures undertaken on private land, a public reserve could be established on the southern side of Ryans Road, providing significant setbacks to that road while facilitating stormwater management in a pleasant landscaped environment.

Particular attention is required to ensure that development within each of the precinct areas incorporate a uniform, consistent and integrated approach to outdoor lighting, advertising displays and advertisements.

Landscaping (including the use of taller vegetation) will be used extensively along site boundaries and within car parks and public areas to provide shade, enhance amenity and mitigate building bulk and scale. Landscaping will incorporate Water Sensitive Urban Design measures.

Stormwater management is an issue in both precinct areas and new development will be required to manage stormwater in a coordinated manner with links to on-site stormwater detention and reuse or wider area or regional schemes.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- bulky goods outlet
- caravan park within Precinct 20 Globe Derby Park Commercial
- consulting room
- harness racing associated facilities within Precinct 20 Globe Derby Park Commercial
- light industry
- motel within Precinct 20 Globe Derby Park Commercial
- motor vehicle related business other than wrecking yard
- non-residential club
- office
- petrol filling station
- service trade premises
- shop with a gross leasable area less than 250 square metres (except in Precinct 20 Globe Derby Park Commercial where shops should have a gross leasable area 2500 square metres in area, with no single tenancy greater than 1500 square metres in area)
- store

- tavern/hotel within Precinct 20 Globe Derby Park Commercial
- warehouse.

2 Development listed as non-complying is generally inappropriate.

3 Retail development in the zone should not hinder the development or function of any centre zone.

- 4 Shops, other than a bulky goods outlet, should have a gross leasable area less than 250 square metres, (other than within Precinct 20 Globe Derby Park Commercial).

Form and Character

- 5 Offices should not:
- (a) hinder the development or function of any centre zone or centres generally
 - (b) occupy a gross leasable floor area in excess of 250 square metres (except in Precinct 20 Globe Derby Park Commercial).
- 6 Freestanding advertisements and advertising displays should not exceed 4 metres in height.

Land Division

- 7 Land division should create allotments that vary in size and are suitable for a variety of commercial and business activities.

PRECINCT SPECIFIC PROVISIONS

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

Precinct 1 Salisbury Plains Commercial

- 8 Development in the precinct should principally comprise service trade premises, bulky goods outlets, consulting rooms, offices, low-scale industry and limited retail activities.
- 9 Development of uses such as offices, consulting rooms, bulky goods outlets and shops should not hinder the function of nearby centre zones.
- 10 Bulky goods outlets should have a minimum retail floor area of 500 square metres per individual tenancy.
- 11 New development should not rely on direct access to or from Main North Road.

Precinct 20 Globe Derby Park Commercial

- 12 Development in the precinct should principally comprise service trade premises, bulky goods outlets, consulting rooms, offices, low-scale industry and small scale retail activities.
- 13 Development of uses such as offices, consulting rooms, bulky goods outlets and shops should not hinder the function of nearby centre zones.
- 14 Shops, other than a bulky goods outlet, should have a gross leasable area 2500 square metres in area, with no single tenancy greater than 1500 square metres in area.

Precinct 22 Park Terrace and Stanbel Road Commercial

- 15 No additional retail development should occur within the precinct, except where it is a bulky goods outlet or replacing existing retail.

Salisbury Council
Zone Section
Commercial Zone

Precinct 23 Greenfields Commercial

- 16 Development in the precinct should principally comprise service trade premises, bulky goods outlets, light industry, offices in association with these activities, and limited non-bulky goods retail activities.
- 17 Shops in the form of fast food restaurants and take away food outlets should have a maximum in the order of 500 square metres gross leasable area may be established in the precinct, including on corner allotments where suitable traffic management measures can be implemented.
- 18 Bulky goods outlets and large format retail (liquor) stores should have a minimum retail floor area in the order of 500 square metres per individual tenancy.
- 19 Development should contribute to the creation of an attractive amenity through extensive tree planting, landscaping and retention of existing trees and other significant vegetation.
- 20 Development should provide landscaped areas comprising at least 10 per cent of the site area and having a minimum width of 1.5 metres or 3 metres where the site abuts a road or a reserve.
- 21 Development should demonstrate and ensure that the management of all vehicular movement and location of site access promotes safe and convenient traffic flows both within and onto adjacent roads.
- 22 Advertisements and/or advertising hoardings should:
 - (a) only be provided at the rate of one free standing advertisement per the major road frontage of Salisbury Highway
 - (b) be located in close proximity to the major entry points or major intersections.
- 23 Advertisements attached to buildings should:
 - (a) cover no more than 15 per cent of a single wall face
 - (b) in the case where the building contains more than one tenancy, not consist of more than one wall mounted advertisement per tenancy.

Precinct 21 Para Hills West Commercial and Precinct 24 Pooraka Commercial

- 24 Development in the precincts should principally comprise service trade premises, bulky goods outlets, light industry, offices in association with these activities, and limited non-bulky goods retail activities.
- 25 Development of uses such as bulky goods outlets and shops should not hinder the function of nearby centre zones.
- 26 Bulky goods outlets should have a minimum retail floor area of 500 square metres per individual tenancy.
- 27 Development should contribute to the creation of an attractive amenity through extensive tree planting, landscaping and retention of existing trees and other significant vegetation.
- 28 Development should provide landscaped areas comprising at least 10 per cent of the site area and having a minimum width of 1.5 metres or 3 metres where the site abuts a road or a reserve.
- 29 Development should demonstrate and ensure that the management of all vehicular movement and location of site access promotes safe and convenient traffic flows both within and onto adjacent roads.
- 30 Advertisements and/or advertising hoardings should:
 - (a) only be provided at the rate of one free standing advertisement per the major road frontage of Salisbury Highway
 - (b) be located in close proximity to the major entry points or major intersections.

31 Advertisements attached to buildings should:

- (a) cover no more than 15 per cent of a single wall face
- (b) in the case where the building contains more than one tenancy, not consist of more than one wall mounted advertisement per tenancy.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of development	Exceptions
Dairy	
Dwelling	
Educational establishment	Except where located in Precinct 23 Greenfields Commercial .
Farm building	
Farming	
Fuel depot	
General industry	Except where it is located within Precinct 1 Salisbury Plains Commercial , or Precinct 21 Para Hills West Commercial , or Precinct 23 Greenfields Commercial or Precinct 24 Pooraka Commercial .
Horticulture	
Hospital	
Intensive animal keeping	
Nursing home	
Place of worship	Except where it is located in within Precinct 20 Globe Derby Park Commercial or Precinct 23 Greenfields Commercial .
Pre-school	Except child care where it is located in within Precinct 20 Globe Derby Park Commercial or Precinct 23 Greenfields Commercial .
Prescribed mining operations	
Residential flat building	
Road transport terminal	

Salisbury Council
Zone Section
Commercial Zone

Form of development	Exceptions
Shop or group of shops	Except where it achieves one of the following: (a) it is located within Precinct 1 Salisbury Plains Commercial and the total gross leasable floor area of all shops in the Precinct does not exceed 6130 square metres (b) it is located outside of Precinct 1 Salisbury Plains Commercial and/or Precinct 22 Park Terrace and Stanbel Road Commercial and the gross leasable area is less than 250 square metres (c) it is located within Precinct 20 Globe Derby Park Commercial and will not result in shops in the precinct exceeding a total gross leasable area of 2500 square metres in area, with no single tenancy greater than 1500 square metres in area (d) it is located within Precinct 23 Greenfields Commercial and is in the form of a fast food restaurant or take away food premise or a large format retail (liquor) store (e) it is a bulky goods outlet.
Special industry	
Stadium	
Stock sales yard	
Stock slaughter works	
Waste reception, storage, treatment, or disposal	
Winery	
Wrecking yard	

Public Notification

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

Further, the following forms of development within **Precinct 20 Globe Derby Park Commercial** and **Precinct 23 Greenfields Commercial** (except where the development is classified as non-complying) are designated:

Category 1	Category 2
Bulky goods outlet	All forms of development that are not Category 1.
Caravan park	
Consulting room	
Harness racing associated facilities (except in Precinct 23 Greenfields Commercial)	
Light industry	
Motel	
Motor vehicle related business other than wrecking yard	
Non-residential club	

Category 1	Category 2
Office	
Petrol filling station	
Service trade premises	
Shop with a gross leasable area less than 250 square metres (except in Precinct 20 Globe Derby Park Commercial where shops should have a gross leasable area of 2500 square metres, in an area with no single tenancy greater than 1500 square metres in area) or is located in Precinct 23 Greenfields Commercial and is in the form of a fast food restaurant or take away food premise).	
Store	
Tavern/hotel	
Warehouse	

Table Sal/2 - Off Street Vehicle Parking Requirements

The following vehicle parking requirements do not apply:

- (a) to the Mixed Use (Bulky Goods, Entertainment, Leisure) Zone except where the form of development is light industry whereby the rates for Industry, warehouse, stores are applicable
- (b) to development that is subject to the requirements in [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#).

Form of Development	Number of Required Car Parking Spaces
Accommodation	
Aged Care / retirement home	1 space per unit
Serviced apartment	1 space per unit plus 1 space per employee
Motel	1 space per unit
Commercial	
Bulky goods outlet	3 spaces per 100 square metres of gross leasable floor area
Cinema	1 space per 4 cinema seats
Hotel	1 space per 2 square meters of floor area available to the public
Public bar	1 space per 6 square metres of floor area available to the public
Lounge or beer garden	1 space per 2 machines
Gaming room	1 space per 25 square metres, with a minimum of 4 spaces per office
Office	Greater of 1 space for every 3 seats or 1 space for every 15 square metres of dining area
Restaurant	3 spaces per 100 square metres
Service trade premises	
Shop	7 spaces per 100 square metres of gross leasable area for shops outside of centre zones 5 spaces per 100 square metres of gross leasable area for shops within centre zones
Community/civic	
Child care centre	1 space per 4 children
Community centre	10 spaces per 100 square metres of total floor area
Library	4 spaces per 100 square metres
Place of worship	Greater of 1 space for every 3 seats or every 3 attendees
Dwellings	

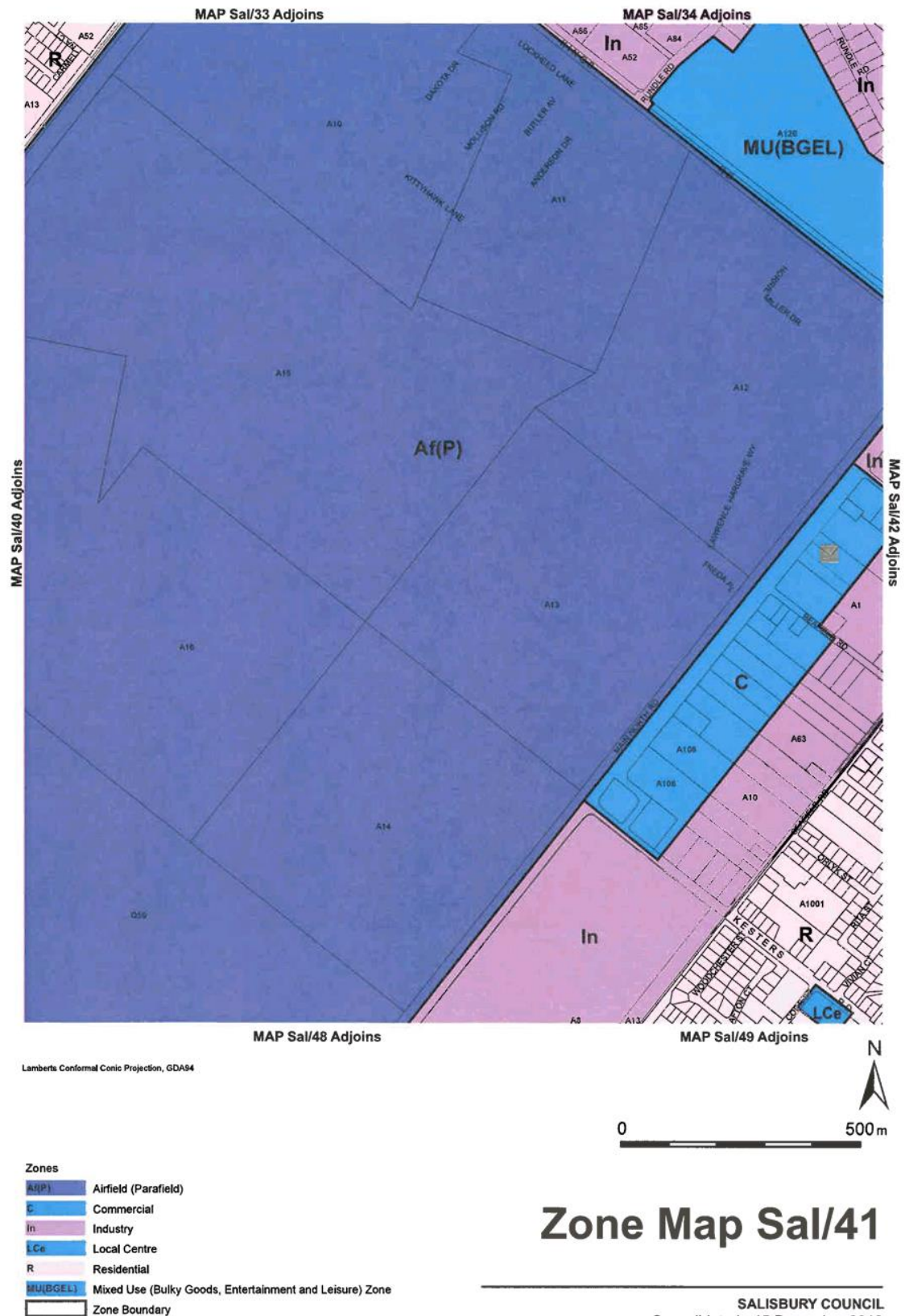
Salisbury Council
Table Section
Table Sal/2 - Off Street Vehicle Parking Requirements

Form of Development	Number of Required Car Parking Spaces
Detached dwelling Semi Detached Dwelling Row Dwelling	2 spaces per dwelling, one of which is to be covered
Residential flat building Multiple dwelling Group dwelling	1 space per dwelling, plus 0.5 on-site visitor car parking spaces per dwelling
Industry, warehouses, stores	
Office component	1 space per 30 square metres
Plus	Plus
Non-office component	
Up to 200 square metres	1 space per 50 square metres
Plus 200-2000 square metres	1 additional space for every 75 square metres
Plus greater than 2000 square metres	1 additional space for every 150 square metres
Or	Or
For labour intensive Industries, inclusive of office component (whichever ever is greater)	0.75 car parking spaces per employee
Medical	
Consulting room	10 per 100 square metres of total floor area, with a minimum of 3 spaces per tenancy
Hospital	2.5 spaces per bed
Nursing home	1 space for every 4 beds
The following vehicle parking requirements apply to development specifically within the Mixed Use (Bulky Goods, Entertainment and Leisure) Zone :	
Form of Development	Minimum number of required vehicle parking spaces
All forms of development (except Light Industry)	3 spaces per 100 square metres of gross leasable floor area











Page 172
Council Assessment Panel Agenda - 28 May 2019

ITEM	5.2.1
	COUNCIL ASSESSMENT PANEL
DATE	28 May 2019
HEADING	Status of Current Appeal Matters and Deferred Items
AUTHOR	Aaron Curtis, Team Leader - Planning, City Development
CITY PLAN LINKS	4.3 Have robust processes that support consistent service delivery and informed decision making.
SUMMARY	This item provides an update on the status of current appeal matters and deferred items.

RECOMMENDATION

1. The information be received.

ATTACHMENTS

There are no attachments to this report.

<i>Applicant</i>	<i>Matter</i>	<i>Status</i>
<i>GIC Kings Road Pty Ltd, 1460 Main North Road, Salisbury South (361/1589/2017)</i>	<i>83 Saints Road Nominees Pty Ltd and City of Salisbury and GIC Kings Road Pty Ltd – Mixed Use Retail and Entertainment Complex – Judicial Review proceedings in the Civil Jurisdiction of the Supreme Court of South Australia</i>	<i>Directions hearing took place on 27th March 2019. Orders made for the appellant and respondents to file any affidavits and expert reports by 15th May and 29th May 2019 respectively. Matter adjourned for further directions on 31st May 2019. Hearing has been set down for 3 days from Monday 24th June 2019.</i>

CO-ORDINATION

Officer:	GMCiD	MDS
Date:	15.05.19	13.05.19