



AGENDA

FOR COUNCIL ASSESSMENT PANEL MEETING TO BE HELD ON

23 JULY 2019 AT 6:00 PM

IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY

MEMBERS

Mr T Mosel (Presiding Member)
Mr R Bateup
Ms C Gill
Mr M Canny
Mr B Brug

REQUIRED STAFF

General Manager City Development, Mr T Sutcliffe
Manager Development Services, Mr C Zafirooulos (Assessment
Manager)
Team Leader – Planning, Mr A Curtis
Development Officer – Planning, Ms G Cutri
Planning Consultant, Mr B Green

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Copy of the Endorsed Minutes of the Council Assessment Panel Meeting held on 28 May 2019.

DECLARATIONS OF CONFLICTS OF INTEREST

REPORTS

Development Applications

5.1.1 361/467/2019..... 9

Alterations and additions to existing material recycling facility (building extension to rear of building, extension to rear hardstand and consequential adjustment to storage area, fencing and stormwater system) at 71-75 Woomera Avenue, Edinburgh for BGI Building Group

5.1.2 361/624/2019/NB 205

Drive through coffee shop, associated advertising signage (including 4.8m high illuminated pylon sign), access, car parking, light poles and landscaping (non-complying) at 316 Salisbury Highway, Salisbury Downs for First Things First Coffee.

OTHER BUSINESS

5.2.1 Appointment of Deputy Presiding Member 341

5.2.2 Status of Current Appeal Matters and Deferred Items

Nil

5.2.3 Policy Issues is Arising from Consideration of Development Applications

5.2.4 Future Meetings & Agenda Items

CLOSE

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

28 MAY 2019

MEMBERS PRESENT

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

STAFF

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

The meeting commenced at 6.00pm

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

APOLOGIES

Apologies were received from Mr D Wallace (Presiding Member).

LEAVE OF ABSENCE

Nil

ENDORSED MINUTES FROM PREVIOUS MEETING

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

DECLARATIONS OF CONFLICTS OF INTEREST

Nil

REPORTS

Development Applications

5.1.1

361/873/2018/NB

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) at 1415-1417 Main North Road, Para Hills West SA 5096 for Aleks Sopic

REPRESENTORS

Nil

APPLICANT

Mr Marcus Rolfe , URPS, spoke on behalf of the applicant.

Mr Aleks and Mr Dejay Sopic, spoke on behalf of the applicant.

Mr R Bateup moved and 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.

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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>

OTHER BUSINESS

5.2.1 Status of Current Appeal Matters and Deferred Items

Judicial Review proceedings in the Civil Jurisdiction of the Supreme Court of South Australia - 83 Saints Road Nominees Pty Ltd and City of Salisbury and GIC Kings Road Pty Ltd – Mixed Use Retail and Entertainment Complex, 1460 Main North Road, Salisbury South

Staff provided a verbal update and advised that the appellant has withdrawn their appeal and agreed to make a payment towards Councils legal costs.

5.2.2 Policy Issues is Arising from Consideration of Development Applications

Nil

5.2.3 Acknowledgement

The Deputy Presiding Member and General Manager City Development took the opportunity to thank Panel members and staff for their contributions to the Panel.

5.2.4 Future Meetings & Agenda Items

Next meeting scheduled for Tuesday 25 June 2019

ADOPTION OF MINUTES

Mr Watson 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 6.19pm.

DEPUTY PRESIDING MEMBER: Ms S Johnston

DATE: 28 May 2019
(refer to email approving minutes registered in Dataworks Document Number 5411800)

ITEM	5.1.1
	COUNCIL ASSESSMENT PANEL
DATE	23 July 2019
APPLICATION NO.	361/467/2019
APPLICANT	BGI Building Group
PROPOSAL	Alterations and additions to existing material recycling facility (building extension to rear of building, extension to rear hardstand and consequential adjustment to storage area, fencing and stormwater system)
LOCATION	71-75 Woomera Avenue, Edinburgh
CERTIFICATE OF TITLE	Volume 5960 Folio 906
AUTHOR	Ben Green, Planning Consultant

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Urban Employment Zone
Application Type	On-Merit
Public Notification Category	2
Public Notification	Representations received: 3 Representations to be heard: 3
Referrals - Statutory	Environment Protection Authority (EPA)
Referrals – Internal	Development Engineering
Development Plan Version	Salisbury (City) Development Plan Consolidated 15 December 2016
Assessing Officer	Ben Green, Consultant Planner
Recommendation	Grant Development Plan Consent subject to one Reserved Matter and Conditions
Meeting Date	23 July 2019

2. REPORT CONTENTS

Attachment 1:	Copy of Existing Development Approval - 361/L004/17 (361/185/2017/DB)
Attachment 2:	Plans and Documentation
Attachment 3:	Public notification notice and copy of Category 2 Representations
Attachment 4:	Response to Representations
Attachment 5:	EPA Referral Response
Attachment 6:	Relevant Development Plan Provisions - Consolidated 15 December 2016

3. EXECUTIVE SUMMARY

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

The applicant seeks approval to undertake alterations and additions to the existing Northern Adelaide Waste Management Authority's material recycling facility that incorporates the extension to the rear of the existing building and extension to rear hardstand. The existing stormwater swale, storage area and fencing will be extended and reinstated to accommodate the proposed building extension.

The proposed 790m² building additions will accommodate the existing compacting/packing equipment that is currently located and operated outside the existing building, new autonomous sorting robots and a new glass sorting machine. These activities seek to improve current operating efficiencies and increase the amount of materials recycled rather than sent to landfill.

The proposed development does not increase the amount of materials processed, or vehicle traffic movements to and from the site and does not change the overall nature of the existing approved land use.

The proposal constitutes an 'on-merit' form of development and Category 2 for the purposes of public notification. Three representations were received during the public notification period that raised concerns with the proposal and indicated that they desired to be heard by the Panel. The applicant's consultants provided a response to the representations.

The application was referred to the Environment Protection Authority as a 'waste or recycling depot' as this is an activity of 'major environmental significance' pursuant to Schedule 22 of the *Development Regulations 2008*. The EPA advised that based upon the nature of the development, it is satisfied that there would be no unacceptable air quality or noise impacts from the proposal and that the site will continue to be managed on an ongoing basis through its EPA license.

The assessment found that:

- The proposed development does not result in a change in the approved use of the land but rather provides an increase in the overall area of the operations to occur undercover;
- The proposed development does not alter the amount of materials processed on site but rather improves the operational efficiencies and increases the amount of materials being recycled (rather than sent to landfill);
- The proposed additions are designed to be consistent with the existing building in terms of height, colours and materials;
- The proposed development has been designed to ensure that unreasonable impacts do not occur upon adjoining land owners in relation to dust, smell noise etc
- The proposed stormwater management system will ensure that water is managed suitably on-site;

- The existing regulated tree to the rear of the site will not be affected by the proposed development;
- Sufficient on-site car parking is provided to cater for the anticipated staff and visitors

Accordingly, this report recommends that Development Plan Consent be granted, subject to one Reserved Matter and conditions.

4. BACKGROUND

Northern Adelaide Waste Management Authority (NAWMA) is a Local Government Regional Subsidiary of the Cities of Salisbury, Playford and the Town of Gawler. NAWMA coordinates kerbside waste management collection in the Salisbury, Playford and Gawler region. The three-bin collection service incorporates household waste, recyclables and garden/food organics and services more than 100,000 residential properties in the three Council areas.

Development Plan Consent was granted by the State Commission Assessment Panel for the NAWMA facility at 71-75 Woomera Avenue on 13th April 2017 and Development Approval was subsequently granted by Council on 23rd June 2017. A copy of the Development Plan Consent and Development Approval are contained in Attachment 1. The facility has operated from the premises since August 2017 in accordance with its EPA licence. This site now works alongside its existing facilities in Edinburgh North and was required in order to meet the increasing waste and recycling demands of the community.

In addition to its core activities, the subject site contains the NAWMA administration and customer service operations. It is estimated that more than 4000 visitors each year, mostly school children and community members, take part in structured tours as part of its extensive environmental education program.

5. SUBJECT SITE

The subject land is 71-75 Woomera Avenue, Edinburgh and is formally described as Allotment 506 in Deposited Plan 68296, Certificate of Title reference Volume 5960 Folio 906.

The subject land has a frontage to Woomera Avenue of 102 metres along with a secondary frontage to a private road known as Tugger Way along the western boundary. NAWMA have rights of way over this land.

The subject land contains a large warehouse sized building, front office, car parking and associated driveways that occupy the southern half of the allotment. The perimeter of the allotment is fenced with a black powder coated chain-link fence with three strands of barbed wire above. A strand of mature trees is located along the western boundary with landscaping also along the front boundary – both within the subject land and on the Council reserve.

A stormwater management system that includes a stormwater detention swale and gross pollutant trap are located at the rear of the building/hardstand/storage areas with the rear of the allotment devoid of any built form.

Vehicles traverse the subject land in a clockwise direction with all vehicles exiting from the south-eastern corner of the site onto Woomera Avenue.

Site photos are provided on the following page:

Photo 1. Looking west from rear hardstand toward mature vegetation and Tugger Way



Photo 2. Looking south-west from rear hardstand toward existing building and external compaction containers and glass bins



Photo 3. Looking south-east from rear hardstand toward existing building and fenced storage enclosure containing baled plastics and paper



Photo 4. Looking east from rear hardstand toward existing access and caged storage containers



Photo 5. Looking north from rear hardstand toward rear fenceline (Mayfield Industries in background)



Photo 6. Looking north-west from rear hardstand toward side boundary fence and Tugger Way



6. LOCALITY

The locality is industrial in nature with a moderate amenity. Road carriageways are wide to cater for large vehicles (including B-double trucks) that frequent the surrounding businesses.

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Road verges are also wide and tree lined which assist in providing a relatively high amenity for an industrial area.

Allotment sizes are substantial within the locality, a number of which are of similar size to the subject land. Built form is typically large in scale and predominantly in the form of large format industrial shedding with attached ancillary and smaller scale administration buildings. Built form is generally well set back from the road which allows for ample car parking, vehicle manoeuvring areas and landscaping within the setback space.





Land uses in the locality are of a mixed variety including light industry, industry, service trade premises along with a number of vacant allotments. The majority of existing land uses within the locality are consistent with those operating when the initial development application was considered by the State Commission Assessment Panel in 2017.

A locality plan and contextual plan are provided below.

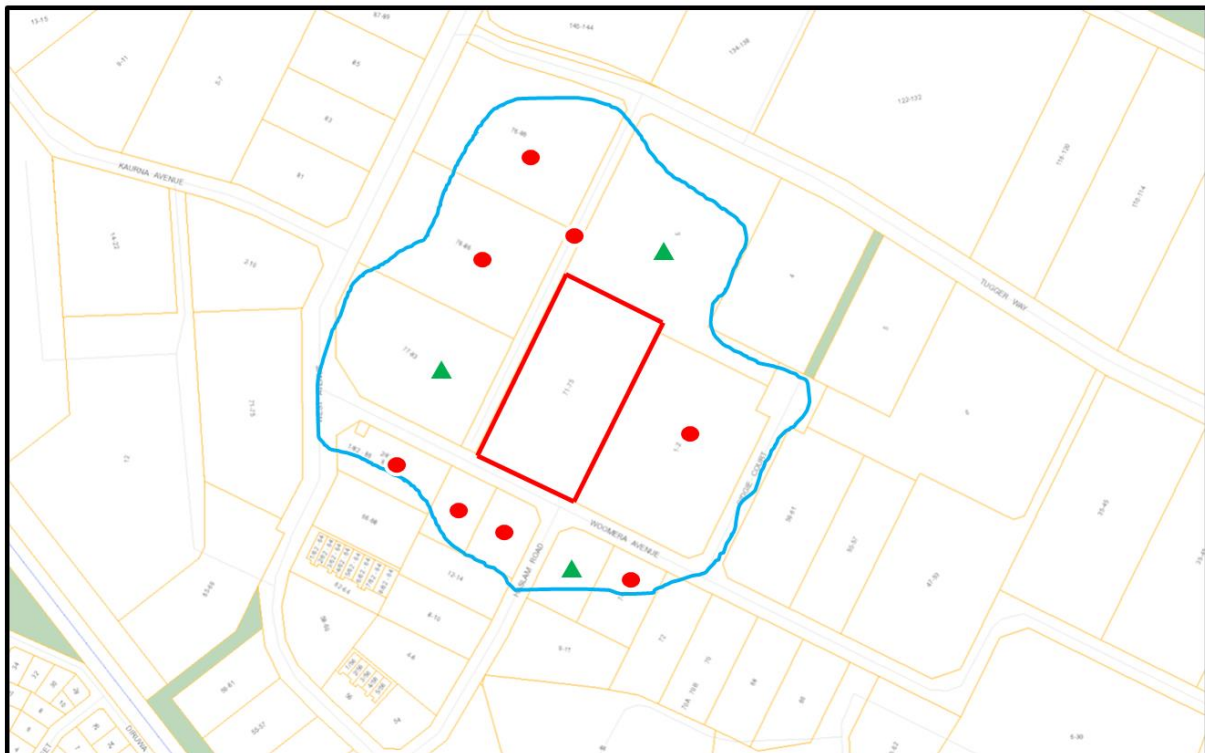
Locality Plan - Aerial







Legend (Source: Dekho)

	Subject site
	Locality boundary
	Properties Notified
	Representor

Locality Plan – Cadastre






Legend (Source: Dekho)

	Subject site
	Locality boundary
	Properties Notified
	Representor

Item 5.1.1

Contextual Plan:



Legend (Source: Nearmap)	
	Subject site
	Zone boundary
	Council boundary

7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development involves the construction of a 790m² addition to the rear of the existing 3,110m² building. The existing rear hardstand, storm water swale, storage area and fencing will be removed to accommodate the new additions and reinstated further towards the rear of the allotment.

The new building additions will extend 12 metres from the rear of the existing building, contain a width of 63 metres and a wall height of 8.26 metres. Similar materials will be used to complement the design and appearance of the existing building.

The driveway, storage areas, fencing and storm water disposal system will be relocated further north and reinstated in a similar configuration as currently occurring. The storm water management system, including swales and a gross pollutant trap will be designed to accommodate a 1 in 100 ARI storm event. The swale system has also been designed to ensure the existing regulated tree, located approximately 10 metres from the new swale, will not be affected.

The 790m² additions will accommodate existing compacting/packing equipment that is currently located and operated outside the existing building within the rear hardstand, new autonomous sorting robots and a new glass sorting machine.

Six (6) roller doors are to be installed along the northern facade to enable vehicle deliveries and daily operational needs to occur – three more than currently found on the northern facade. The side walls of the proposed additions will be fully enclosed with no access provided. Opening times for the roller doors will be in accordance with their operational requirements as prescribed in the Environment Management Plan. The Environmental Management Plan has also been updated as part of this proposal to incorporate the fencing designed to capture any stray litter on site along with commitments to staff ensuring the site is kept clean and tidy (that was evident from inspection of the property in later June 2019).

It is anticipated that an additional 1-2 staff will be required to assist with the operations of the new machinery. Five (5) additional car parks will be provided at the rear of the development area and be available for staff use only.

A copy of the proposal plans and supporting documentation are contained in Attachment 2.

8. CLASSIFICATION

The subject land is situated within the Urban Employment Zone as depicted on Map Sal/18 of the Salisbury Council Development Plan Consolidated 15 December 2018. The existing use of the land is best described to include a ‘material recycling facility’ (recycling depot) and ‘service depot’, which are undefined terms as they do not appear within Schedule 1 of the *Development Regulations 2008*.

The proposed alterations and additions to the existing material recycling facility include an extension to the rear of the existing building, extension of rear hardstand and realigned storage area, fencing and storm water system) are not listed as being a Complying or Non-Complying form of development in the Urban Employment Zone.

As such, the proposed development constitutes an ‘on-merit’ form of development.

9. PUBLIC NOTIFICATION

The building work in itself would ordinarily be a Category 1 form of development within the Urban Employment Zone. However, the current and proposed activities constitute a prescribed activity of major environmental significance as defined by the *Environment Protection Act 1993* under Schedule 22 of the *Development Regulations 2008* (it is a licenced recycling depot).

Regulation 32(3) of the *Development Regulations 2008* prescribes that for the purposes of public notification; the proposed development shall be assessed as a Category 2 form of development.

The Category 2 public notification period took place between 13th and 24th May 2019 and involved letters sent to all adjoining landowners and occupiers in accordance with the *Development Regulations 2008*.

Council received three (3) representations during this period as follows:

Representations received		
Representations received		Wish to be Heard
1	Mr Des Ahrns, Ms Bev Ahrns & Ahrns Equipment Pty Ltd – Owners and occupiers of 76 Woomera Avenue, Edinburgh	✓
2	Delpar Pty Ltd – Owner of 77-83 Woomera Avenue, Edinburgh	✓
3	Mr Alan Steele – Mayfield Property Holdings – Owner of 3 Gidgie Court, Edinburgh	✓

Hilditch Lawyers acted on behalf of all land owners and has raised many similar concerns in the three submissions. Hilditch Lawyers has requested to appear before the Council Assessment Panel on behalf of the representors to provide a verbal submission.

A copy of the Category 2 public notice and representations is contained in Attachment 3. The applicant's response to the representations is contained in Attachment 4. The content of the representation and the applicant's response are summarised in the table below:

Summary of Representations	
Representations	Applicant's Response
<i>Intensification of Land Use</i>	
<ul style="list-style-type: none"> <i>We previously objected to the land use when first established in 2017.</i> <i>Concerns with a previous approval to extend operating hours and now further concerns that the proposed development will exacerbate the existing external impacts that currently affect adjoining land owners (and activities).</i> 	<ul style="list-style-type: none"> <i>The proposed installation of new machinery will have an increased efficiency to sort glass material that will result in less material being diverted to landfill.</i> <i>There is no change to the volume of material being sorted and no change to the kinds of materials being sorted.</i> <i>As such, there is no intensification of the existing approved operations. There will be no increase in traffic movements (to and from the site) or operation of hours but rather will result in a change in the destination of goods – greater material being recycled instead of sent to landfill.</i>
<i>Noise</i>	
<ul style="list-style-type: none"> <i>Increased truck movements to and from the facility will increase noise impacts.</i> <i>Existing skip bins are moved (and dragged) throughout the site creating excessive noise to adjoining land</i> 	<ul style="list-style-type: none"> <i>As there will be no increase in traffic movements (to and from the site), the impact will be consistent with what is currently occurring on the land.</i>

<p><i>owners. Concerns that the expansion of the facility will result in more skip bins being used at the site.</i></p>	<ul style="list-style-type: none"> • <i>Skip bins are used for temporary storage of materials (steel, aluminium and glass fines) before they are dispatched from the site.</i> • <i>There may be up to 6 bins at any one time on the subject land. When a bin is filled, a contractor drops off an empty bin and collects the full one.</i> • <i>There will be no change to the number of skip bins stored on the site or the nature in which they are used.</i> • <i>The activities and noises are in accordance with the previous approvals on the subject land.</i>
<p><i>Odour</i></p>	
<ul style="list-style-type: none"> • <i>Odours are detectable even when the doors around the perimeter of the building are closed.</i> • <i>It is a common occurrence that the roller doors and access doors are being left open for long periods of time – resulting in greater levels of odour being detected.</i> • <i>It is a significant concern that the proposed increase in roller doors will result in an increase in odours.</i> 	<ul style="list-style-type: none"> • <i>Three additional roller doors are proposed at the rear of the building to facilitate improved management of the site.</i> • <i>Two of the roller doors will provide access to the compaction equipment that is to be relocated within the building.</i> • <i>It is understood that the compaction equipment can be a source of odour, noting that it complies with both the EPA’s licensing and approved Environmental Management Plan.</i> • <i>The third roller door will provide access to the fenced component and is only to be opened when moving materials from inside to the outdoor storage area.</i> • <i>With the relocation of the compaction equipment to within the proposed building, there will be fewer potential sources of odour (outside the building) and it is therefore expected there will be less odour as a result.</i>
<p><i>Dust and Litter</i></p>	
<ul style="list-style-type: none"> • <i>Concerns that more materials are to be brought onto and off the site with an increased risk of litter escaping the site.</i> 	<ul style="list-style-type: none"> • <i>There is no intensification of the existing approved operations. There will be no increase in traffic movements (to and from the site) or operating hours but rather will result in a change in the destination</i>

	<p><i>of goods – greater material being recycled instead of sent to landfill.</i></p> <ul style="list-style-type: none"> • <i>The management of dust, airborne pollutants and litter is regulated and controlled through the site's Environmental Management Plan – that has been updated and endorsed by the EPA.</i> • <i>The risk of litter being produced at the site or escaping the site is considered to be low.</i>
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10. REFERRALS – STATUTORY

The application was subject to referral to the Environment Protection Authority in accordance with Section 37 of the *Development Act 1993* on the basis the development involves an activity of major environmental significance, as per Schedule 22 of the *Development Regulations 2008*. The following advice was received:

Interface Between Land Uses

The applicant has confirmed that the land at Allotment 503 in DP78592 is used by the Department of Defence as offices. On this basis, there are no sensitive land uses within 300m metres of the waste or recycling depot activity.

Based on this and the nature of the proposed development, the EPA is satisfied that there would be no unacceptable air quality or noise impacts from the proposal and no further information or conditions are required in this regard.

Waste

Due to the minor nature of the changes to the building, no further information or directed conditions were required from a waste management perspective. The site would continue to be managed on an ongoing basis through the EPA licence.

Water Quality

A new stormwater swale is proposed to be constructed at the rear of the property. This swale would be sized to capture a 1 in 100 year rain event. This is acceptable to the EPA and a condition is directed below to ensure that the sizing is adequate.

An existing Ecosol Gross Pollutant Trap would continue to be used to treat the stormwater before it discharges to the existing stormwater infrastructure on Tugger Way. This is acceptable to the EPA.

The EPA concluded that *'provided the proposed development is undertaken in accordance with the plans and documents submitted and the direct condition below, the EPA is satisfied that the potential environmental impacts would be appropriately mitigated to acceptable levels'*.

The following Development Plan Consent Condition has been directed by the EPA:

1. *The new storm water swale must be sized to capture a 1 in 100 year rain event.*

The EPA has also provided advice notes and recommended these be included in any approval given. These notes are contained in the final recommendation.

A copy of the EPA referral response is contained in Attachment 5.

11. REFERRALS – INTERNAL

The application was referred to Councils Principal Development Engineer for review of the revised stormwater system. The following advice was received:

The development should have minimal increase in the rate of surface water discharge and the quality of storm water runoff should be largely equivalent to the pre-developed state if the proposed swale is provided.

Minimal detail is provided in the Triaxial Civil Plan and it's recommended that provision of detailed civil/storm water plans be a reserved matter to be addressed prior to building rules consent.

The applicant must provide a detailed civil and storm water management plan and it is requested that this detail be provided as a Reserved Matter, if the Panel resolves to grant Consent. Three standard conditions relating to stormwater discharge are also recommended.

12. ASSESSMENT

Pursuant to Section 35(2) of the *Development Act 1993*, it is recommended that the Panel determine that the proposed development is not seriously at variance with the Salisbury Development Plan, Consolidated 15th December 2018. The proposal constitutes alterations and additions to an existing authorised material recycling facility.

Assessment

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

An extract of the relevant Development Plan, Consolidated 15th December 2018, is contained in Attachment 6. The relevant provisions are also highlighted in the Attachment.

Land Use

In 2017, the existing material recycling facility obtained development approval to operate at the subject land. The proposal was assessed against both the current consolidated version of the Urban Employment Zone and wider General provisions and it was concluded that the land use is an appropriate form of development.

The proposed development seeks to construct an additional 790m² to the existing building to accommodate existing compacting/packing equipment that is currently located and operated outside the existing building, new autonomous sorting robots and a new glass sorting machine. These works seek to improve current operating efficiencies and increase the amount of materials recycled rather than sent to landfill.

It is acknowledged that representors have raised concerns with the intensification of the land use and its potential increase in external impacts. These concerns are acknowledged, however it is important to note that the proposed development does not seek to alter the volume of materials being processed on site. There is no intention to increase the volume of traffic entering and exiting the site and the building additions do not change the nature of the existing approved land use - the site continues to be operated in accordance with the current approvals as a material recycling facility.

A key outcome of the proposed development is the installation of a new glass sorting machine that will enable NAWMA to recover more glass than occurring in its current sorting operations. This will ultimately divert more glass for recycling rather than being sent to landfill – a significant environmental initiative. In addition, the baling containers, which presently are located external to the building, will be contained inside the building extension.

It is considered that the proposed development continues to be consistent with the intent of the Urban Employment Zone and existing land use approval.

Land Use Conflict

In the General Section, “*Interface between land uses*” module, Principle of Development Control 2 states:

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

Principle of Development Control 4 of the Urban Employment Zone further states:

- 4 *Development should not impede the operation of established land uses through encroachment, over development of sites or noise/emissions or any other harmful or nuisance-creating impact.*

As quoted above, the Urban Employment Zone and general modules contain a suite of policies to ensure that a high level of compatibility between land uses is maintained. A rigorous assessment was undertaken when the land use was first approved, including statutory referral to the EPA, along with its operations being subject to an Environment Management Plan (EMP).

As mentioned above, a statutory referral to the EPA was undertaken in respect to this proposal and the EPA concluded in its advice, dated 5th June 2019 that:

“The EPA is satisfied that there would be no unacceptable air quality or noise impacts from the proposal and no further information or conditions are required in this regard”.

NAWMA has submitted a revised EMP as part of this development application to further demonstrate measures to minimise its impact upon adjoining land owners. This forms part of the EPA licence, the proposed development and seeks to ensure the use is managed on an ongoing basis.

Representors have raised concerns about noise, litter and odour and the potential for the proposed development increasing these external impacts. While it is appreciated that there may be some external impacts, these are considered by the EPA as appropriate within the locality and will continue to be licenced by the EPA and the operational EMP.

As previously discussed, the proposed development does not result in an intensification of activities currently occurring on the subject land and will not result in any detrimental increase in external impacts. It is however acknowledged by the operators that the existing compaction equipment can be a minor source of odour. With the relocation of the compacting equipment to be within the proposed building, it is considered that there will be fewer potential sources of odour (outside the building) and it is therefore expected that there will be less odour as a result – an improvement to the current operations.

It is noted that the EMP submitted as part of this application states that all roller doors would be closed during operations except where required to facilitate movement of materials by forklift or during the entry and exit of trucks. This measure applies to current operations and will apply under the current development application. This design measure mitigates external noise and odour impacts and is considered appropriate.

Given the operations compliance with EPA requirements and potential improvements by external machinery being operated indoors, it is considered that the proposed development will not have a detrimental impact upon the amenity of the locality or cause unreasonable impacts to nearby owners or occupiers of the land, as desired by Principles of Development Control 2 and 4.

Access and Car Parking

Under the General Section, “*Transportation and Access*” module, Principle of Development Control 13 states:

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

The proposed development will result in the existing hardstand and driveway areas being relocated to the north. The dimensions of the proposed hardstand extension is consistent with the current arrangements, such that the design, layout and turning circles will be acceptable. Vehicles will continue to access the site from Woomera Avenue and Tugger Way and traverse the site in a forward motion.

The proposal is considered to generally satisfy transport and access related provisions of the Development Plan.

The development approval provides for 36 on-site car parks to cater for the 34 staff and visitors. Additional visitor parking spaces is provided in the carpark adjacent to Woomera Avenue. The applicant has advised the proposed development may increase the number of staff employed at the site by 1-2 persons, however these persons will be required to assist with operation of the autonomous sorting robots.

Five (5) additional on-site car parking spaces will be provided at the rear of the proposed building addition. These car parking spaces are designated for staff, and while they are not separated from heavy vehicle movements occurring within the rear hardstand, they will be occupied on long term basis and should not result in excessive conflict.

It is considered that the provision of additional car parking satisfies the demand created by the proposed development and is consistent with the intent of car parking provisions within the Development Plan.

Stormwater

Under the General Section, “*Natural Resources*” module, Principle of Development Control 8 and 9 state:

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.*

The existing stormwater management system incorporates a large drainage swale and gross pollutant trap. The application proposes to relocate the swale further north to accommodate the proposed building addition and extension of hardstand. The swale will connect to the existing EcoSol Gross Pollutant Trap (GPT) to provide further water quality treatment prior to discharge to the external stormwater system.

A preliminary stormwater management plan has been prepared and has been reviewed by both the EPA and Council’s Principal Development Engineer. Initial review has confirmed that the site can adequately cater for the treatment of stormwater, however a more detailed civil and stormwater management plan is requested, prior to full Development Approval. As mentioned earlier this is recommended to be requested as a Reserved Matter.

The Reserved Matter will seek to ensure the proposed system is designed and constructed to not exceed the rate of discharge from the site in pre-development conditions and to protect development from the 1 in 100 year average return interval flood. Water quality targets are also addressed by way of condition. Stormwater quality will be maintained to pre-development levels through provision of a swale equivalent to the existing swale and use of the existing GPT.

13. CONCLUSION

This report has provided a detailed assessment of the application against the relevant provisions of the Salisbury Development Plan. The assessment found that the proposed development is considered appropriate on the subject land within the Urban Employment Zone.

The proposed development does not result in a change in the approved use of the land, does not alter the amount of materials processed on the site nor increase the traffic movements to and from the site. The proposed development will however seek to accommodate new sorting machinery indoor that will increase the operations efficiencies and result in more materials being recycled rather than being diverted to landfill.

The proposed development has been designed to be consistent with the existing buildings heights, colours and materials and has sought to ensure that any unreasonable impacts do not occur upon adjoining land owners.

Accordingly, it is recommended that Development Plan Consent be granted, subject to conditions and reserved matters.

14. 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 15th December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/467/2019 for Alterations and additions to existing material recycling facility (building extension to rear of building, extension to rear hardstand and consequential adjustment to storage area, fencing and stormwater system) in accordance with the plans and details submitted with the application and subject to the following Reserved Matter and conditions:

Reserved Matters:

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

1. A detailed civil and storm water management plan shall be prepared by a suitably qualified consultant and shall demonstrate the proposed stormwater system is designed and constructed to ensure that pre-development peak flows are not exceeded and that the stormwater water quality is equivalent to or better than its pre-development state.

Note: Refer to Development Plan Consent Conditions 8-11 inclusive which relate to stormwater management and shall be considered/addressed as part of the civil and storm water management plan.

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
Ref 16-0051	Response to Representations	Letter dated 29 th May 2019	URPS
Ref 2016-0051	Response to request for additional info	Letter dated 23 rd May 2019	URPS
Refer 2016-0051	Response to request for additional info	Letter dated 8 th May 2019	URPS
Dwg No. BG 10 Revision B	Site Plan with aerial superimposed	Dated 18.03.19	BGI Building Group
Dwg No. BG 11 Revision B	Site Plan	Dated 18.03.19	BGI Building Group
Dwg No. BG 20 Revision B	Floor Plan	Dated 18.03.19	BGI Building Group
Dwg No. BG 30 Revision C	North and West Elevation and Section	Dated 17.06.19	BGI Building Group
Dwg No. 1 Issue A	Stormwater Management Plan	Dated 03.05.19	Triaxial Consulting
Dwg No. 2 Issue A	Technical Detail	Dated 03.05.19	Triaxial Consulting
Revision 1	Stormwater Calculation Package	Dated 03.05.19	Triaxial Consulting
Dwg 11192-EGA01 Issue A	MRF Existing Plant Layout Plan	Dated 04.04.19	Macweld Industries
Dwg 11192-GA01 Issue A	MRF Proposed Plant Expansion	Dated 04.04.19	Macweld Industries
Dwg NA-RP-01 Revision C Sheet 1 of 3	Proposed Glass Clean-Up System - Trommel	Dated 07.05.19	RDT Engineering
Dwg NA-RP-01 Revision C Sheet 2 of 3	Proposed Glass Clean-Up System - Trommel	Dated 07.05.19	RDT Engineering
Dwg NA-RP-01 Revision C Sheet 3 of 3	Proposed Glass Clean-Up System - Trommel	Dated 07.05.19	RDT Engineering
Version 2.2	Environmental Management Plan	18 June 2019	NAWMA

- * The approved documents referred to above are subject to change permitted by minor variations under Regulation 47A of the *Development Regulations 2008*.
- * Except where otherwise stated, the development shall be completed prior to occupation/commencement of use (of the building extension).

- * All documents approved under Reserved Matter 1 constitute approved documents and form part of this Consent.

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

2. Materials likely to be windblown shall not be handled or stored outside of the building at any time.

Reason: To ensure all materials are contained on-site and do not pollute the environment.

3. All doors around the perimeter of the Material Recovery Facility shall be kept closed during operations, except where otherwise required to facilitate the movement of baled materials by forklift or during the entry and exit of trucks.

Reason: To minimise noise, dust emissions and escape of any materials/litter.

4. All external building materials and finishes of the building addition shall:

- a) Be of new non-reflective materials; and
- b) Be of natural tones which match the external colours of the existing building; and
- c) Be maintained in good and reasonable condition at all times.

Reason: To ensure the building work achieves a high standard of design and complements the amenity of the locality.

5. Except where otherwise approved, no materials, goods or containers shall be stored in the designated car parking area or manoeuvring areas at any time.

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

6. All goods and materials placed in the areas designated for outdoor storage purposes on the approved plans shall be kept in a tidy manner at all times.

Reason: To improve the site appearance and amenity of the locality.

7. 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 car parking bays shall be clearly linemarked. Driveways and carparking areas shall be established prior to commencement of use of the building extension and shall be maintained at all times to the satisfaction of Council.

Reason: To ensure access and car parking is provided on the site in a manner that maintains and enhances the amenity of the locality.

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 building.

9. The stormwater drainage system shall demonstrate the incorporation of Water Sensitive Urban Design methods, to ensure that pre-development peak flows are not exceeded and that water quality targets are met.

Reason: To ensure that stormwater is disposed of in a controlled manner, and ensure the quality of Council's downstream drainage system is maintained.

10. Stormwater from paved areas shall undergo water quality treatment prior to discharge using the principles of Water Sensitive Urban Design, consisting of grassed or vegetated swale drains, sedimentation basins and bio-retention / filtration swales and basins.

Reason: To ensure water quality is suitable for discharge.

EPA Condition

11. The new stormwater swale must be sized to capture a 1 in 100 year rain event.

Advice Notes

1. 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.
2. Except where otherwise approved, no advertisements or advertising displays including flags, streamers or buntings shall be displayed on or about the subject land at any time.
3. 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 that causes or may cause environmental harm.
4. 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 licencing requirements. Information on licenses can be accessed here:
http://www.epa.sa.gov.au/business_and_industry/applying_for_a_licence.

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>
6. If you are a developer, you are responsible for providing telecommunications infrastructure in your developments. You can choose any carrier you want to service your development, if you do not wish to choose another carrier, NBN is the infrastructure provider of last resort (IPOLR) in those areas of its fixed line footprint where NBN has established its network, or where it has publicly identified an area as a fixed line rollout region. NBN is also the IPOLR for developments with 100 lots or more. Telstra is the IPOLR in developments with fewer than 100 lots where NBN Co has not established its network. Carriers, including NBN and Telstra, can charge for providing infrastructure in new developments. More information can be found at <https://www.communications.gov.au/policy/policy-listing/telecommunications-new-developments>.

If you choose NBN to service your development, you will need to enter into a development agreement with NBN. The first step is to register the development via <http://www.nbnco.com.au/buildwithnbn> once registered NBN will be in contact to discuss the specific requirements for the development. NBN requires you to apply at least 3 months before any civil works commence.

All telecommunications infrastructure should be built to NBN guidelines found at <http://www.nbnco.com.au/develop-or-plan-with-the-nbn/new-developments/design-build-install.html>.

CO-ORDINATION

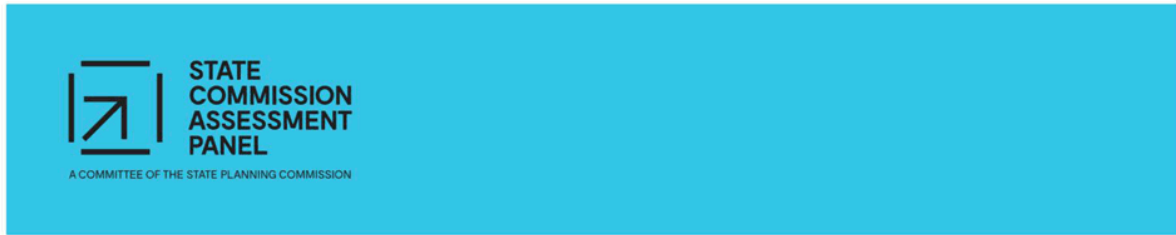
Officer:	GMCiD	MDS
Date:	11.7.19	4.7.19

ATTACHMENTS

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

1. Copy of Existing Development Approval - 361/L004/17 (361/185/2017/DB)
2. Plans and Documentation
3. Public notification notice and copy of Category 2 Representations
4. Response to Representations
5. EPA Referral Response
6. Relevant Development Plan Provisions - Consolidated 15 December 2016

Attachment 1:
Copy of existing Development Approval
361/L004/17 (361/185/2017/DB)



2 November 2017

State Commission
Assessment Panel

Level 5
50 Flinders Street
Adelaide SA 5000

GPO Box 1815
Adelaide SA 5001

08 7109 7061

Mr Grazio Maiorano
URPS
Suite 12/154 Fullarton Road
ROSE PARK SA 5067

Sent via e-mail to: grazio@urps.com.au

Dear Mr Maiorano

Application Number: 361/L004/17 R1
Applicant: Northern Adelaide Waste Management Authority
Approved Development: Change of use of the existing building to a Material Recovery Facility – Reg 47A Variation to Condition 2.
Subject Land: 71-75 WOOMERA AV, EDINBURGH, SOUTH AUSTRALIA, 5111 (CT 5960/906 D68296 A506)

Thank you for the request to amend condition 2 dated **16 October 2017** received in relation to the above application.

As the delegate of the State Commission Assessment Panel (SCAP), I can advise that the proposed amendments are considered to be a minor variation pursuant to regulation 47A of the *Development Regulations 2008*, and as such do not require any further formal planning consent.

An updated notice is also enclosed to provide administrative completeness. Condition 2 has been amended to reflect the requested change to the hours of operation of the facility. The operative date of the Development Plan Consent remains 13 April 2017.

A stamped copy of these plans is enclosed for your records.

Should you have any enquiries in relation to this matter, please do not hesitate to contact **Brett Miller** of this office on (08) 8343 2988 or email brett.miller@sa.gov.au.

Yours sincerely

Simon Neldner
TEAM LEADER – DEVELOPMENT ASSESSMENT
as delegate of the
STATE COMMISSION ASSESSMENT PANEL

South Australia - Regulation 42 under the Development Act 1993

REGULATION 47A – UPDATED DECISION

Contact Officer: Brett Miller
Telephone: 8343 2988
KNET Reference: 2017/04395/01

Development Number:
 361/L004/17 R1
Council Reference:
 361/185/2017/DB

FOR DEVELOPMENT APPLICATION

DATED: 31 January 2017
REGISTERED ON: 31 January 2017

TO: Northern Adelaide Waste Management Authority
 C\ - URPS
 Suite 12/154 Fullarton Road
 ROSE PARK SA 5067

EMAIL: grazio@urps.com.au

LOCATION OF PROPOSED DEVELOPMENT:

Address	Title	Plan parcel
71-75 WOOMERA AV, EDINBURGH, SOUTH AUSTRALIA, 5111	CT 5960/906	D68296 A506

NATURE OF PROPOSED DEVELOPMENT:

Change of use of the existing building to a Material Recovery Facility – Reg 47A Variation to Condition 2

From: **STATE COMMISSION ASSESSMENT PANEL**

In respect of this proposed development you are informed that:

NATURE OF DECISION	DECISION	CONDITIONS	RESERVE MATTERS	DATE RESERVE MATTERS SATISFIED
Development Plan Consent	GRANTED	10	N/A	N/A
Regulation 47A Update	GRANTED			
DEVELOPMENT APPROVAL	STILL REQUIRED			

Any conditions imposed are set out on the attached sheet.

No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Notification Form, you must not start any site works or building work or change the use of the land until you have also received notification of a Development Approval.



Simon Neldner
TEAM LEADER – DEVELOPMENT ASSESSMENT
as delegate of the
STATE COMMISSION ASSESSMENT PANEL

Date of Decision: 13 April 2017

Date of Revision 1: 2 November 2017

Pages 3

DEVELOPMENT APPLICATION - 361/L004/17 R1

Preamble

- a) *On 13 April 2017 the Development Assessment Commission granted Planning Consent for DA 361/L004/17 with ten (10) conditions.*
- b) *On 2 November 2017 a revised Planning Consent was issued (Revision 1) for DA 361/L004/17 to vary condition 2.*

Planning Conditions

1. Except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and stamped plans relating to Development Application No 361/L004/17.
2. The hours of operation of the facility are 24 hours a day, seven days a week.
3. The Material Recovery Facility shall not receive, handle or sort green waste matter or putrescible waste at any time (except such material that is received as contaminants of recyclable waste).
4. Materials likely to be windblown shall not be handled or stored outside of the building.
5. The waste compactors and the associated conveyors shall be fully enclosed.
6. All doors around the perimeter of the Material Recovery Facility shall be kept closed during operations, except where otherwise required to facilitate the movement of baled materials by forklift or during the entry and exit of trucks.
7. Except where otherwise approved, no materials, goods or containers shall be stored in the designated car parking area or manoeuvring areas at any time.
8. All recommendations and commitments contained under the approved stormwater management plan, odour assessment, traffic parking assessment and URPS planning report shall be completed, prior to commencement of use and met at all times.
9. Stormwater systems shall be designed and constructed to cater for minor storm flows (Industrial/Commercial ARI = 10 years). 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.
10. All driveways and 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 car parking bays shall be clearly line marked. Driveways and car parking areas shall be established prior to the approved use commencing and shall be maintained at all times to the satisfaction of Council.

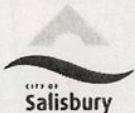
ADVISORY NOTES

- a. The development must be substantially commenced within 12 months of the date of this Notification, unless this period has been extended by the Development Assessment Commission.
- b. The authorisation will lapse if not commenced within 12 months of the date of this Notification.
- c. The applicant is also advised that any act or work authorised or required by this Notification must be completed within 3 years of the date of the Notification unless this period is extended by the Commission.

- d. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent or Development Approval.
- e. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow.
- f. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).
- g. 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.
- h. 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
- i. 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.
- j. 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>.



Simon Neldner
TEAM LEADER – DEVELOPMENT ASSESSMENT
as delegate of the
STATE COMMISSION ASSESSMENT PANEL

	CITY OF SALISBURY DECISION NOTIFICATION FORM
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FOR DEVELOPMENT APPLICATION	Development Number: 361/185/2017/DB
	DATED 31-Jan-2017
	REGISTERED ON 01-Feb-2017

APPLICANT	Northern Adelaide Waste Management Authority C/- URPS 12/15 Fullarton Rd ROSE PARK SA 5067
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LOCATION OF PROPOSED DEVELOPMENT:

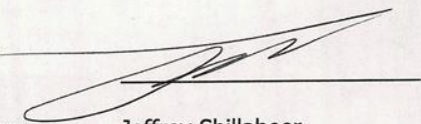
Subject Site: 71-75 Woomera Avenue , Edinburgh SA 5111
Parcel: Lot 506 D 68296
Certificate of Title: CT-5960/906

Nature of Proposed Development: CHANGE OF USE OF THE EXISTING BUILDING TO MATERIAL RECOVERY FACILITY

In respect of this proposed development you are informed that:

Nature of Decision	Consent	No. of Conditions
Development Plan Consent	GRANTED (DEVELOPMENT ASSESSMENT COMMISSION)	TEN
Building Rules Consent	PRIVATELY CERTIFIED	NIL
Other	-	-
DEVELOPMENT APPROVAL	GRANTED	TEN

Building Classification: 5 – Office, 8 - Factory

Signed: 

Responsible Officer: Jeffrey Shillabeer

Decision Date: 23-Jun-2017

**CITY OF SALISBURY
DEVELOPMENT PLAN CONSENT
SCHEDULE OF CONDITIONS**

Regulation 42 Eleventh Schedule

Development No: 361/185/2017/DB

Council considers the conditions are necessary to ensure that the use of land and activities associated with that use do not injuriously or detrimentally affect the amenity of the locality or the zone.

DEVELOPMENT PLAN CONDITIONS (DEVELOPMENT ASSESSMENT COMMISSION):

1. Except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and stamped plans relating to Development Application No. 361/L004/17.
2. The hours of operation of the facility shall be limited to Monday to Friday 6:00pm to 6:00pm and Saturdays 7:00am to 12:00pm.
3. The Material Recovery Facility shall not receive, handle or sort green waste matter or putrescible waste at any time (except such material that is received as contaminants of recyclable waste).
4. Materials likely to be windblown shall not be handled or stored outside of the building.
5. The waste compactors and the associated conveyors shall be fully enclosed.
6. All doors around the perimeter of the Material Recovery Facility shall be kept closed during operations, except where otherwise required to facilitate the movement of baled materials by forklift or during the entry and exit of trucks.
7. Except where otherwise approved, no materials, goods or containers shall be stored in the designated car parking area or manoeuvring areas at any time.
8. All recommendations and commitments contained under the approved stormwater management plan, odour assessment, traffic parking assessment and URPS planning report shall be completed, prior to commencement of use and met at all times.
9. Stormwater systems shall be designed and constructed to cater for minor storm flows (Industrial/Commercial ARI = 10 years). 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.
10. All driveways and 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 car parking bays shall be clearly line marked. Driveways and car parking areas shall be established prior to the approved use commencing and shall be maintained at all times to the satisfaction of Council.

**CITY OF SALISBURY
DEVELOPMENT PLAN CONSENT
SCHEDULE OF CONDITIONS (CONTINUED)**

Regulation 42 Eleventh Schedule


Development No: 361/185/2017/DB

BUILDING RULES CONDITIONS:

Provisional Building Rules Consent by Private Certifier, BuildSurv Building Surveyors & Certifiers - see certification approval for further notes and advices.

NIL

Signed:



Responsible Officer: Jeffrey Shillabeer

Decision Date: 23-Jun-2017

Attachment 2: Plans and Documentation



DEVELOPMENT APPLICATION FORM

361/ /2018/

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 BGI Building Group	SURNAME
POSTAL ADDRESS: 21 - 23 Tanunda Rd, Nuriootpa SA 5355	
OWNER NAME: (This must be completed) Northern Adelaide Waste Management Authority	EMAIL: <input type="checkbox"/> as above
OWNER POSTAL ADDRESS: PO Box 10 MDC Edinburgh North SA 5113	<input type="checkbox"/> as above
OWNER PHONE NO:	OWNER EMAIL:
CONTACT PERSON FOR FURTHER INFORMATION <input type="checkbox"/> as above	
NAME: Steven bell	TELEPHONE (W): 85622799 (M): 0438945154
EMAIL: stevenb@bgibg.com.au	Information from Council will be given by electronic communication to the nominated email address.
BUILDER NAME: TBC	BUILDERS EMAIL:
BUILDER POSTAL ADDRESS:	CONTACT NO.: LICENCE NO.:
CURRENT USE OF PROPERTY: Industrial Office & Warehouse	
DESCRIPTION OF PROPOSAL: Addition to Existing warehouse building	DEVELOPMENT COST \$ 575,000.00
LOCATION OF PROPOSAL	
Street No: 71-75	Street: Woomera Ave
	Suburb: Edinburgh Park
Lot No: 506	Section: Plan: Volume: 5960 Folio: 906
OFFICE USE ONLY	
Registration Date: / /2018	Zone: Ward:
BUILDING RULES CLASSIFICATION	
Classification sought:	
If Class 5, 6, 7, or 9 classification is sought, state the proposed number of employees	Male: Female:
If Class 9a classification is sought, state the number of persons for whom accommodation is provided:	
If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises:	

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

SIGNATURE: _____

DATE: 18.3.19



URPS

Suite 12
154 Fullarton Road
ROSE PARK SA 5067

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

Ref: 2016-0051

23 May 2019

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

Attention: Melissa Chrystal

Dear Melissa,

Response to Request for Additional Information – DA 361/467/2019

Thanks for your letter seeking additional information. Please see the below response to the two points raised in your letter:

1. Advise the use of the land at A503 DP78952.

The use of the land at lot 503 Deposited Plan 78952 is used by the Department of Defence as offices.

This has been confirmed by Council which described the land being used as “Edinburgh Defence Offices”. This also reflects the experience of Grazio Maiorano, a Director at URPS, who has previously attended the site.

2. If the use of the land at A503 DP78952 constitutes a sensitive land use, having regard to the list of potential sensitive land uses described on page 7 of the Evaluation distances publication, provide detailed information about proposed additional noise sources (such as the glass sorting machine) and including the hours of operation of proposed additional equipment and any mitigation measures proposed to minimise potential noise impacts at nearby sensitive land uses, especially during night time hours.

While the use of the land is not a sensitive use, the nearest building to the proposed new addition is approximately 290 metres. All sorting activity that is undertaken on the subject land takes place inside the building and all doors are closed during the sorting process (as required by the conditions of the earlier approval). Any additional noise from the sorting process is expected to be negligible, particularly at lot 503.

I trust that this addresses adequately addresses your concerns. Please call me on 8333 7999 if you have any questions.

Yours sincerely

Simon Channon
Associate

shaping great communities

Ref: 2016-0051

8 May 2019

Ms Karyn Brown
Development Officer Planning
City of Salisbury
By email: kbrown@salisbury.sa.gov.au



URPS

Suite 12
154 Fullarton Road
ROSE PARK SA 5067

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

Dear Karyn

Response to Request for Additional Information DA 361/467/2019 – Alteration and Addition to NAWMA’s Material Recovery Facility at 71-75 Woomera Avenue, Edinburgh

Introduction

URPS has been engaged by the Northern Adelaide Waste Management Authority (NAWMA) to assist with this matter.

NAWMA, through BGI Building Group, has lodged an application for alterations and additions to its Material Recovery Facility. This involves an expansion of the existing building to accommodate additional sorting equipment. It also involves alterations to some existing site infrastructure such as a new circulation area and new stormwater swale (as these are displaced by the building addition). The development does not involve a change to the use of the land. Therefore, the assessment of this application relates principally to the extent of the building addition and changes to the site infrastructure (the site’s driveway/circulation area and stormwater system).

This development follows an earlier application on the land that involved a change of use of the land to a Material Recovery Facility and for the undertaking of building works to facilitate that use. That development application (DA 361/L004/17) received Development Plan Consent through the then Development Assessment Commission on 13 April 2017. That consent was varied to permit 24 hour operation of the land on 2 November 2017. NAWMA has been operating from the land since August 2017.

This correspondence provides further detail on the nature of the proposed development and a response to the matters raised in the email from Aaron Curtis to URPS on 5 April 2019.

Subject Land and Locality

The subject land comprises 71-75 Woomera Avenue, Edinburgh. It is the same parcel of land involved in an earlier application that involved the change in the use of the land to a Material Recovery Facility (through application 361/L004/17).

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The land comprises an existing building. That building broadly comprises two parts, the first and main part of the building is a substantial open area used for sorting recyclable materials and, secondly, a two storey administration area.

The building is sited centrally on the land. Access to the site is provided from Woomera Avenue and by Tugger Way which runs along the western boundary of the site. Traffic travels in a clockwise direction with all vehicles leaving by an 'exit only' egress point in the south-east corner of the site.

The rear third or thereabouts of the site is currently vacant.

The site sits within an industrial locality where most allotments have been developed. There has been little change within the locality since the time the initial application was lodged and approved.

Proposed Development

Building Works

The proposed development involves a building addition of some 790m² at the rear of the existing 3,110m² building. The addition will be constructed to match with the existing building, both in terms of building height and materials.

The additional floor space will accommodate:

- compacting/packing equipment which is currently located at the rear of the building and operated outdoors
- new autonomous sorting robots, and
- a new glass sorting machine that will permit NAWMA to recover more glass than under current conditions and therefore divert more glass from landfill.

The existing concrete and bitumen driveway which runs along the rear of the building will be extended further back within the site and take on the same dimensions. The existing enclosed yard at the rear of the building which temporarily holds material before it is dispatched from the site will be relocated such that it is at the rear of the addition. The altered driveway around the perimeter of the building will continue to cater for trucks delivering and removing material from the site. There is no change to the type or size of vehicles that will use the site.

There is an existing swale at the rear of the perimeter driveway which detains stormwater prior to its discharge to the street water table (through an Ecosol treatment system). The proposed development will provide additional surface area and therefore an increase in runoff. There will be no change to the physical or biological conditions of the stormwater given the additional hard surface area is almost entirely the roofed area of the building addition (the extent of driveway/circulation area remains largely the same). Additional stormwater collected will be directed through a relocated detention swale designed to provide 55.3kL on-site detention and restricted to be discharged as no more than 85.95L/s from the site. This design has been calculated to provide suitable stormwater management for up to a 1 in 100 ARI storm event.

The new stormwater swale, as depicted in the proposal plans by BGI remains sufficiently clear of the existing regulated tree at the rear of the land such that there is no impact on that tree. The swale is at least 10 metres from the edge of the tree.

Use of the Land

The proposed development will enable recyclable material to be sorted more efficiently and will result in more material being diverted from landfill (i.e. glass fines).

The use of the land does not change in any way by this application.

To reiterate the comments in the initial application, the facility:

- receives only recyclable material (but not general waste, garden waste, e-waste or any other type of waste) collected through NAWMA's kerbside collection services
- does not involve any permanent storage of any types of waste or recyclable material
- only "sorts" material and does not otherwise treat or process material
- does not dispose any waste or other material on site, and
- only "disposes" materials through the dispatch of sorted recyclable material to the private market.

The development has the potential to increase the number of staff employed at the site by 1-2 persons. Those persons may be required to assist with the operation of the autonomous sorting robots.

Nature of the Development

It is our view that this development application is limited to building works only and does not involve a change in the use of the land. The development could be described simply as "alterations and additions to existing material recovery facility".

Assessment Procedure

The subject land remains in the Urban Employment Zone of the Salisbury Council Development Plan (consolidated 15 December 2016).

Building additions to material recovery facilities are not listed as a *complying* or *non-complying* kind of development. This application is therefore assessed as *merit* development.

The Urban Employment Zone lists the following matters as either Category 1 or 2 for the purpose of public notification:

Category 1:

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

Category 2:

Development where the site of the proposed development is within 60 metres of a Residential Zone or a Mixed Use Zone boundary

Under the Development Plan, the activity would be a Category 1 matter for the purpose of public notification.

Section 38(2a) of the *Development Act 1993* states that a matter that "involves, or is for the purposes of, a prescribed activity of environmental significance as defined by the *Environment Protection Act 1993*" cannot

be a Category 1 matter for the purpose of public notification. Pursuant to regulation 32(3) of the *Development Regulations 2008*, such matters are assigned to Category 2.

Notwithstanding that this application is for building work only, the proposed development “involves” a prescribed activity of environmental significance (it is a licensed recycling depot). On this basis, the development application is a Category 2 matter.

For the same reason as outlined above, the proposed development requires a further referral to the Environment Protection Authority.

Development Assessment

Having regard to the nature of the proposed development and the provisions of the Salisbury Council Development Plan, I make my assessment of the application under the following headings:

- building design and appearance
- vehicle access, movement and parking, and
- stormwater management.

Building Design and Appearance

The proposed building addition matches the design of the existing building. The addition is of the same height and uses the same materials. Additionally, the building addition is limited to affecting only the rear portion of the building and therefore has little impact on the appearance of the building as viewed from Woomera Avenue (the primary street frontage).

The following paragraph from the subject Urban Employment Zone’s Desired Character is relevant with respect to the desired appearance of buildings in the Zone:

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

Given the building addition is at the rear of the building, and is designed to seamlessly match the existing building, I contend that it meets the intent of the above section of the Zone’s Desired Character. In particular, I note that the addition will not appear as a large uniform building or with a blank façade when viewed from the primary street. Outdoor screening areas are also screened from view from the adjoining private road and from the primary street by replacement fencing of that area.

With respect to the other Zone Principles that relate to “Form and Character” and the proposed addition, the development:

- does not face land zoned for residential purposes
- will not lead to any plant or equipment being located nearer land not zoned for employment, and
- retains flexibility to be re-used for another purpose if required in the future.

In my view, the proposed building addition is suitably designed and will have an appearance suitable for its location in the Urban Employment Zone.

Vehicle Access, Movement and Parking

The proposed development retains the site's existing access points and there is no change proposed to the way in which vehicles enter and exit the site. Vehicles delivering material to and from the site can enter and exit from both Woomera Avenue and the adjoining private road (Tugger Way).

The dimensions of the amended driveway/circulation area at the rear of the building will remain the same (being extended a further 12 metres to reflect the additional building length of 12 metres). All vehicles can continue to enter and exit the site safely and conveniently and in a forward direction.

Having regard to the access and movement provisions in the General Section, the proposed development maintains direct access to a sealed road and is provided with safe and convenient access such that:

- it avoids unreasonable interference with the flow of traffic on adjoining roads, and
- accommodates the type and volume of traffic that will use the site.

Accordingly, I contend that the proposed development continues to comply with Transportation and Access Principles 22 and 23.

With respect to car parking, the proposed development may increase the number of staff employed at the site by 1-2 persons.

The original application stated that there would be up to 34 staff accommodated within 36 car parking spaces, with an allowance for 2 visitor spaces. Further staff car parking is able to be provided at the rear of the site in the 5 spaces in the north-eastern corner of the site. Those 5 parking spaces existed prior to NAWMA occupying the site but were not identified as being used for car parking as part of the previous application. Those parking spaces will be set aside to provide for staff parking only. Visitors will continue to be able to park in the carpark adjacent Woomera Avenue.

Urban Employment Zone Principles 20 and 21 permit parking to be required on a per employee basis:

Principle 20 For labour-intensive industries where car parking demand exceeds the rates in Principle 20 above, the total car parking should be provided at a rate of 0.75 spaces by the number of employees

Principle 21 For non-labour intensive industries, the rates in Principle 20 above can be varied having regard to expected maximum staff and visitor levels. (underlining added)

The proposed development provides an additional 5 spaces for up to 2 new employees when compared with the initial application. Given there was sufficient on-site parking on an employee basis as part of the initial application, it is contended that an additional 5 spaces for 2 new employees is sufficient to comply with the above provisions.

Stormwater Management

The proposed development has been designed to provide suitable detention for up to 1 in 100 ARI storm events. In addition, the proposed additional hard surface area is almost entirely roofed area from the proposed addition and therefore any increase in stormwater is collected is reasonably considered 'clean'

such that no further treatment is required. For these reasons, I consider that that the stormwater system has also been designed to comply with General Section Natural Resources 8 as outlined below:

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).

Summary and Conclusion

The proposed development involves only a modest building addition. It does not involve any change to the use of the land.

Importantly, the proposed building addition has been designed to match the existing building and therefore there is really no change to the visual impact of the building. Furthermore, the existing access points are unchanged and the circulation areas remain of the same dimension to accommodate the same movement patterns and turning paths for all vehicles that use the site. Additional parking is provided to account for the minor increase in staff. Lastly, additional detention is proposed in order to ensure that site provides a suitably designed stormwater system up to 1 in 100 ARI storm event.

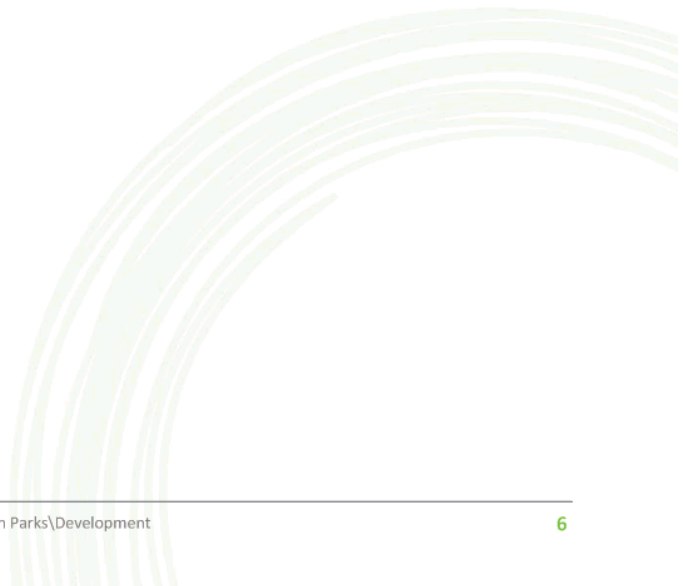
The proposed development complies with the provisions of the Salisbury Council Development Plan to warrant Development Plan Consent.

Yours sincerely



Simon Channon
Associate

Enc



**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 Northern Adelaide Waste Management Authority
Address PO Box 10 MDC
Edinburgh North SA 5113
Phone No 1800 111 004 Mobile 0498 881 875


DATE OF APPLICATION 18.3.19

LOCATION OF PROPOSED DEVELOPMENT
House No 71-75 Lot No 506 Street Woomera Ave
Town/Suburb Edinburgh Park
Section No (full/part) _____ Hundred Munno Para
Volume 5960 Folio 906

NATURE OF PROPOSED DEVELOPMENT
Proposed extension to existing building

I (*insert full name*) Steven Bell

being ~~the applicant~~ / 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** 18.3.19.

PLEASE NOTE THAT THE FORM CONTINUES OVER

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

Note 1

This declaration is only relevant to those development applications seeking authorisation for a form of development that involves the construction of a building (there is a definition of 'building' contained in Section 4 (1) of *the Development Act 1993*), other than where the development is limited to -

- a) an internal alteration of a building; or
- b) an alteration to the walls of a building but not so as to alter the shape of the building.

Note 2

The requirements of section 86 of the *Electricity Act 1996* do not apply in relation to:

- a) an aerial line and a fence, sign or notice that is less than 2.0m in height and is not designed for a person to stand on; or
- b) a service line installed specifically to supply electricity to the building or structure by the operator of the transmission or distribution network from which the electricity is being supplied.

Note 3

Section 86 of the *Electricity Act 1996* refers to the erection of buildings in proximity to powerlines. The regulations under this Act prescribe minimum safe clearance distances that must be complied with.

Note 4

The majority of applications will not have any powerline issues, as normal residential setbacks often cause the building to comply with the prescribed powerline clearance distances. Buildings/renovations located far away from powerlines, for example towards the back of properties, will usually also comply.

Particular care needs to be taken where high voltage powerlines exist or where the development:

- is on a major road;
- commercial / industrial in nature; or
- built to the property boundary.

Note 5

An information brochure 'Building Safely Near Powerlines' has been prepared by the Technical Regulator to assist applicants and other interested persons.

This brochure is available from council and the Office of the Technical Regulator. The brochure and other relevant information can also be found at sa.gov.au/energy/powerlinesafety

Note 6

In cases where applicants have obtained a written approval from the Technical Regulator to build the development specified above in its current form within the prescribed clearance distances, the applicant is able to sign the form.



Product	Register Search (CT 5960/906)
Date/Time	18/03/2019 12:50PM
Customer Reference	JN20350/NAWMA
Order ID	20190318005203



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 5960 Folio 906

Parent Title(s)	CT 5946/161		
Creating Dealing(s)	TG 10336421		
Title Issued	28/03/2006	Edition 4	Edition Issued 29/08/2017

Estate Type

FEE SIMPLE

Registered Proprietor

NORTHERN ADELAIDE WASTE MANAGEMENT AUTHORITY
OF PO BOX 10 MDC EDINBURGH NORTH SA 5113

Description of Land

ALLOTMENT 506 DEPOSITED PLAN 68296
IN THE AREA NAMED EDINBURGH
HUNDRED OF MUNNO PARA

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED S (RTC 9330350)
SUBJECT TO EASEMENT(S) OVER THE LAND MARKED G TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (TG 10336421)
SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A AND B (RTC 10255048)

Schedule of Dealings

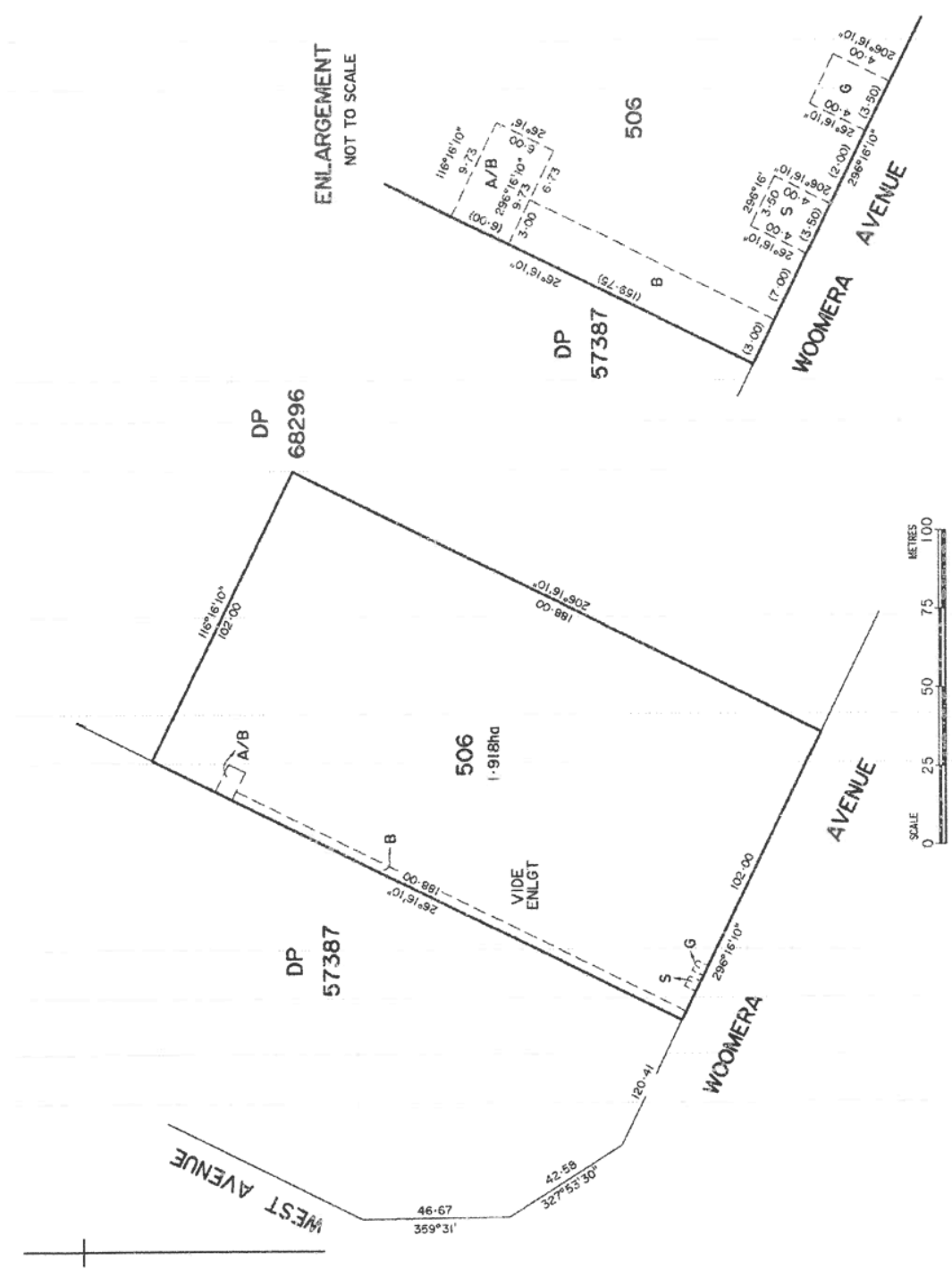
NIL

Notations

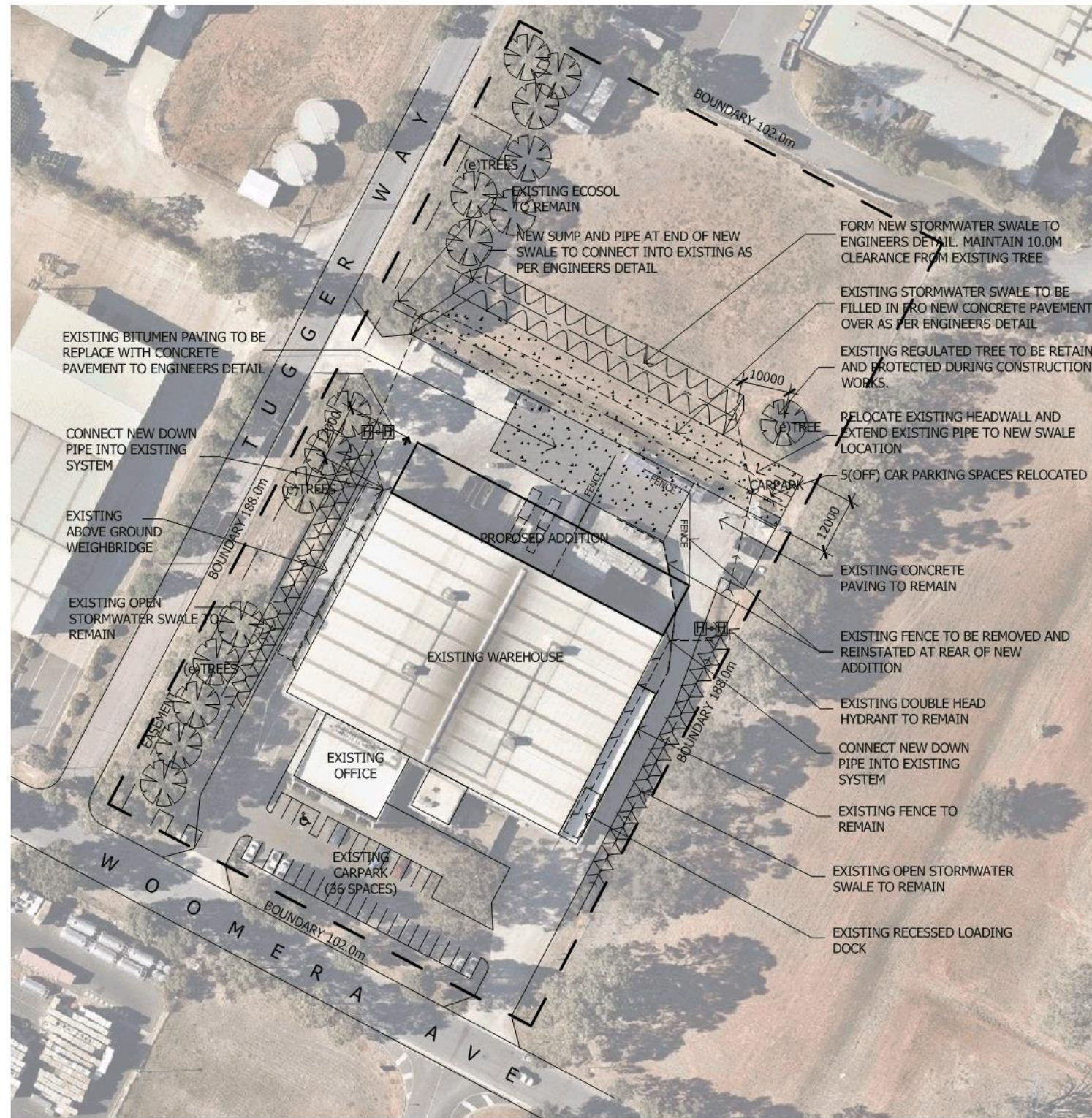
Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



Product Register Search (CT 5960/906)
 Date/Time 18/03/2019 12:50PM
 Customer Reference JN20350/NAWMA
 Order ID 20190318005203




Item 5.1.1 - Attachment 2 - Plans and Documentation

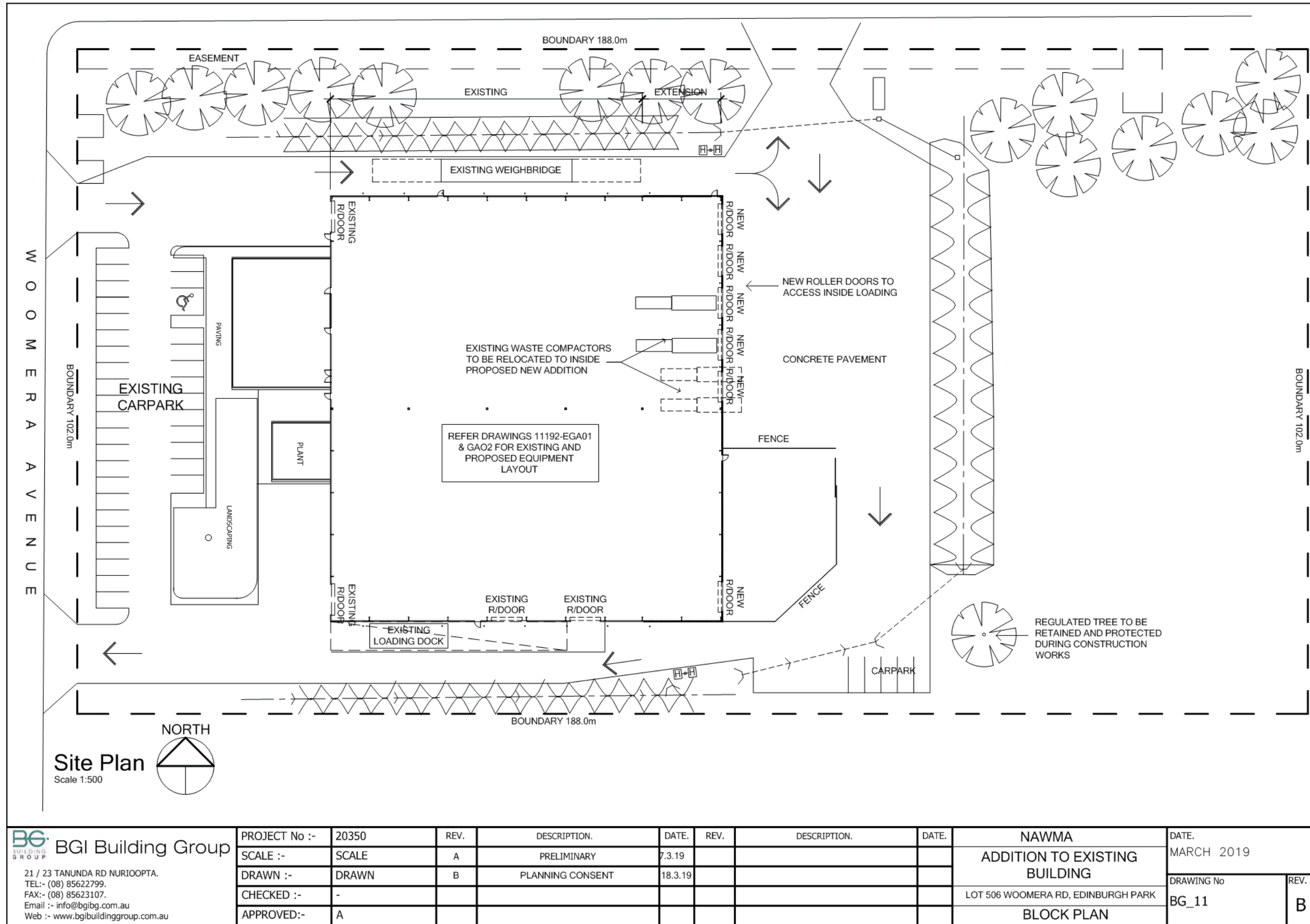


BUILDING AREAS	M2
EXISTING SITE	1,918Ha
EXISTING WAREHOUSE BUILDING	3110
EXISTING OFFICE(2 STOREY)	300
NEW WORK	
PROPOSED WAREHOUSE ADDITION	790
TOTAL NEW BUILDING AREA	790

Site Plan
Scale 1:1000

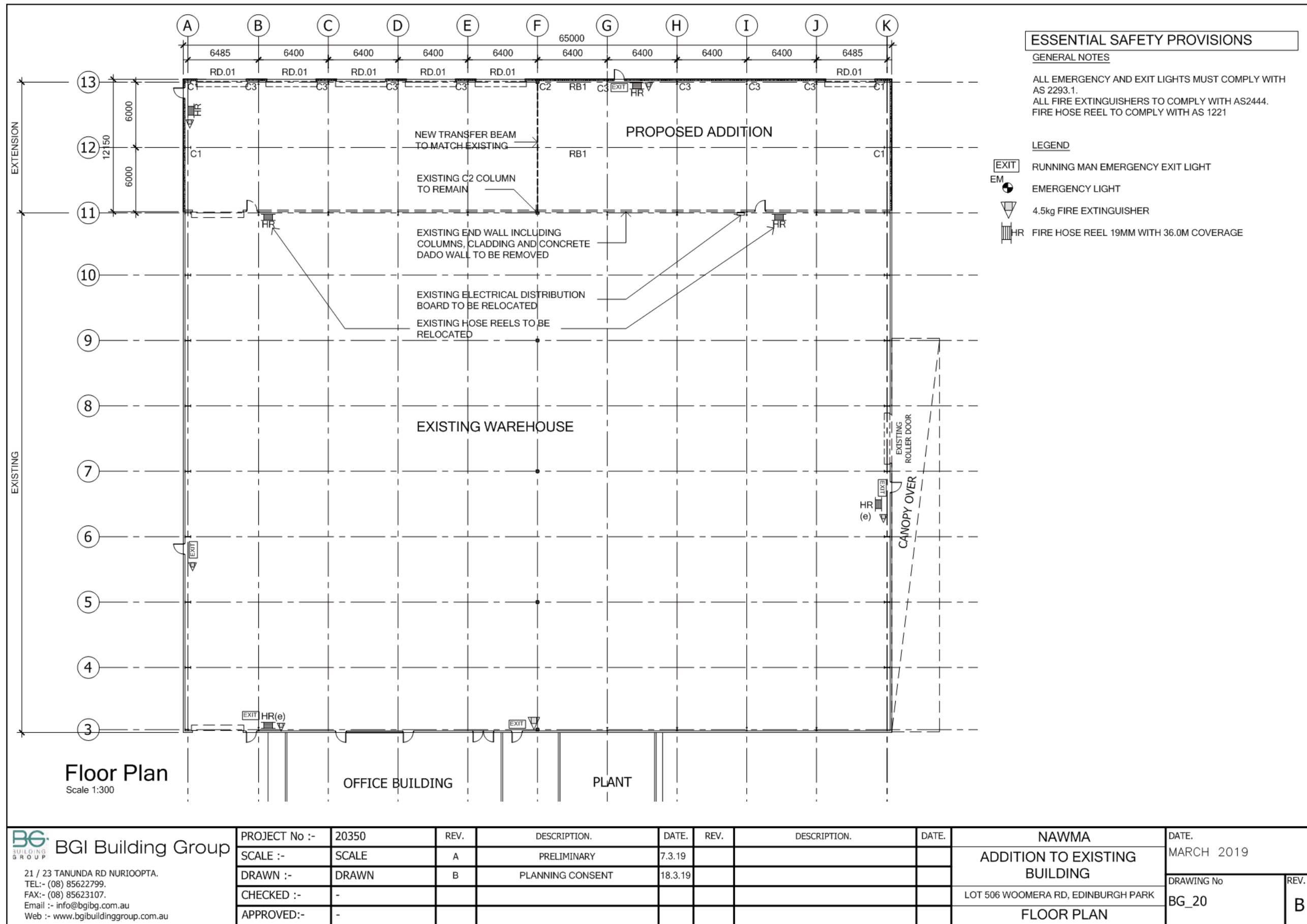


 BGI Building Group 21 / 23 TANUNDA RD NURIOOPTA. TEL:- (08) 85622799. FAX:- (08) 85623107. Email :- info@bgibg.com.au Web :- www.bgibuildinggroup.com.au	PROJECT No :-	20350	REV.	DESCRIPTION.	DATE.	REV.	DESCRIPTION.	DATE.	NAWMA ADDITION TO EXISTING BUILDING	DATE.	MARCH 2019 DRAWING No BG_10	REV. B
	SCALE :-	SCALE	A	PRELIMINARY	7.3.19							
	DRAWN :-	DRAWN	B	PLANNING CONSENT	18.3.19					LOT 506 WOOMERA RD, EDINBURGH PARK		
	CHECKED :-	-								SITE PLAN		
	APPROVED:-	A										



BGI Building Group
 21 / 23 TANUNDA RD NURIOOPTA.
 TEL:- (08) 85622799.
 FAX:- (08) 85623107.
 Email :- info@bgibg.com.au
 Web :- www.bgibuildinggroup.com.au

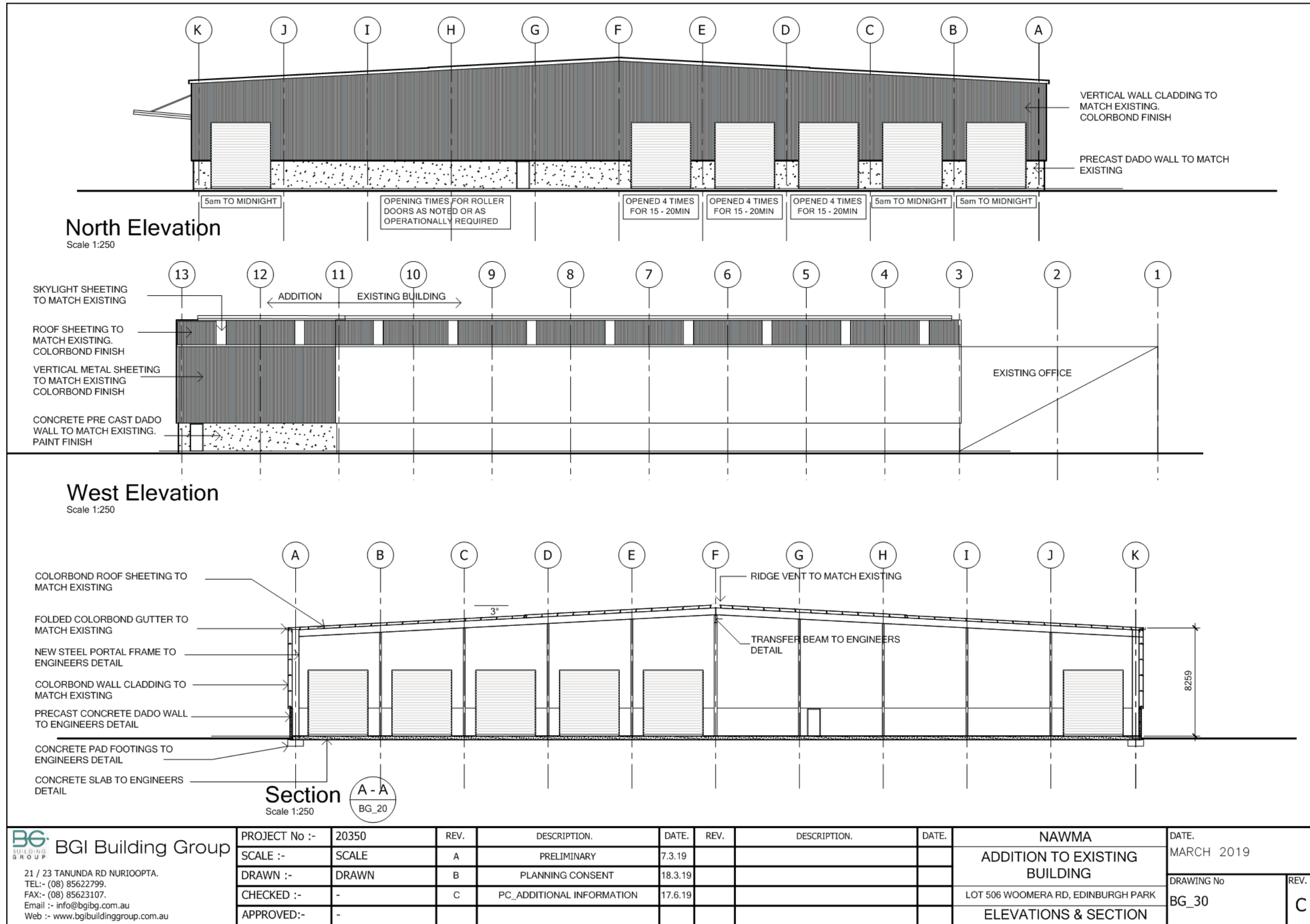
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DRAWN :-	DRAWN	B	PLANNING CONSENT	18.3.19					DRAWING No	REV.
CHECKED :-	-							LOT 506 WOOMERA RD, EDINBURGH PARK	BG_11	B
APPROVED:-	A							BLOCK PLAN		

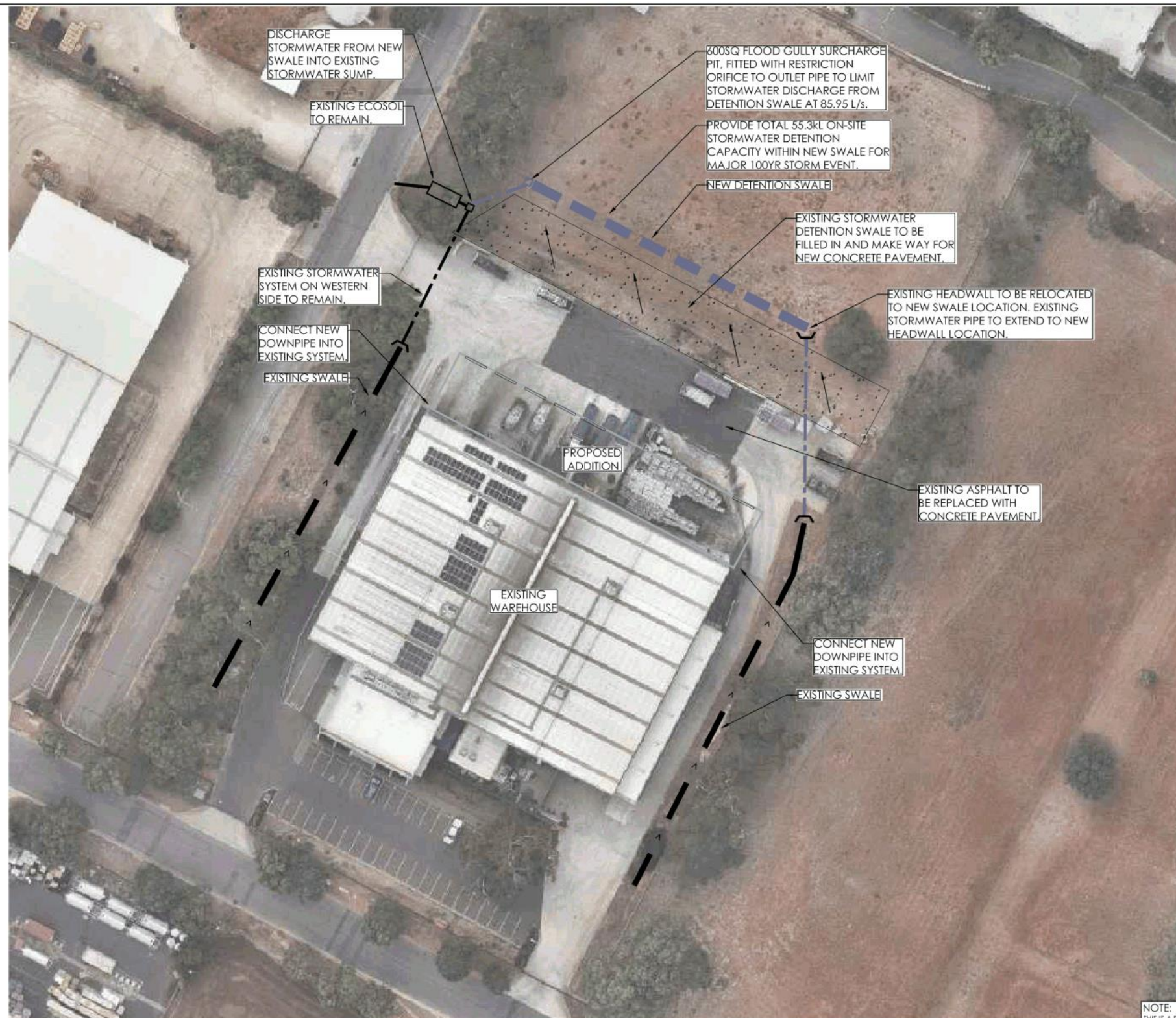


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Web :- www.bgibuildinggroup.com.au

PROJECT No :-	20350	REV.	DESCRIPTION.	DATE.	REV.	DESCRIPTION.	DATE.
SCALE :-	SCALE	A	PRELIMINARY	7.3.19			
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CHECKED :-	-						
APPROVED:-	-						

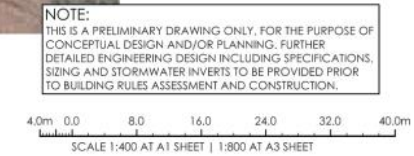
NAWMA		DATE.
ADDITION TO EXISTING BUILDING		MARCH 2019
LOT 506 WOOMERA RD, EDINBURGH PARK	DRAWING No	REV.
FLOOR PLAN	BG_20	B





STORMWATER MANAGEMENT PLAN

SCALE 1:400



NOTE:
THIS IS A PRELIMINARY DRAWING ONLY. FOR THE PURPOSE OF CONCEPTUAL DESIGN AND/OR PLANNING. FURTHER DETAILED ENGINEERING DESIGN INCLUDING SPECIFICATIONS, SIZING AND STORMWATER INVERTS TO BE PROVIDED PRIOR TO BUILDING RULES ASSESSMENT AND CONSTRUCTION.

DRAWING TITLE
EXISTING SITE PLAN

PROJECT NO: TX13880.00 - P1.0
DRAWING NO: P1.0
ISSUE: A

ISSUED FOR CLIENT REVIEW
AMENDMENTS

DATE	ISSUE	BY
03/05/19	A	XL

NOT FOR CONSTRUCTION



OWNER
NAWMA

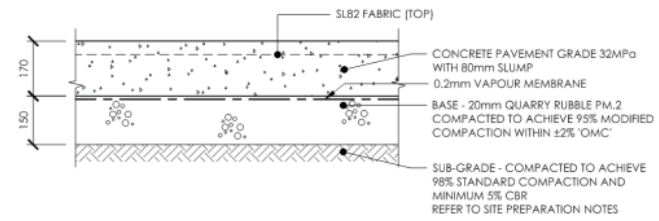
CLIENT
BGI BUILDING GROUP
21-23 TANUNDA ROAD
NURIOOTPA SA 5355
PHONE: 08 8562 2799

PROJECT
NAWMA - ADDITION TO EXISTING BUILDING
LOT 506 WOOMERA AVENUE
EDINBURGH PARK SA 5111

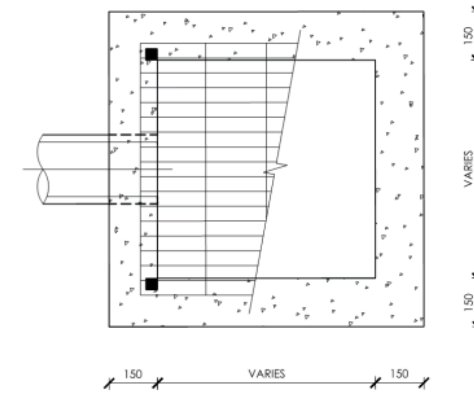
DESIGNED: XL
DRAWN: XL
DATE: APRIL 19
SIZE: AS NOTED
CAD REF: TX13880.00 - C01



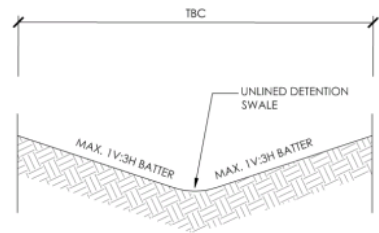
1300 874 294 | TRIAXIAL.COM.AU
LEVEL 2, 1 KING WILLIAM ROAD, UNLEY SA 5061
PO BOX 474, TANUNDA SA 5352
ADELAIDE | BAROSSA | DARWIN | MUDGEE | FARRAMATTA | SYDNEY



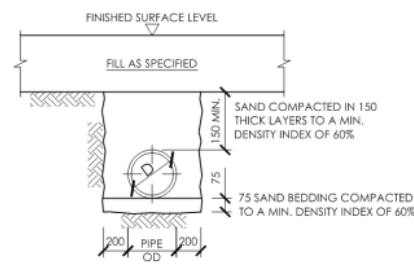
CONCRETE PAVEMENT
(VEHICULAR)
SCALE 1:10 (A1)
FINAL PAVEMENT DESIGN TO BE CONFIRMED



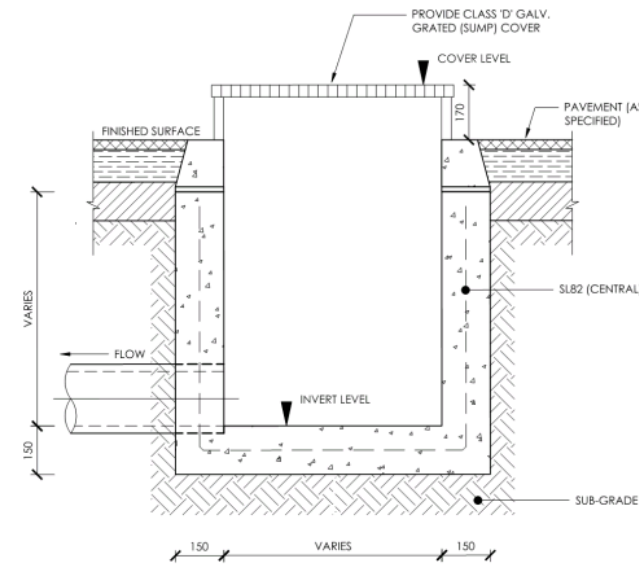
PLAN



UNLINED DETENTION SWALE - CROSS SECTIONAL VIEW
N.T.S.

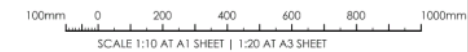


STORMWATER PIPE TRENCHING DETAIL
N.T.S.
MINIMUM PIPE COVER TO BE IN ACCORDANCE WITH AS3500.3:2018



FLOOD GULLY SURCHARGE PIT
SCALE 1:10 AT A1

NOTE:
THIS IS A PRELIMINARY DRAWING ONLY. FOR THE PURPOSE OF CONCEPTUAL DESIGN AND/OR PLANNING. FURTHER DETAILED ENGINEERING DESIGN INCLUDING SPECIFICATIONS, SIZING AND STORMWATER INVERTS TO BE PROVIDED PRIOR TO BUILDING RULES ASSESSMENT AND CONSTRUCTION.



<p>ISSUED FOR CLIENT REVIEW AMENDMENTS</p> <p>03/05/19 DATE</p> <p>A XL ISSUE BY</p> <p>NOT FOR CONSTRUCTION</p>	<p>OWNER</p>	<p>CLIENT</p> <p>BGI BUILDING GROUP 21-23 TANUNDA ROAD NURILOOTPA SA 5355 PHONE: 08 8562 2799</p>	<p>PROJECT</p> <p>NAWMA - ADDITION TO EXISTING BUILDING LOT 506 WOOMERA AVENUE EDINBURGH PARK SA 5111</p>	<p>TRIAxIAL CONSULTING</p> <p>COMPLEX PROBLEMS RESOLVED SIMPLY</p>	<p>1300 874 294 TRIAXIAL.COM.AU</p> <p>LEVEL 2, 1 KING WILLIAM ROAD, UNLEY SA 5061 PO BOX 474, TANUNDA SA 5352</p> <p>ADELAIDE BAROSSA DARWIN MUDGEE FARRAMATTA SYDNEY</p>	<p>DRAWING TITLE</p> <p>EXISTING SITE PLAN</p> <p>PROJECT NO: TX13880.00 - P2.0</p> <p>DRAWING NO. ISSUE A</p>
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ABN. 24156426274

Adelaide Office
Level 2, 1 King William Road, Unley SA
PO Box 474, Tanunda SA 5352

e. admin@triaxialconsulting.com.au
www.triaxialconsulting.com.au

STORMWATER CALCULATION PACKAGE

Project: Proposed Addition to Existing Building (NAWMA)
Address: Lot 506 Woomera Avenue, Edinburgh Park
Job No: TX13880.00

CONTENTS	PAGES
Section I Stormwater Detention Calculations: 100 year ARI post development	1 to 5

NOTES

These calculations are to be read in conjunction with the relevant associated Civil and Structural Drawings, Construction Report and / or details.

All work to comply with relevant SAA Standards

AS/NZS 3500 - Plumbing and Drainage

Australian Rainfall and Runoff

Australian Runoff Quality

Storm Drainage Design in small urban catchments: A handbook for Australian practice

Water Sensitive Urban Design (WSUD) Engineering Procedure: Stormwater

Revision	By	Date
1	XL	3/05/2019

TX13880.00_SW Cover



Level 2, 1 King William Road, Unley SA 5061

STORMWATER DETENTION CALCULATIONS
(100 YEAR ARI POST-DEVELOPMENT)

TX13880.00
3/05/2019
XL
DC1

SITE LOCATION: LOT 506 WOOMERA AVENUE, EDINBURGH PARK SA

Duration	AVERAGE RETURN INTERVAL (YEARS)						
	1	2	5	10	20	50	100
5	44.00	59.20	81.90	98.50	121.00	155.00	185.00
6	41.00	55.10	76.10	91.50	112.00	144.00	171.00
10	33.10	44.40	60.90	72.90	89.30	114.00	135.00
20	23.50	31.40	42.70	50.90	62.00	78.90	92.80
30	18.80	25.00	33.80	40.20	48.80	61.70	72.70
60	12.40	16.50	22.10	26.10	31.50	39.50	46.40
120	8.14	10.70	14.20	16.60	20.00	24.80	29.00
180	6.36	8.36	11.00	12.80	15.30	18.90	21.90
360	4.15	5.44	7.03	8.10	9.62	11.80	13.60
720	2.66	3.46	4.43	5.08	6.01	7.32	8.42
1440	1.62	2.11	2.69	3.09	3.65	4.44	5.11
2880	0.924	1.21	1.55	1.78	2.12	2.59	2.99
4320	0.652	0.852	1.10	1.26	1.50	1.84	2.12

Source Location - Adelaide

CATCHMENT DETAILS

Pre-development catchment

	C	Area (m ²)
Roof	0.90	1700
Pavement / Driveways	0.75	2868
Grass / Open Space	0.25	1000
Unsealed	0.45	0
Total		5568

F_y = **1** (Frequency Factor)
C(w) = **0.71** (weighted)

Post-development catchment

	C	Area (m ²)	% Area Undetained
Roof	0.90	2480	15.7%
Pavement / Driveways	0.75	3088	0.0%
Grass / Open Space	0.15	0	0.0%
Unsealed	0.40	0	0.0%
Total		5568	

F_y = **1.2** (Frequency Factor)
C(w) = **0.98** (weighted)

TABLE 1.1 SUMMARY TABLE

Page	Design Storm (Pre)	Storm Duration	Storm (Post)	Storm Duration	Pre-dev. Flow (L/s)	Undetained (L/s)	Tank In (L/s)	Allowable Out (L/s)	Detention (kl)	Post-dev. Flow (L/s)
DC3	10	5	100	5	107.56	21.61	280.46	85.95	43.9	107.56
DC4	10	5	100	10	107.56	15.77	204.66	85.95	55.3	101.72
DC5	10	5	100	20	107.56	10.84	140.68	85.95	48.7	96.79
DC6	10	5	100	30	107.56	8.49	110.21	85.95	27.0	94.44
DC7	10	5	100	60	107.56	5.42	70.34	85.95	0.0	91.37
DC8	10	5	100	120	107.56	3.39	43.96	85.95	0.0	89.33
DC9	10	5	100	180	107.56	2.56	33.20	85.95	0.0	88.51
DC10	10	5	100	360	107.56	1.59	20.62	85.95	0.0	87.54
DC11	10	5	100	720	107.56	0.98	12.76	85.95	0.0	86.93



Level 2, 1 King William Road, Unley SA 5061

STORMWATER DETENTION CALCULATIONS
(100 YEAR ARI POST-DEVELOPMENT)

TX13880.00
3/05/2019
XL
DC2

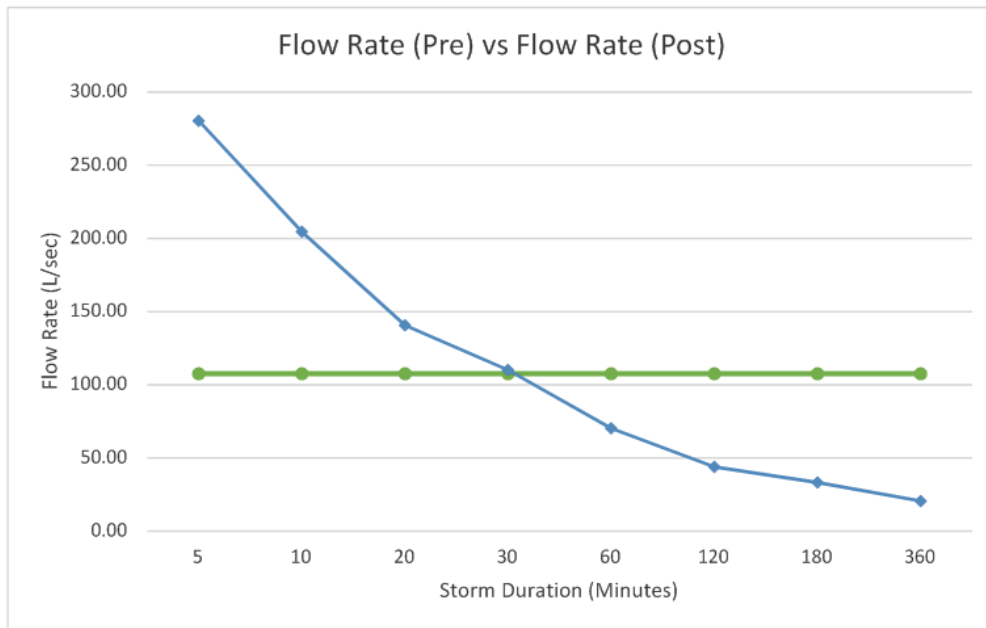


FIGURE 2.1 CATCHMENT FLOWS

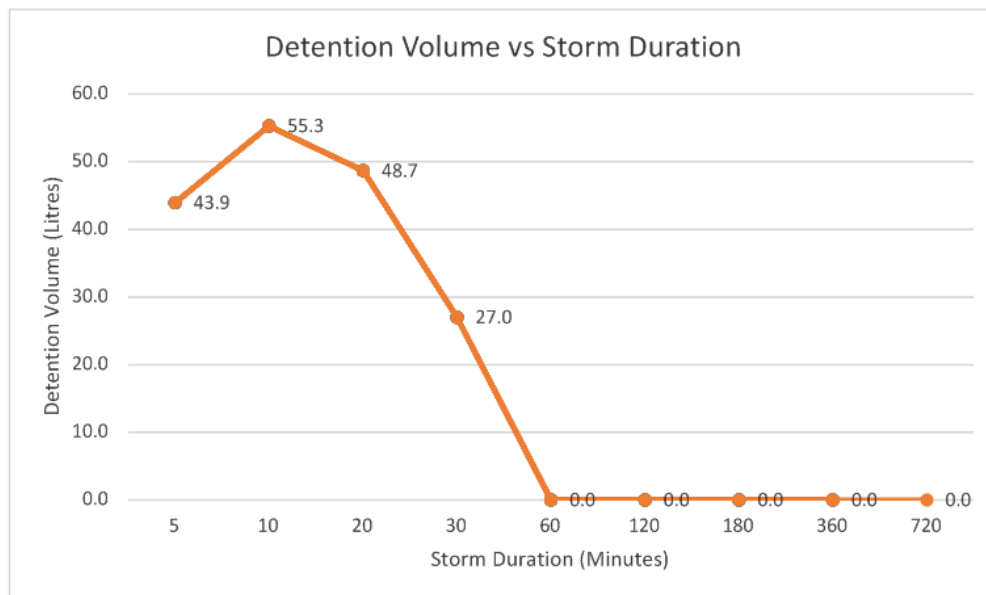


FIGURE 2.2 DETENTION VOLUMES

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Level 2, 1 King William Road, Unley SA 5061

STORMWATER DETENTION CALCULATIONS
(100 YEAR ARI POST-DEVELOPMENT)

TX13880.00
3/05/2019
XL
DC3

Pre	1 in	10	yr ARI	5	minutes	=	98.50	mm/hr
Post	1 in	100	yr ARI	5	minutes	=	185.00	mm/hr

Flow before the Proposed Development (Pre):

Q = CIA / 3600 = 107.56 L/s **Total Site Discharge (Pre)**

Undetained Flow from Proposed Development (Post):

Q = CIA / 3600 =

Roof	21.61	L/s
Pavement / Driveways	0.00	L/s
Grass / Open Space	0.00	L/s
Unsealed	0.00	L/s
Total	21.61	L/s

Flow into Proposed Detention (Post):

Roof	116.03	L/s
Pavement / Driveways	142.82	L/s
Grass / Open Space	0.00	L/s
Unsealed	0.00	L/s
Total	258.85	L/s

Allowable discharge from detention: 85.95 L/s

Estimated time of concentration for post development, TC = 5 minutes

Graph Duration vs Flow:

TC (Min.)	Proposed Flow (L/s)	Allowable Flow (L/s)
0	0	0.00
5	258.85	85.95
5	258.85	85.95
10	0.00	85.95

Therefore, Determine Amount of Detention

Intersection & Graph Formulas:

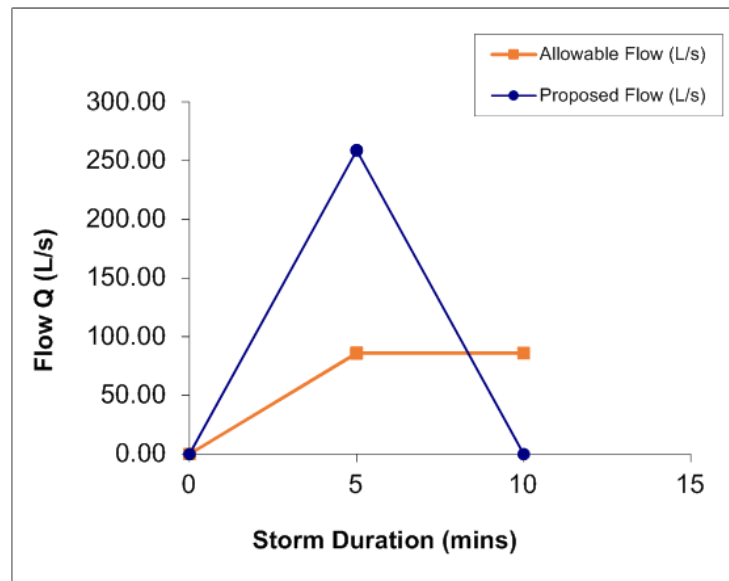
Q rate = 56.09 L/sec per min. increase & decrease

Therefore the two graph intersection points (where outflow matches allowable) are:

Int. TC1 =	1.53	minutes and
Int. TC2 =	8.47	

Volume of Water To Be Detained:

Volume = 43923 Litres
= 43.92 m³





Level 2, 1 King William Road, Unley SA 5061

STORMWATER DETENTION CALCULATIONS
(100 YEAR ARI POST-DEVELOPMENT)

TX13880.00
3/05/2019
XL
DC4

Pre	1 in	10	yr ARI	5	minutes	i =	98.50	mm/hr
Post	1 in	100	yr ARI	10	minutes	i =	135.00	mm/hr

Flow before the Proposed Development (Pre):

Q = CIA / 3600 = 107.56 L/s **Total Site Discharge (Pre)**

Undetained Flow from Proposed Development (Post):

Q = CIA / 3600 =	Roof	15.77	L/s
	Pavement / Driveways	0.00	L/s
	Grass / Open Space	0.00	L/s
	Unsealed	0.00	L/s
	Total	15.77	L/s

Flow into Proposed Detention (Post):

Roof	84.67	L/s
Pavement / Driveways	104.22	L/s
Grass / Open Space	0.00	L/s
Unsealed	0.00	L/s
Total	188.89	L/s

Allowable discharge from detention: 85.95 L/s

Estimated time of concentration for post development, TC = 5 minutes

Graph Duration vs Flow:

TC (Min.)	Proposed Flow (L/s)	Allowable Flow (L/s)
0	0	0.00
5	188.89	85.95
10	188.89	85.95
15	0.00	85.95

Therefore, Determine Amount of Detention

Intersection & Graph Formulas:

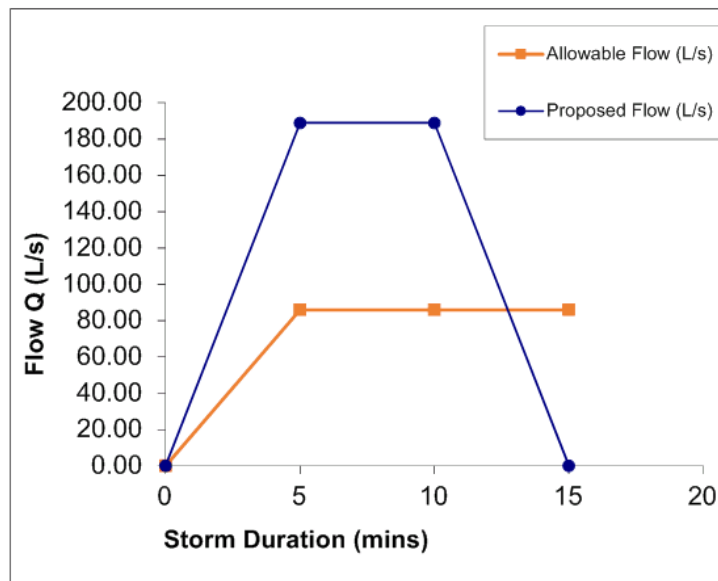
Q rate = 40.93 L/sec per min. increase & decrease

Therefore the two graph intersection points (where outflow matches allowable) are:

Int. TC1 = 2.10 minutes and
Int. TC2 = 12.90

Volume of Water To Be Detained:

Volume = 55282 Litres
= 55.28 m³



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Level 2, 1 King William Road, Unley SA 5061

STORMWATER DETENTION CALCULATIONS
(100 YEAR ARI POST-DEVELOPMENT)

TX13880.00
3/05/2019
XL
DC5

Pre	1 in	10	yr ARI	5	minutes	i =	98.50	mm/hr
Post	1 in	100	yr ARI	20	minutes	i =	92.80	mm/hr

Flow before the Proposed Development (Pre):

Q = CIA / 3600 = 107.56 L/s **Total Site Discharge (Pre)**

Undetained Flow from Proposed Development (Post):

Q = CIA / 3600 =

Roof	10.84	L/s
Pavement / Driveways	0.00	L/s
Grass / Open Space	0.00	L/s
Unsealed	0.00	L/s
Total	10.84	L/s

Flow into Proposed Detention (Post):

Roof	58.20	L/s
Pavement / Driveways	71.64	L/s
Grass / Open Space	0.00	L/s
Unsealed	0.00	L/s
Total	129.85	L/s

Allowable discharge from detention: 85.95 L/s

Estimated time of concentration for post development, TC = 5 minutes

Graph Duration vs Flow:

TC (Min.)	Proposed Flow (L/s)	Allowable Flow (L/s)
0	0	0.00
5	129.85	85.95
20	129.85	85.95
25	0.00	85.95

Therefore, Determine Amount of Detention

Intersection & Graph Formulas:

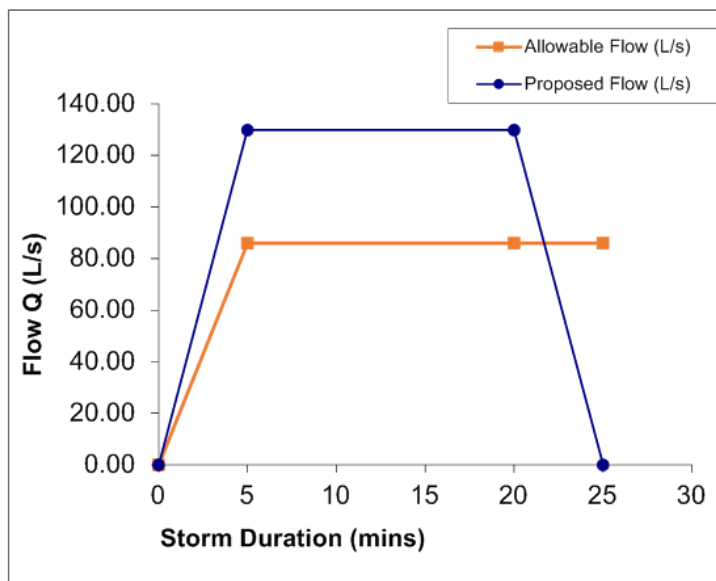
Q rate = 28.14 L/sec per min. increase & decrease

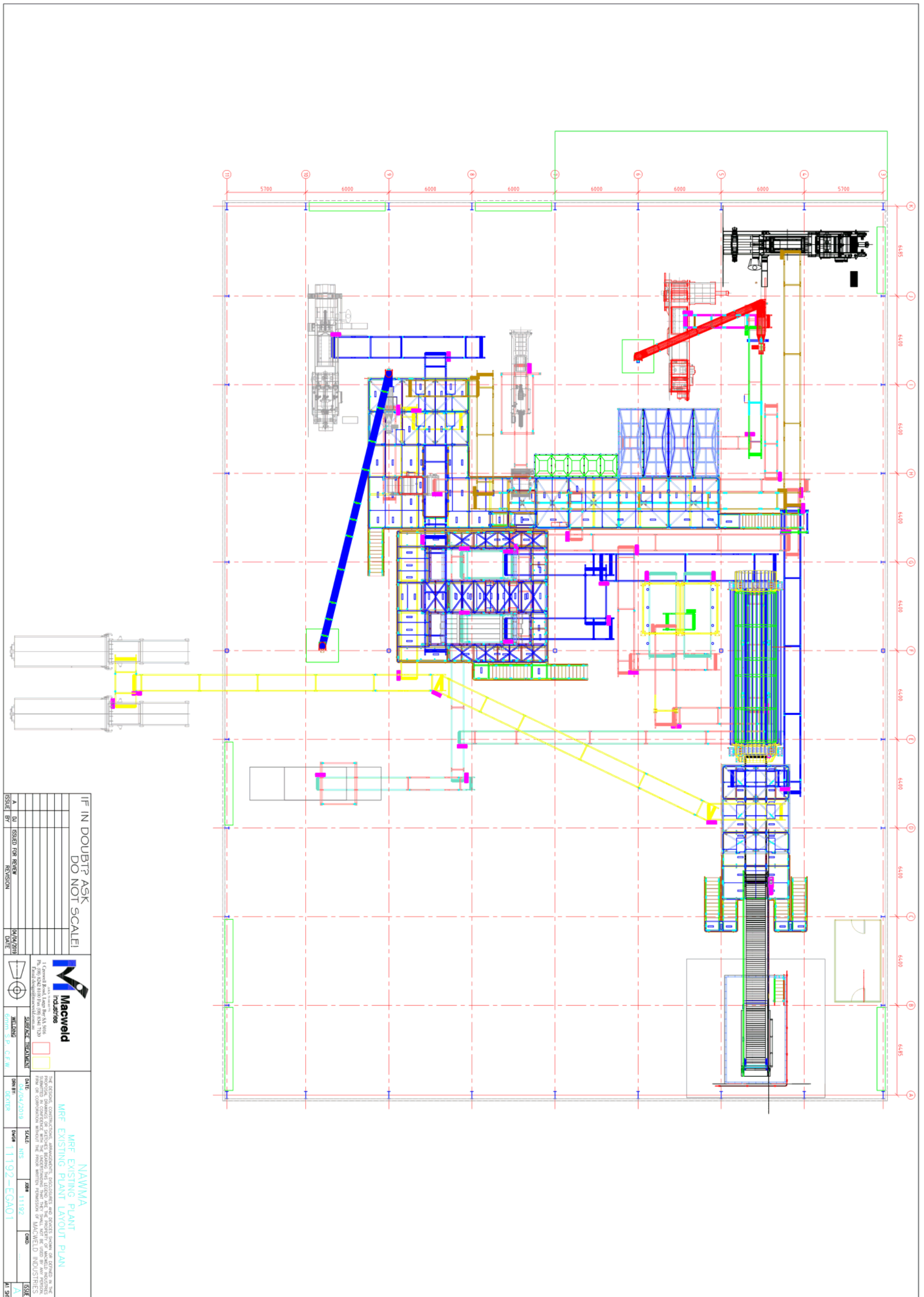
Therefore the two graph intersection points (where outflow matches allowable) are:

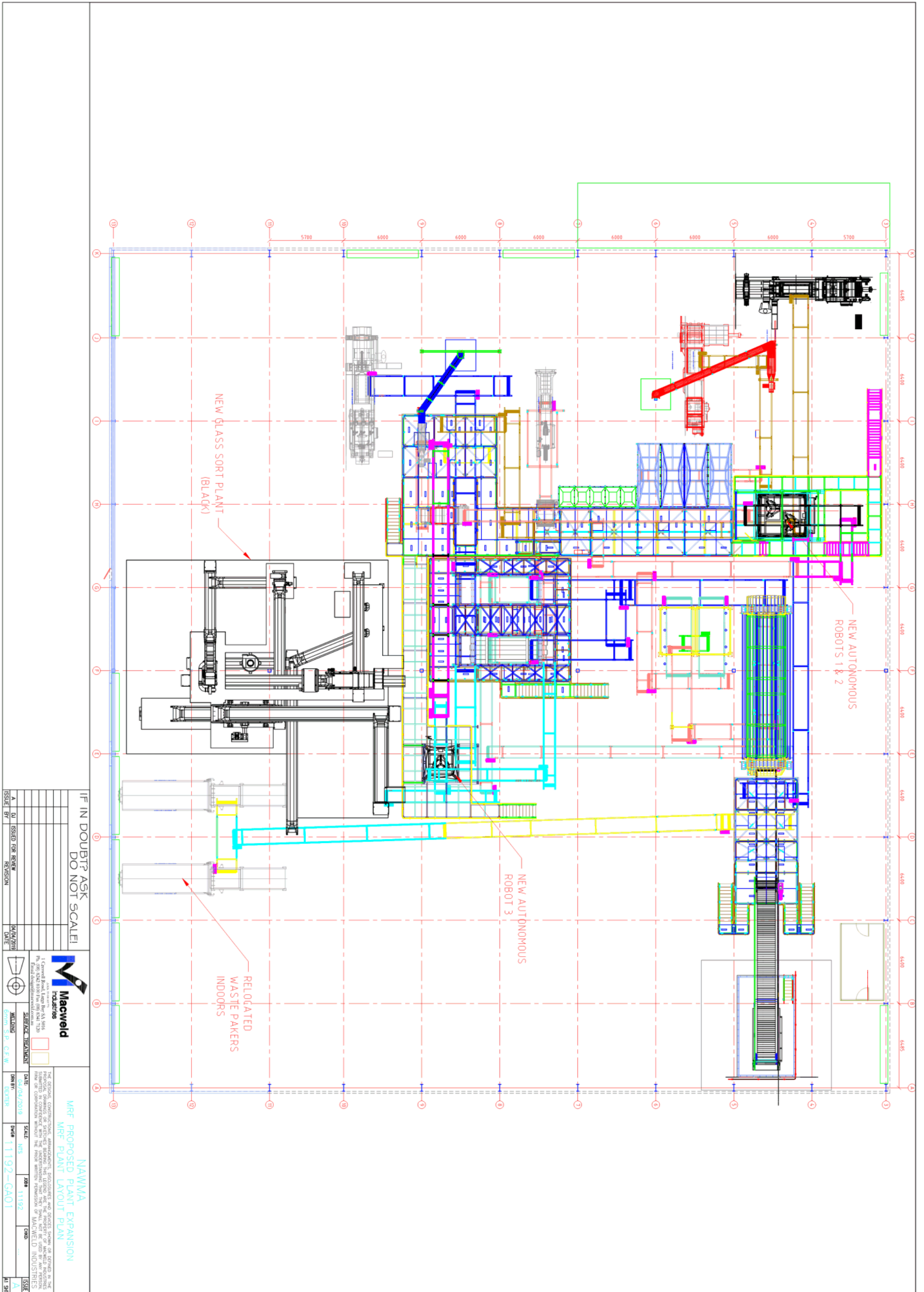
- Int. TC1 = 3.05 minutes and
- Int. TC2 = 21.95

Volume of Water To Be Detained:

Volume = 48655 Litres
= 48.65 m³







IF IN DOUBT? ASK DO NOT SCALE!

Macweld Industries
 1 Cornwall Road, Brixton, London SW9 6NU
 Tel: 020 8434 1100 Fax: 020 8434 1120
 Email: info@macweld.com

NAWMA
 MRF PROPOSED PLANT EXPANSION
 MRF PLANT LAYOUT PLAN

ISSUE BY	DATE	SCALE	NO.
A	04/04/2019	MKS	11192

DATE: 04/04/2019
 DRAWN BY: SCHEP
 CHECKED BY: ...

REVISIONS:

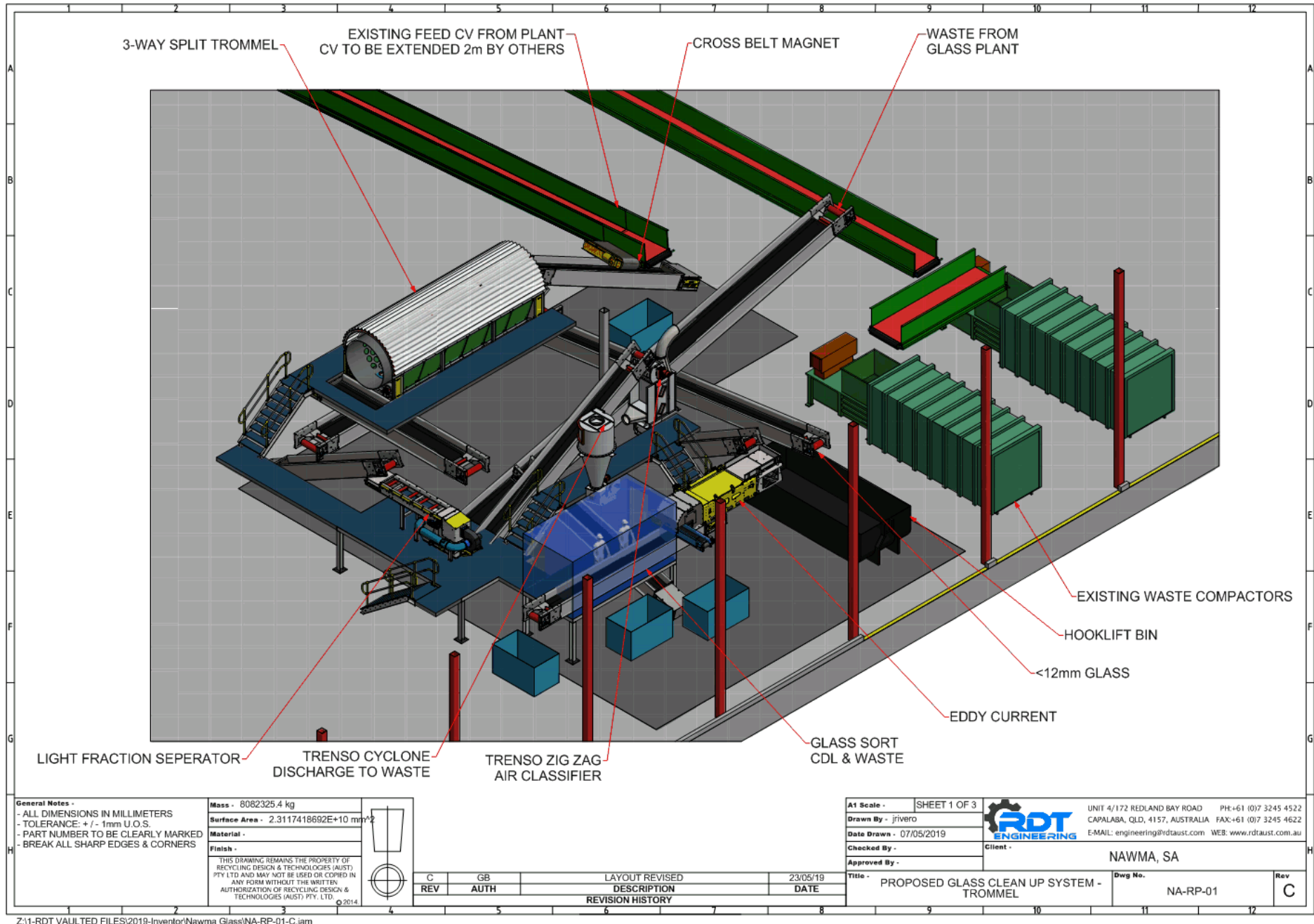
NO.	DESCRIPTION	DATE

WELDING: 6mm S.P. C.P.W.

SCALE: 1:1192 - GA01

DATE: 04/04/2019

ISSUE BY: A



General Notes -
 - ALL DIMENSIONS IN MILLIMETERS
 - TOLERANCE: +/- 1mm U.O.S.
 - PART NUMBER TO BE CLEARLY MARKED
 - BREAK ALL SHARP EDGES & CORNERS

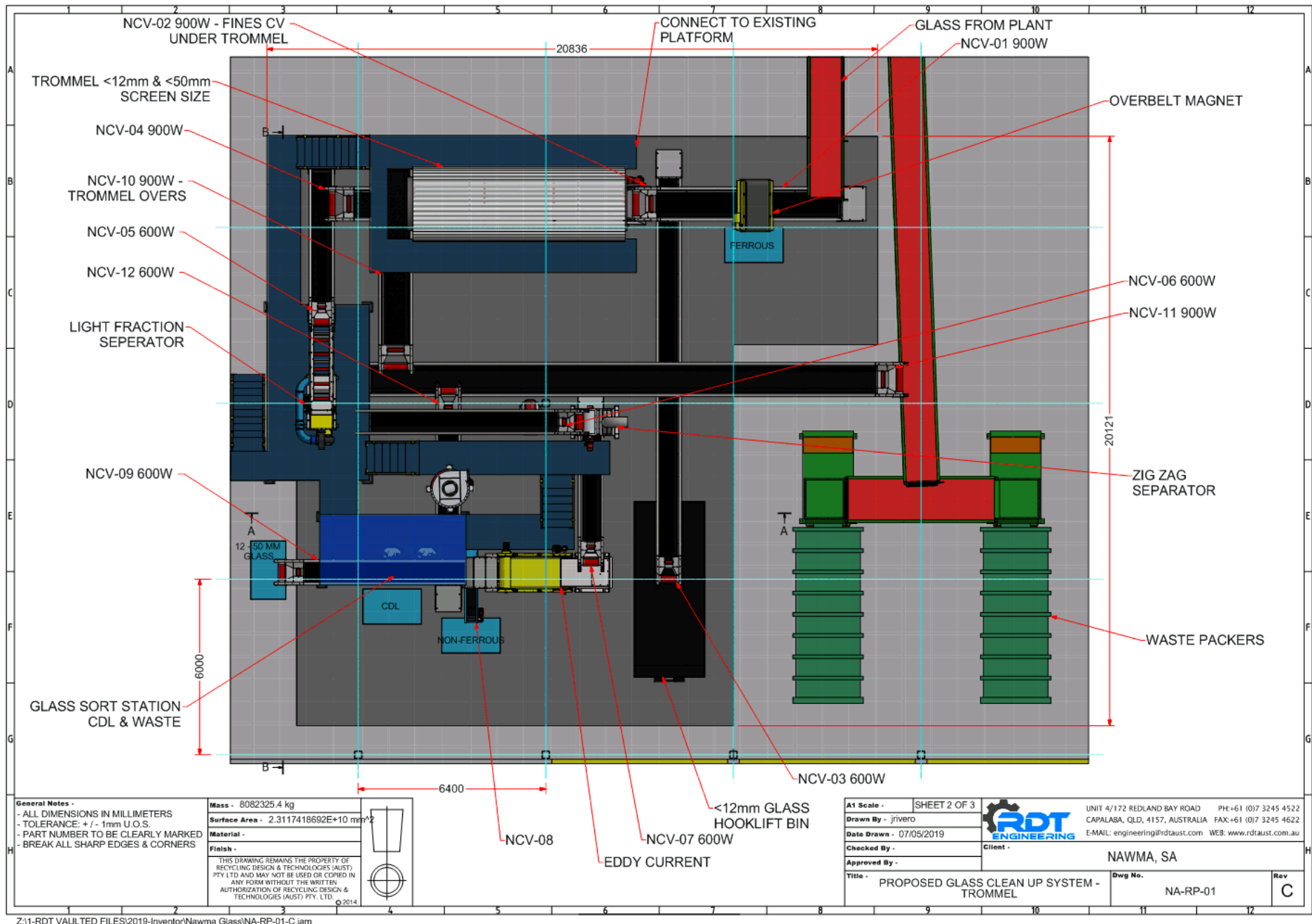
Mass - 8082325.4 kg
Surface Area - 2.3117418692E+10 mm ²
Material -
Finish -
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DESCRIPTION	DATE		
C	AUTH		

A1 Scale - SHEET 1 OF 3		UNIT 4/172 REDLAND BAY ROAD PH:+61 (0)7 3245 4522
Drawn By - jr/vero		CAPALABA, QLD, 4157, AUSTRALIA FAX:+61 (0)7 3245 4622
Date Drawn - 07/05/2019		E-MAIL: engineering@rdtaust.com WEB: www.rdtaust.com.au
Checked By -		
Approved By -	Client -	NAWMA, SA
Title - PROPOSED GLASS CLEAN UP SYSTEM - TROMMEL	Dwg No.	NA-RP-01
		Rev C

Z:\11-RDT VAULTED FILES\2019-Inventor\Nawma Glass\NA-RP-01-C.iam

Item 5.1.1 - Attachment 2 - Plans and Documentation



General Notes -
 - ALL DIMENSIONS IN MILLIMETERS
 - TOLERANCE: +/- 1mm U.O.S.
 - PART NUMBER TO BE CLEARLY MARKED
 - BREAK ALL SHARP EDGES & CORNERS

Mass - 8082325.4 kg
 Surface Area - 2.3117418692E+10 mm²
 Material -
 Finish -

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A1 Scale - SHEET 2 OF 3
 Drawn By - jrivoero
 Date Drawn - 07/05/2019
 Checked By -
 Approved By -

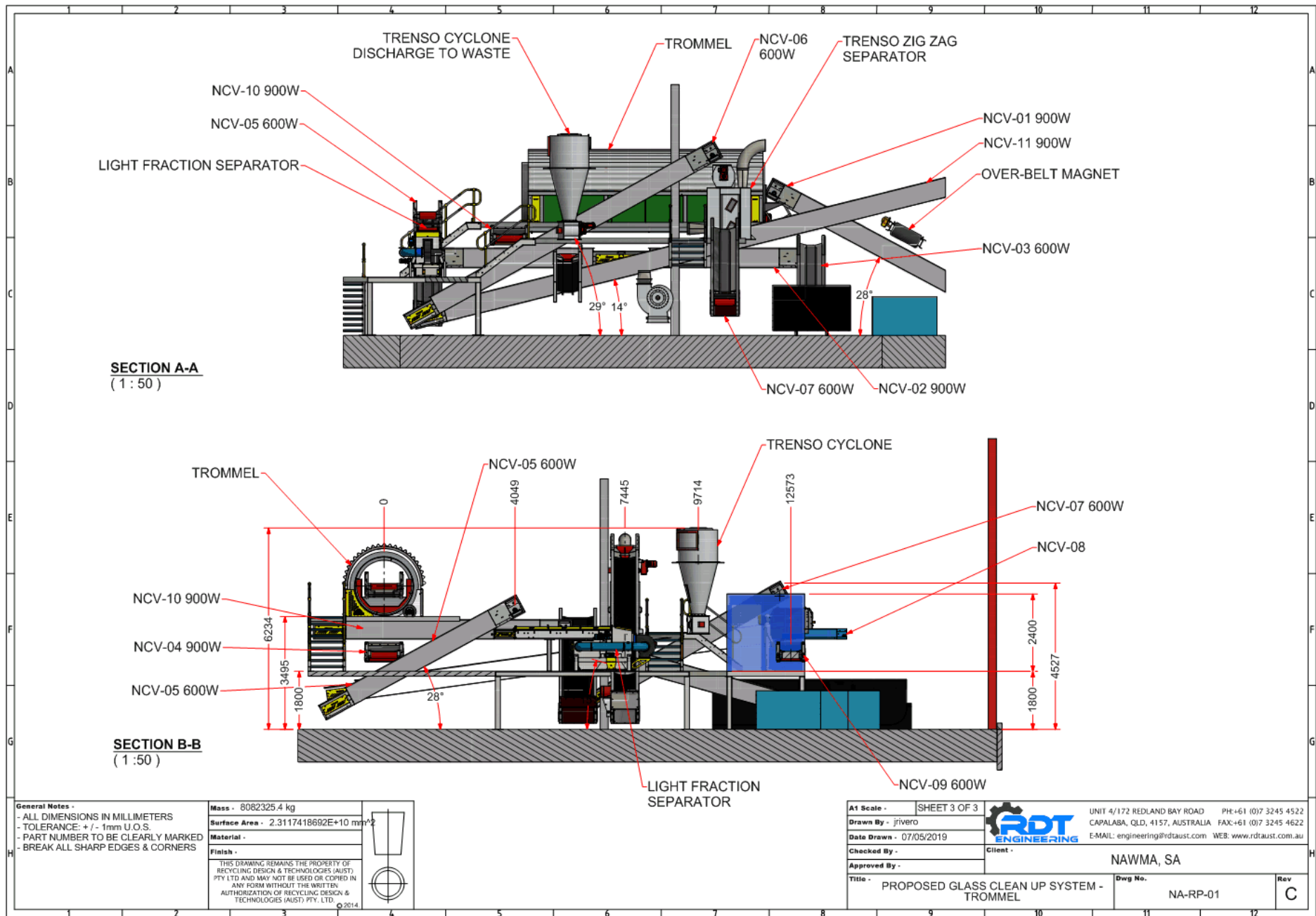
RDT ENGINEERING
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Client - NAWMA, SA

Title - PROPOSED GLASS CLEAN UP SYSTEM - TROMMEL
 Dwg No. NA-RP-01
 Rev C

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Item 5.1.1 - Attachment 2 - Plans and Documentation



Item 5.1.1 - Attachment 2 - Plans and Documentation



ENVIRONMENTAL MANAGEMENT PLAN

*71-75 Woomera Ave,
Edinburgh Park*



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TITLE PAGE, TABLE OF CONTENTS, LIST OF TABLES, APPENDICES

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ENVIRONMENTAL MANAGEMENT PLAN**NAWMA Material Recovery Facility (MRF)****71-75 Woomera Ave, Edinburgh Parks****Introduction**

NAWMA has been granted Development Approval to operate a Material Recovery Facility at the above mentioned address. This utilizes the existing building on Woomera Ave to facilitate the receipt, sorting and dispatch of recyclable materials from kerbside collection.

This is an activity of Environmental Significance in accordance with *Schedule 8 Item 11* of the *Development Regulations 2008*.

As such NAWMA is committed to take all reasonable and practicable measures to prevent or minimize environmental harm by regulating activities, products, substances and services that may cause environmental harm from the sorting and treating of dry recyclables.

Environmental Management Plan (EMP)

The objectives of the EMP is to detail actions and procedures to be carried out during the operation of the MRF in order to mitigate adverse impacts on the environment where practicable.

The purposes of the environmental management processes are to:

- Produce a framework for control of operational impacts, including practicable and achievable performance requirements and a system of monitoring, reporting and implementing corrective and preventative action
- Minimise adverse effects to the environment
- Provide the community with assurance of management of the MRF in an environmentally and socially acceptable manner.
- Operate and manage the MRF with full compliance to NAWMA EPA Licence

Recycling Activities

Materials are received at the site and sorted into 'like' categories. Materials are then exported from the site (to locations intrastate, interstate and overseas). The materials received are typically dry paper, cardboard, plastics, glass, steel and aluminium.

NAWMA expects to process in the vicinity of 30,000 tonnes of recyclables per annum.

NAWMA Administration

The Woomera Ave building also includes the NAWMA administration and customer service operations. NAWMA also operate its extensive environmental education centre from the facility. This caters for more than 4,000 visitors (school children and community) annually in structured tours.

Hours of Operation

The hours of operation of the facility are 24 hours a day, seven days a week.

Transport Management

A one way traffic flow for all heavy vehicles including designated entry and exit points is to ensure that WHS is maintained at the optimum level. This is complimented by a 10km site speed limit and boom gates at each receivable door to the MRF building.

Staff vehicles have clearly designated parking allocated.

Visitors to the NAWMA offices are catered for by identified short term parking bays.

Designated bus parking is available for schools and community groups that permits travel in one direction only.

Litter Management

All material to be sorted is quarantined indoors on a concrete surface. The receivable area is accessed via two roller doors on the northern face of the building. Sealed collection vehicles are safely directed to deliver material inside the facility. At no point are trucks permitted to tip outside.

Baled fibre product (mixed paper) is stored indoors to contain any potential litter. Once there is enough material to fill a 40ft sea container, a truck is coordinated to arrive onsite for despatch. The fenced recessed loading dock is utilised to load the sea containers. The design of the loading dock controls nuisance litter escaping whilst the loading process is performed. Standard work procedures are in place to keep this area clean and tidy at all times.

All other finished goods (plastics, glass, steel, and aluminium) which are either baled or containerised are either stored inside the building, within the external compound or containerised awaiting transport. Standard work procedures are in place to keep these areas clean and tidy at all times.

Any waste that is separated out of the recycling stream is conveyed to the two hydraulic waste packers located on the northern side of the building. The system is proposed to be re located internally in the building during and after the proposed building extension and does not allow for waste to escape the building during operation. During the changeover of a full waste compactor body there is a standard work procedure in place to have a staff member present to make sure all doors and flaps are correctly closed and the area is clean and tidy at all times.

Commitments: to ensure that litter is controlled to reduce environmental hazards, migration and loss of amenity to surrounding land users. *As per Table 3*

Air Quality

In terms of dust management, all internal roadways are sealed therefore no dust is generated at this site. The grassed areas are maintained and not traversed by vehicles.

Odour generation at MRF's has proven to be insignificant and well within EPA Guidelines. This has been reinforced by the Odour Assessment Report prepared by Enviroscan Industrial and Marine Surveys Pty Ltd dated 19 April 2016 which supported the Development Application.

Furthermore the following odour control measures are implemented at the site:

- only dry recyclable materials are received on site; and
- No permanent storage of any material occurs on site
- All doors around the perimeter of the Material Recovery Facility shall be kept closed during operations, except where otherwise required to facilitate the movement of baled materials by forklift or during the entry and exit of trucks.

Commitments: to ensure that air quality is maintained to reduce environmental hazards and loss of amenity to surrounding land users. **As per Table 4**

Pest Control

Vermin control measures will be in place via the engagement of a Quality Endorsed Pest Control Company working to AS/NZS ISO 9001:2008. The company will be responsible for the implementation and periodical servicing and monitoring of "Rodent Bait Station's etc." These control measures will take place inside and outside of the MRF facility.

Given the nature of the operation by only accepting Dry Recyclables; all reasonable and practical measures including monitoring are put into place as per NAWMA EPA Licence conditions. This activity will also be part of a standard work procedure.

Commitments: to ensure that vermin and pests are controlled to reduce environmental hazards, migration and loss of amenity to surrounding land users. **As per Table 5**

Noise

The MRF comprises several activities and items of plant and equipment that generate noise. These sources include (but not limited to) the following:

- Movement of kerbside collection vehicles, including depositing of recyclables within the building receivable area
- Materials handling e.g. front end loader and forklifts
- Collection and dispatch of hook lift bins
- Automated recyclables sorting equipment (e.g. balers, conveyors, trommel screen); and
- Noise from manual sorting activities.

All sorting of recyclables (including depositing of recyclables by collection vehicles) is undertaken inside the building, therefore noise is well contained within the MRF building.

Furthermore, the existing ambient noise at the facility already includes similar industrial, commercial and light industrial land uses which provide some masking of any noise impacts.

Commitments: to ensure that noise is controlled to reduce environmental hazards - noise pollution and loss of amenity to surrounding land users. *As per Table 6*

Stormwater Quality

The Woomera Ave MRF location has an approved suitable drainage infrastructure in place that satisfies all regulatory requirements.

Commitments: to ensure that stormwater quality is controlled to prevent environmental hazards and potential for stormwater quality issues. *As per Table 7*

EMP Reporting

The MRF staff will be required to provide monthly reports for implementation of EMP's. Monthly reports will include environmental data, observations, monitoring, comments and analysis.

Training

NAWMA will have full responsibility for informing their employees and subcontractors of their environmental obligations, and for ensuring that employees are adequately experienced and properly trained to carry out work potentially affecting the environment.

Employees and subcontractors working on-site will require an induction prior to the commencement of work and be made aware of their responsibility to comply with the NAWMA EPA licence conditions.

Along with the planning approval "Conditions" – *As per Table 4 - EMM 3.0* lists specific requirements to comply with the planning approval conditions for the site. Reference must be made to these "Conditions" during site inductions.

Implementation of Inspection and Monitoring

Inspection and monitoring activities described in the MRF (EMP) will be conducted by the MRF staff/NAWMA or suitably qualified and experienced consultants on behalf of NAWMA.

Compliance

Committed to undertake Resource Recovery operations within all reasonable and practical measures to prevent or minimise environmental harm to the amenity and surrounds.

Be aware and comply with requirements of the Environmental Protection Policies (EPP) which operate pursuant to the Act.

Be aware and comply with the requirements of the National Environment Protection Measure which operates as an (EPP) under the act.

NB: These requirements govern permissible procedures, protocols, emission or concentration levels as well as operation and /or maintenance standards of plant and equipment.

Records of Site Management and Operations

Recording measures for the proposed operations are provided in Table 1 below.

Table 1: Management Strategies for Recording Site Management and Operations

Management Strategies for Recording Site Management and Operations	
Commitment: to prepare appropriate documentation on the environmental performance of the MRF site	
EMM 1.1	The following documents and information will be maintained and recorded at the MRF site and/or at the legal address of NAWMA: <ul style="list-style-type: none"> • Copy of conditions of planning consent under the Development Act 1993 • EMP • EPA Licence • Records of inspections conducted on-site • Monitoring results noise, odour, visual amenity, litter generation and dust • any non-compliance with licence • copies of all reporting
EMM 1.2	Daily recording of all MRF incoming and outgoing recyclables and waste.

Version No: 2.2
 Issued: 18/06/2019
 Next Review: 18/06/2021

Table 2: Reporting structure for Site Management, Operations and Contractors

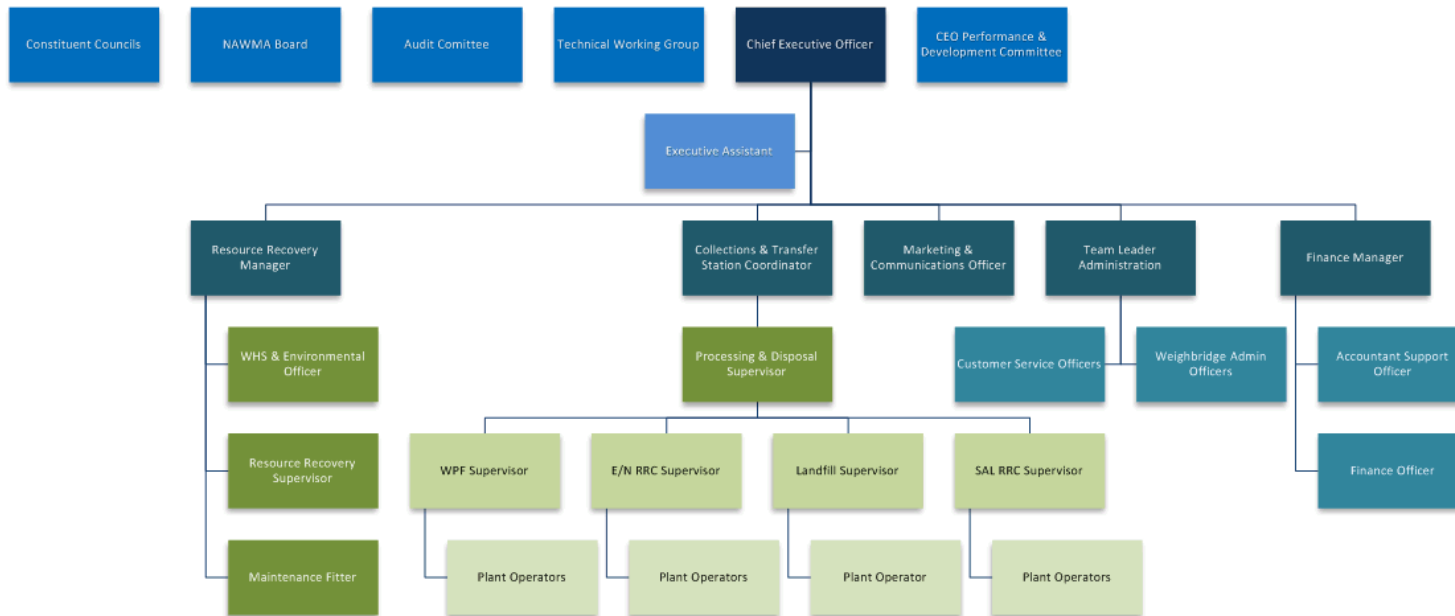


Table 3: Management Strategies for the Identification and Control of Litter

Commitments: to ensure that litter is controlled to reduce environmental hazards, migration and loss of amenity to surrounding land users		Frequency	
		Daily	Weekly
EMM 1.3	Design and implement a cleaning schedule with designated target areas for staff to ensure EPA licence conditions are maintained	☒	☒
EMM 1.4	Ensure collection vehicles leaving site have no visible litter from back doors	☒	
EMM 1.5	Loading Dock area is cleaned as soon as Container Truck has left the loading dock	☒	
EMM 1.6	Finished goods storage areas are maintained clean & litter free	☒	☒

Table 4: Management Strategies for the Identification and Control of Air Quality

Commitments: to ensure that air quality is maintained to reduce environmental hazards and loss of amenity to surrounding land users		Frequency	
		Daily	Monthly
EMM 1.7	Implementation of a general site speed limit of 10 km/h will be imposed on all vehicles within the site	☒	
EMM 1.8	Vehicles will be confined to permanent sealed roadways on site at all times	☒	
EMM 1.9	All load carrying vehicles entering or leaving the site will be covered, enclosed or contained accordingly.	☒	
EMM 2.0	Any odour complaints received will be recorded by NAWMA and appropriate action taken to investigate and control the source of the odour as per EPA licence conditions	☒	
EMM 3.0	All External perimeter doors to stay closed during operations, except for the facilitation of moving baled materials by forklift to outside storage or loading bays and entry and exit of trucks or otherwise stated.	☒	

Table 5: Management Strategies for the Identification and Control of Pests and Vermin

Commitments: to ensure that vermin and pests are controlled to reduce environmental hazards, migration and loss of amenity to surrounding land users		Frequency	
		Daily	Monthly
EMM 2.1	Engagement of a Quality Endorsed Pest Control Company working to AS/NZS ISO 9001:2008. To ensure EPA license conditions are maintained		<input checked="" type="checkbox"/>
EMM 2.2	Ensure all pest and rodent stations are kept clear of obstructions to ensure efficient operation	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
EMM 2.3	Regular scheduled replacement in accordance with EMM 2.1		<input checked="" type="checkbox"/>
EMM 2.4	Regular cleaning regimes are maintained to reduce any build-up of litter where vermin could be attracted to and harboured	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Table 6: Management Strategies for the Identification and Control of Noise

Commitments: to ensure that noise is controlled to reduce environmental hazards - noise pollution and loss of amenity to surrounding land users		Frequency	
		Daily	Monthly
EMM 2.5	Implementation of a general site speed limit of 10 km/h will be imposed on all vehicles within the site	<input checked="" type="checkbox"/>	
EMM 2.6	All vehicles are to be maintained to manufacturers specifications and driven by experienced trained operators	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
EMM 2.7	Regular scheduled maintenance to take place on all site machinery and equipment to manufacturers specifications	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Table 7: Management Strategies for the Identification and Control of Stormwater Water Quality

Commitments: to ensure that stormwater quality is controlled to prevent environmental hazards and potential for stormwater quality issues		Frequency	
		Daily	Monthly
EMM 2.8	All stormwater swale drains are to be kept clear of any litter or debris	<input checked="" type="checkbox"/>	
EMM 2.9	All gutters, grates and drains are to be regularly cleared to be free of litter or debris	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Table 8: MRF Environmental Management Contingency Plan

Risk Factor	Indicator	Action
Litter	Litter along boundary fence lines or adjacent properties Complaints	<ul style="list-style-type: none"> Daily removal and cleaning of fence lines Removal of litter from adjacent properties Complaints received and actions taken relating to litter will be recorded and registered as per EPA licence conditions.
Dust	Complaints	<ul style="list-style-type: none"> Investigate leading causes Implement and maintain cleaning regimes to minimise dust generation Complaints received and actions taken relating to dust will be recorded and registered as per EPA licence conditions.
Vermin	Vermin indicators around site or boundaries Complaints	<ul style="list-style-type: none"> Investigate potential vermin access and implement preventative measures Implement additional vermin control measures to eradicate known sources Complaints received and actions taken relating to vermin will be recorded and registered as per EPA licence conditions.
Air Quality	Complaints	<ul style="list-style-type: none"> Identify the source/s of any odours raised Ensure sources of odours are properly contained by necessary means Eliminate source of odours where possible Complaints received and actions taken relating to air quality will be recorded and registered as per EPA licence conditions.
Noise	Complaints	<ul style="list-style-type: none"> Monitor noise levels emitted from MRF Investigate alternative work practices to minimise noise generation Complaints received and actions taken relating to noise will be recorded and registered as per EPA licence conditions.

Version No: 2.2

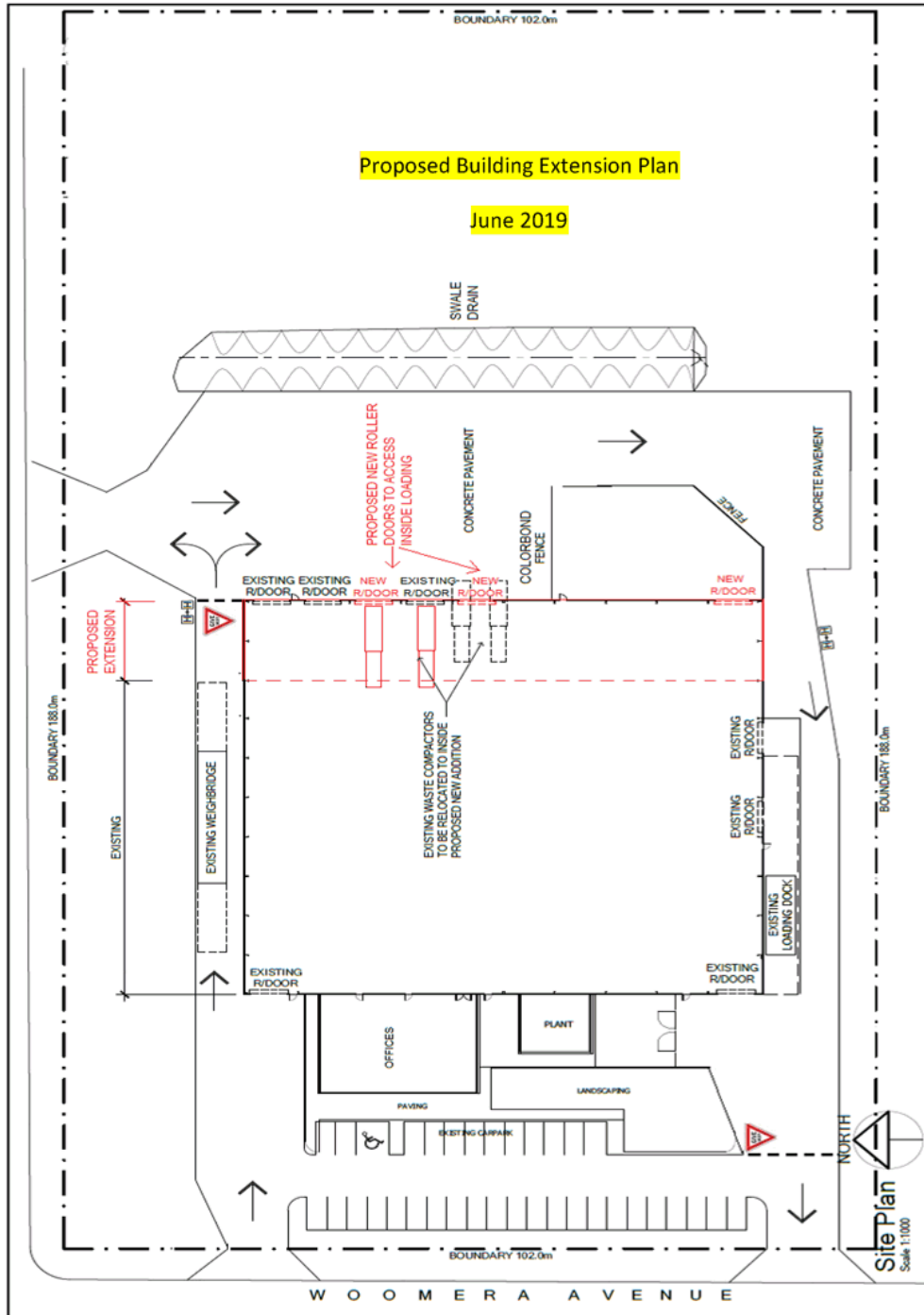
Issued: 18/06/2019

Next Review: 18/06/2021

Table 8: MRF Environmental Management Contingency Plan

Risk Factor	Indicator	Action
Visual Impacts	Complaints	<ul style="list-style-type: none"> • Removal of any unsightly items on site • Identify alternative solutions for the prevention of any offensive visual impacts • Complaints received and actions taken relating to visual impacts will be recorded and registered as per EPA licence conditions.
Stormwater Quality	Field observations Complaints	<ul style="list-style-type: none"> • Stormwater swale drains are to be kept clean and free of debris, branches etc. • Complaints received and actions taken relating to stormwater will be recorded and registered as per EPA licence conditions.

Table 9: MRF Environmental Management Plan site map



Appendix A

Reference Documents

2.6.2016—Development Regulations 2008

2.6.2016—Development Regulations 2008
Referrals and concurrences—Schedule 8

Schedule 8—Referrals and concurrences

1—Interpretation

(1) In this Schedule—

coastal land means—

- (a) land situated in a zone or area defined in the relevant Development Plan where the name of the zone or area includes the word "Coast" or "Coastal", or which indicates or suggests in some other way that the zone or area is situated on the coast;
- (b) if paragraph (a) does not apply—
 - (i) land that is situated in an area that, in the opinion of the relevant authority, comprises a township or an urban area and that is within 100 metres of the coast measured mean high water mark on the sea shore at spring tide; or
 - (ii) land that is situated in an area that, in the opinion of the relevant authority, comprises rural land and that is within 500 metres landward of the coast from mean high water mark on the sea shore at spring tide,
 if there is no zone or area of a kind referred to in paragraph (a) between the land and the coast;
- (c) an area 3 nautical miles seaward of mean high water mark on the sea shore at spring tide;

commercial forest means a forest plantation where the forest vegetation is grown or maintained so that it can be harvested or used for commercial purposes (including through the commercial exploitation of the carbon absorption capacity of the forest vegetation);

forest vegetation means trees and other forms of forest vegetation including—

- (a) roots or other parts of the trees or other forest vegetation that lie beneath the soil; and
- (b) leaves, branches or other parts or products of trees or other forest vegetation;

prescribed area means any part of the coast within the meaning of the *Coast Protection Act 1972*, or any other waters of the sea within the State;

wind farm means an undertaking where 1 or more wind turbine generators (whether or not located on the same site) are used to generate electricity that is then supplied to another person for use at another place.

(2) In relation to each item in the table in clause 2—

- (a) a form of development referred to in column 1 is prescribed as a class of development for the purposes of section 37 of the Act; and
- (b) the body referred to in column 2 is prescribed as the body to which the relevant application is referred for the purposes of section 37 of the Act; and

Version No: 2.2
 Issued: 18/06/2019
 Next Review: 18/06/2021

2.6.2016—Development Regulations 2008
 Referrals and concurrences—Schedule 8

Development	Body	Period	Conditions
(iii) does not have any adverse effect on the environment			
11—Activities of major environmental significance Development that involves, or is for the purposes of, an activity specified in Schedule 22 (including, where an activity is only relevant when a threshold level of capacity is reached, development with the capacity or potential to operate above the threshold level, and an alteration or expansion of an existing development (or existing use) where the alteration or expansion will have the effect of producing a total capacity exceeding the relevant threshold level)	Environment Protection Authority	6 weeks	Direction
12—Activities that would otherwise require a permit under the <i>Natural Resources Management Act 2004</i>			
(1) Development comprising or including an activity for which a permit would be required under section 127(3)(d) or (5)(a) of the <i>Natural Resources Management Act 2004</i> if it were not for the operation of section 129(1)(c) of that Act (on the basis that the referral required by virtue of this item operates in conjunction with section 129(1)(c) of that Act), other than development within a Riverrefuse the permit referred to in Murray Protection Area under the <i>River Murray Act 2003</i>	Relevant authority under the <i>Natural Resources Management Act 2004</i> who would, if it were not for the operation of section 129(1)(e) of that Act, have the authority of that Act to grant or refuse the permit referred to in column 1	6 weeks	Direction

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11

30.11.2013—Development Regulations 2008
Activities of major environmental significance—Schedule 22

Schedule 22—Activities of major environmental significance

Part A—Activities

1—Petroleum and Chemical

- (1) **Chemical Storage and Warehousing Facilities:** the storage or warehousing of chemicals or chemical products that are, or are to be, stored or kept in bulk or in containers having a capacity exceeding 200 litres at facilities with a total storage capacity exceeding 1 000 cubic metres.
- (2) **Chemical Works:** the conduct of—
 - (a) works with a total processing capacity exceeding 100 tonnes per year involving either or both of the following operations:
 - (i) manufacture (through chemical reaction) of any inorganic chemical, including sulphuric acid, inorganic fertilisers, soap, sodium silicate, lime or other calcium compound;
 - (ii) manufacture (through chemical reaction) or processing of any organic chemical or chemical product or petrochemical, including the separation of such materials into different products by distillation or other means; or
 - (b) works with a total processing capacity exceeding 5 000 tonnes per year involving operations for salt production.
- (3) **Coke Works:** the production, quenching, cutting, crushing and grading of coke.
- (4) **Oil Refineries:** the conduct of works at which crude petroleum oil or shale oil is refined, or where lubricating oil is produced.
- (5) **Petroleum Production, Storage or Processing Works or Facilities:** the conduct of works or facilities—
 - (a) at which petroleum products are stored in tanks with a total storage capacity exceeding 2 000 cubic metres; or
 - (b) with a total petroleum production rate exceeding 20 tonnes per hour.
- (6) **Wood Preservation Works:** the conduct of works for the treatment or preservation of timber by chemicals (including chemicals containing copper, chromium, arsenic or creosote), but excluding the treatment or preservation of timber by primary producers for their own primary production purposes and not for supply to others.

2—Manufacturing and Mineral Processing

- (1) **Abrasive Blasting:** the cleaning of materials by the abrasive action of any metal shot or mineral particulate propelled in a gaseous or liquid medium (otherwise than solely by using blast cleaning cabinets less than 5 cubic metres in volume or totally enclosed automatic blast cleaning units).
- (2) **Hot Mix Asphalt Preparation:** the conduct of works at which crushed or ground rock aggregates are mixed with bituminous or asphaltic materials for the purposes of producing road building mixtures.

[15.9.2016] This version is not published under the *Legislation Revision and Publication Act 2002* 1

Version No: 2.2

Issued: 18/06/2019

Next Review: 18/06/2021

30.11.2013—Development Regulations 2008
 Activities of major environmental significance—Schedule 22

- (14) **Maritime Construction Works:** the conduct of works for the construction or repair of ships, vessels or floating platforms or structures, being works with the capacity to construct or repair ships, vessels or floating platforms or structures of a mass exceeding 80 tonnes.
- (15) **Vehicle Production:** the conduct of works for the production of motor vehicles, being works with a production capacity exceeding 2 000 motor vehicles per year.

3—Waste Treatment and Disposal

- (1) **Incineration:** the conduct of works for incineration by way of thermal oxidation using fuel burning equipment, being—
- (a) works for the destruction of chemical wastes (including halogenated organic compounds); or
 - (b) works for the destruction of medical wastes produced by hospitals, or by pathology, medical, dental or veterinary practices or laboratories, or of cytotoxic wastes, or for the destruction of quarantine wastes; or
 - (c) works for the cremation of bodies; or
 - (d) works for the destruction of solid municipal waste; or
 - (e) works for the disposal of solid trade waste with a processing capacity exceeding 100 kilograms per hour.
- (2) **Sewage Treatment Works or Septic Tank Effluent Disposal Schemes:** the conduct of—
- (a) works that involve the discharge of treated or untreated sewage or septic tank effluent to marine waters; or
 - (b) works that involve the discharge of treated or untreated sewage or septic tank effluent to land or waters in a water protection area (as declared under Part 8 of the *Environment Protection Act 1993*), being works with a peak loading capacity designed for more than 100 persons per day; or
 - (c) works that involve the discharge of treated or untreated sewage or septic tank effluent to land or waters (other than land or waters referred to in paragraph (a) or (b)), being works with a peak loading capacity designed for more than 1 000 persons per day.
- (3) **Waste or Recycling Depots:** the conduct of a depot for the reception, storage, treatment or disposal of waste other than—
- (a) temporary storage at the place at which the waste (not being tyres or tyre pieces) is produced while awaiting transport to another place; or
 - (b) storage, treatment or disposal of domestic waste at residential premises; or
 - (c) a depot that the Environment Protection Authority is satisfied will be conducted for such limited purposes that a referral is not necessary and has provided written confirmation of this to the relevant authority.
- (4) **Activities Producing Listed Wastes:** an activity in which any of the substances or things listed in Part B of this Schedule are produced as or become waste other than any of the following activities:
- (a) a domestic activity;

[15.9.2016] This version is not published under the *Legislation Revision and Publication Act 2002* 3

Version No: 2.2

Issued: 18/06/2019

Next Review: 18/06/2021

Appendix B

Reference Documents

Version: 1.9.2016

[1.9.2016] this version is not published under the *Legislation Revision and Publication Act 2002* 1

South Australia

Environment Protection Regulations 2009

Under the *Environment Protection Act 1993*

Document History:	Version No:	Issue Date:	Description of Change:
	1.0	March 2017	New Document bringing the requirements of Development and Environmental control procedures together into one document.
	2.0	March 2018	Additions to Air Quality, Page 5 – “Third dot point” Additions to Table 4, Page 9 – “EMM 3.0” Reference to compliance with “EMM 3.0 under heading “Training” Page 6
	2.1	November 2018	Addition of “Version No/Issued/Next Review” Table on top of pages Updated Organisational Structure
	2.2	June 2019	Addition of proposed building extension, updated drawing Reference to Waste packers being contained internally with proposed building extensions



Licence No. 50286

ISSUED:
29 Jun 2017

EXPIRY:
31 May 2022

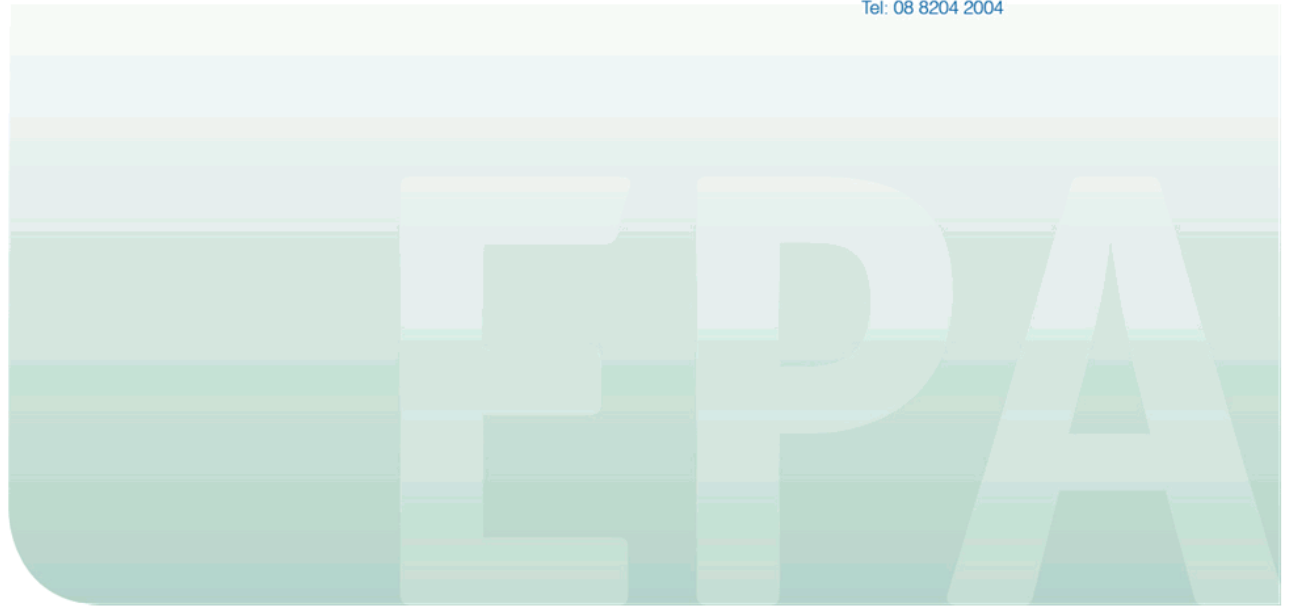
ACN:

**NORTHERN ADELAIDE WASTE
MANAGEMENT AUTHORITY**

71-75 Woomera Avenue, EDINBURGH SA 5111

Environmental Authorisation
under Part 6 of the
*Environment Protection
Act 1993*

**South Australian
Environment
Protection Authority**
GPO Box 2607
Adelaide SA 5001
Tel: 08 8204 2004



South Australian Environment Protection Authority
GPO Box 2607 ADELAIDE 5001
Phone 08 8204 2004

EPA Licence 50286
Page 2 of 12

Environment Protection Authority



LICENCE NUMBER 50286

LICENSEE DETAILS

Licence Holder: NORTHERN ADELAIDE WASTE MANAGEMENT AUTHORITY

Premises Address(es): 71-75 Woomera Avenue, EDINBURGH SA 5111

LICENSED ACTIVITIES

The Licensee is authorised to undertake, at the location(s) shown above, the following prescribed activities of environmental significance under Schedule 1 Part A of the Act, subject to the conditions in this Licence.

3(1) Waste Recovery Facility

TERMS OF LICENCE

Commencement Date: 29 Jun 2017

Expiry Date: 31 May 2022

Table of Contents

Licence Explanatory Notes – Do Not Form Part of the Licence5
Definitions6
Acronyms7
Conditions of Licence8
Attachments 11

Licence Explanatory Notes – Do Not Form Part of the Licence

Compliance with this licence

The EPA seeks to ensure that all reasonable and practicable measures are taken to protect, restore and enhance the quality of the environment according to the principles of ecologically sustainable development. To achieve this objective, the EPA uses a number of regulatory decision making principles and actions outlined in the 'Compliance and enforcement regulatory options and tools' document available on the EPA website.

Notification – serious or material environmental harm caused or threatened

If serious or material environmental harm from pollution is caused or threatened in the course of an activity, the licence holder must, as soon as reasonably practicable after becoming aware of the harm or threatened harm, notify the EPA (preferably on EPA emergency phone number 1800 100 833) of the harm or threatened harm, its nature, the circumstances in which it occurred and the action taken to deal with it in accordance with section 83 of the [Environment Protection Act 1993](#) (the Act). In the event that the primary emergency phone number is out of order, the licence holder should phone (08) 8204 2004.

Variations, transfers and surrender of a licence

The EPA may impose or vary the conditions of a licence by notice in writing to the licence holder in accordance with sections 45 and 46 of the Act. Public notice may be required where the variation of licence conditions results in a relaxation of the requirements imposed for the protection or restoration of the environment and results in an adverse effect on any adjoining land or its amenity.

If a licence holder wishes to vary the conditions of a licence, transfer a licence to another entity, or surrender a licence, the licence holder must submit an application to the EPA in accordance with the applicable provisions of the Act (sections 45, 49 and 56, respectively). A licence remains in effect and in its original form until such time as any proposed variation, application for surrender, or transfer has been made and approved in writing by the EPA.

Suspension or cancellation of a licence

The EPA may suspend or cancel a licence by notice in writing to the licence holder in accordance with section 55 of the Act if satisfied the licence holder has either obtained the licence improperly, contravened a requirement under the Act or if the holder is a body corporate, a director of the body corporate has been guilty of misconduct of a prescribed kind (whether in this State or elsewhere).

Responsibilities under Environment Protection legislation

In addition to the conditions of any licence, a licence holder must comply with their obligations under all State and Federal legislation (as amended from time to time) including: the [Environment Protection Act 1993](#); the [Environment Protection Regulations 2009](#); all Environment Protection Policies made under the [Environment Protection Act 1993](#); and any National Environment Protection Measures not operating as an Environment Protection Policy under the [Environment Protection Act 1993](#)

Public Register Information

The EPA maintains and makes available a Public Register of details related to its determinations and other information it considers appropriate (i.e. excluding trade processes or financial information) in accordance with section 109 of the Act. These details include, but are not limited to:

- licensing and beverage container applications and approvals
- enforcement actions
- site contamination
- serious or material environmental harm caused or threatened in the course of an activity
- environment improvement programmes and environment performance agreements
- environment assessment reports; results of testing, monitoring or evaluation required by a licence
- EPA advice or direction regarding development approvals referred to the EPA by a planning authority

Definitions

Unless the contrary intention appears, terms used in this licence that are defined in the Act (including any regulations or environment protection policies made pursuant to the Act) have the respective meanings assigned to those terms by the Act.

THE ACT: The *Environment Protection Act 1993*

PREMISES: The whole of the land comprised in Titles Register - Certificate of Title, Crown Lease and Crown Record.

CT5960/906

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

COMMERCIAL AND INDUSTRIAL WASTE (GENERAL): means the solid component of the waste stream arising from commercial, industrial, government, public or domestic premises (not collected as Municipal Solid Waste), but does not contain Listed Waste, Hazardous Waste or Radioactive Waste.

CONTAMINATED STORMWATER: is as defined in the Environment Protection (Water Quality) Policy 2015.

DOMESTIC WASTE: means the waste produced in the course of a domestic activity.

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

KERBSIDE COLLECTED RECYCLABLE MATERIAL: means the segregated portion of Municipal Solid Waste - Kerbside bin collection consisting of dry recyclable materials including beverage containers, paper, cardboard, plastics, glass and metals.

MUNICIPAL SOLID WASTE - KERBSIDE BIN COLLECTION: means the solid component of the waste stream arising from mainly domestic but also commercial, industrial, government and public premises including waste from council operations, services and facilities that is collected by or on behalf of the council by kerbside collection, but does not contain Commercial and Industrial Waste (General), Listed Waste, Hazardous Waste or Radioactive Waste.

STORMWATER: is as defined in the Environment Protection (Water Quality) Policy 2015.

WASTE: means -

1. As defined under the Environment Protection Act 1993,

1(a) any discarded, dumped, rejected, abandoned, unwanted or surplus matter, whether or not intended for sale or for purification or resource recovery by a separate operation from that which produced the matter; or

1(b) any matter declared by regulation to be waste for the purposes of this Act (following consultation by the Minister on the regulation with prescribed bodies in accordance with the regulations); or

1(c) any matter declared by an environment protection policy to be waste for the purposes of this Act,

whether or not of value.

2. However, waste does not include—

2(a) an approved recovered resource whilst it is being dealt with in accordance with the declaration of that resource—see section 4A; or

2(b) anything declared by regulation or an environment protection policy not to be waste for the purposes of this Act,

even though the resource or the thing so declared might otherwise, but for the declaration,

fall within the definition of waste in subsection (1).

Acronyms

EPA: means Environment Protection Authority

Conditions of Licence

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

1 CONTROL OF EMISSIONS

1.1 DUST PREVENTION (S - 7)

The Licensee must take all reasonable and practicable measures to prevent dust from leaving the Premises.

1.2 NOISE PREVENTION (S - 136)

The Licensee must take all reasonable and practicable measures to prevent noise from leaving the Premises.

1.3 ODOUR PREVENTION (S - 10)

The Licensee must take all reasonable and practicable measures to prevent odour from leaving the Premises.

1.4 STORMWATER (S - 15)

The Licensee must:

- 1.4.1 take all reasonable and practicable measures to prevent contamination of stormwater at the Premises; and
- 1.4.2 implement appropriate contingency measures to contain any contaminated stormwater at the Premises unless and until the contaminated stormwater is treated to remove the contamination, or is disposed of at an appropriately licensed facility.

2 WASTE MANAGEMENT

2.1 LITTER PREVENTION (S - 69)

The Licensee must take all reasonable and practicable measures to prevent litter escaping from the Premises.

2.2 NO DISPOSAL OF WASTE (S - 33)

The Licensee must not dispose of any waste at the Premises.

3 OPERATIONAL MANAGEMENT

3.1 COMPLAINTS REGISTER (S - 1)

The Licensee must:

- 3.1.1 prepare and maintain a register of all complaints concerning environmental issues.
- 3.1.2 ensure the register includes:
 - a the date and time that the complaint was made;
 - b details of the complaint including the likely cause of events giving rise to the complaint;
 - c the contact details of the complainant (if permitted by the complainant); and
 - d details of any action taken in response to the complaint by the Licensee.

3.2 PERMITTED WASTES RECEIPT (U - 669)

The Licensee must only receive the following wastes at the Premises:

- 3.2.1 Commercial and Industrial Waste (General)
- 3.2.2 Kerbside Collected Recyclable Material
- 3.2.3 Municipal Solid Waste - Kerbside Bin Collection
- 3.2.4 Domestic Waste

3.3 PREMISES FIRE MANAGEMENT (S - 130)

The Licensee must:

- 3.3.1 not cause or permit any waste to be burned at the Premises;
- 3.3.2 notify the EPA as soon as reasonably practicable after becoming aware of a fire at the Premises; and

- 3.3.3 within 72 hours of bringing the fire under control, provide a written report to the EPA setting out the following:
- a date of the fire;
 - b approximate time of the fire;
 - c cause of the fire (if known);
 - d area of the Premises where the fire occurred;
 - e measures used to extinguish the fire and to manage any environmental impacts; and
 - f appropriate measures that will be taken to reduce the risk of further fire at the Premises.

3.4 SECURITY (S - 157)

The Licensee must take all reasonable and practicable measures to prevent unauthorised access to the Premises.

3.5 SIGNAGE (S - 98)

The Licensee must display a sign at the entrance to the Premises clearly stating:

- 3.5.1 the Licensee's name;
- 3.5.2 the Licensee's authorisation number;
- 3.5.3 an emergency contact name and telephone number; and
- 3.5.4 the type of wastes that can be received subject to this Authorisation.

3.6 VERMIN PREVENTION (S - 70)

The Licensee must take all reasonable and practicable measures to prevent the presence of vermin at the Premises.

4 ADMINISTRATION

4.1 ANNUAL RETURN AND PAYMENT OF ANNUAL FEES (A - 4)

For the purposes of section 48(2)(a) of the Act, the date in each year for the lodgement of the Annual Return is no later than 90 days before the anniversary of the grant or renewal of the Licence; and

- 4.1.1 For the purposes of section 48(2)(b) of the Act, the date in each year for the payment of Annual Authorisation Fee is the anniversary of the grant of the Licence.

4.2 APPROVAL OF OPERATING PROCESSES (A - 6)

The Licensee must not undertake changes to operating processes conducted pursuant to the Licence at the Premises without written approval from the EPA, where such changes:

- 4.2.1 have the potential to increase emissions or alter the nature of pollutants or waste currently generated by, or from the licensed activity; or
- 4.2.2 have the potential to increase the risk of environmental harm; or
- 4.2.3 would relocate the point of discharge of pollution or waste at the Premises.

4.3 APPROVAL OF WORKS (A - 5)

The Licensee must not construct or alter a building or structure, or install or alter any plant or equipment, for use of an activity undertaken pursuant to the Licence at the Premises without written approval from the EPA, where such changes:

- 4.3.1 have the potential to increase the emissions or alter the nature of pollutants or waste currently generated by, or from the licensed activity; or
- 4.3.2 have the potential to increase the risk of environmental harm; or
- 4.3.3 would relocate the point of discharge of pollution or waste at the Premises.

4.4 CHANGE OF LICENSEE DETAILS (A - 3)

If the Licensee's name or postal address (or both) changes, the Licensee must inform the EPA within 28 days of the change occurring.

4.5 LICENCE RENEWAL (A - 2)

For the purposes of section 43(3) of the Act, an application for Renewal of the Licence must be made no later than 90 days before the expiry date of the Licence.

4.6 OBLIGATIONS TO EMPLOYEES, AGENTS AND CONTRACTORS (A - 1)

The Licensee must ensure that every employee, agent or contractor responsible for undertaking any activity regulated by the Licence, is informed as to the conditions of the Licence.

Attachments

There are no documents attached to this licence.

South Australian Environment Protection Authority
GPO Box 2607 ADELAIDE 5001
Phone 08 8204 2004

EPA Licence 50286
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Attachment 3:
Public notification notice and copy of
Category 2 Representations

**DEVELOPMENT ACT 1993
CITY OF SALISBURY**

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

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

APPLICATION NO:	361/467/2019/2B
APPLICANT:	BGI Building Group 21-23 Tanunda Road NURIOOTPA SA 5355
NATURE OF DEVELOPMENT:	Alterations And Additions To Existing Material Recycling Facility (Building Extension To Rear Of Building, Extension To Rear Hardstand And Consequential Adjustment To Storage Area, Fencing And Stormwater System)
LOCATION:	71-75 Woomera Avenue, Edinburgh SA 5111
CERTIFICATE OF TITLE:	CT-5960/906
ZONE:	Urban Employment

The application may be examined at the Office of the Council located at 12 James Street, Salisbury during normal business hours (8.30am – 5pm Monday to Friday) and on Council’s web site at www.salisbury.sa.gov.au . Any person or body may make representations in writing, or by email development@salisbury.sa.gov.au, concerning this application and should address their representation to the Chief Executive Officer at PO Box 8, Salisbury or representations@salisbury.sa.gov.au. Representations must be received **no later than Friday 24th May 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.

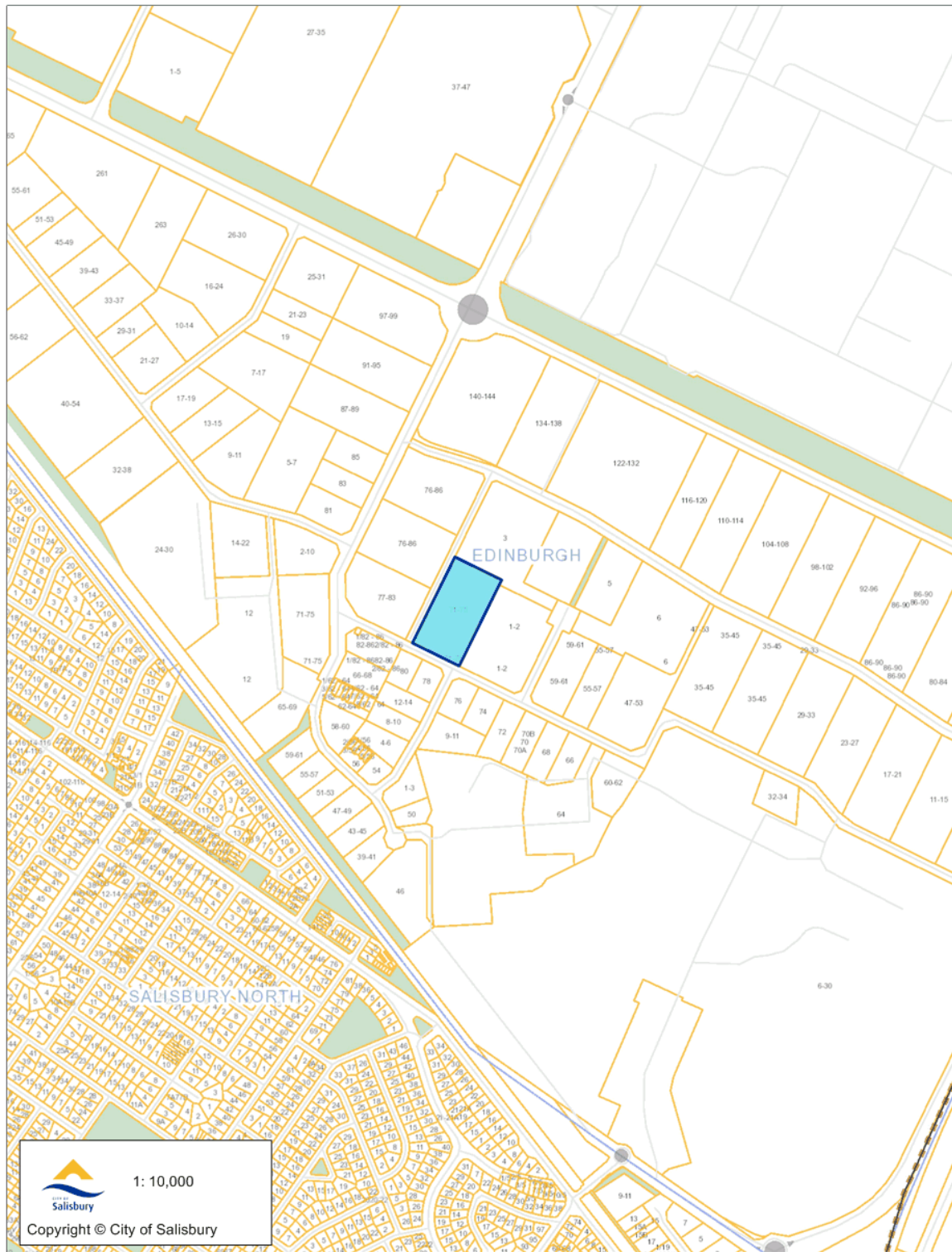
This development is classified as a Category 2 development under the Development Act. Please be aware that there is no right of appeal against Council’s decision.

Signed: Aaron Curtis, Team Leader - Planning

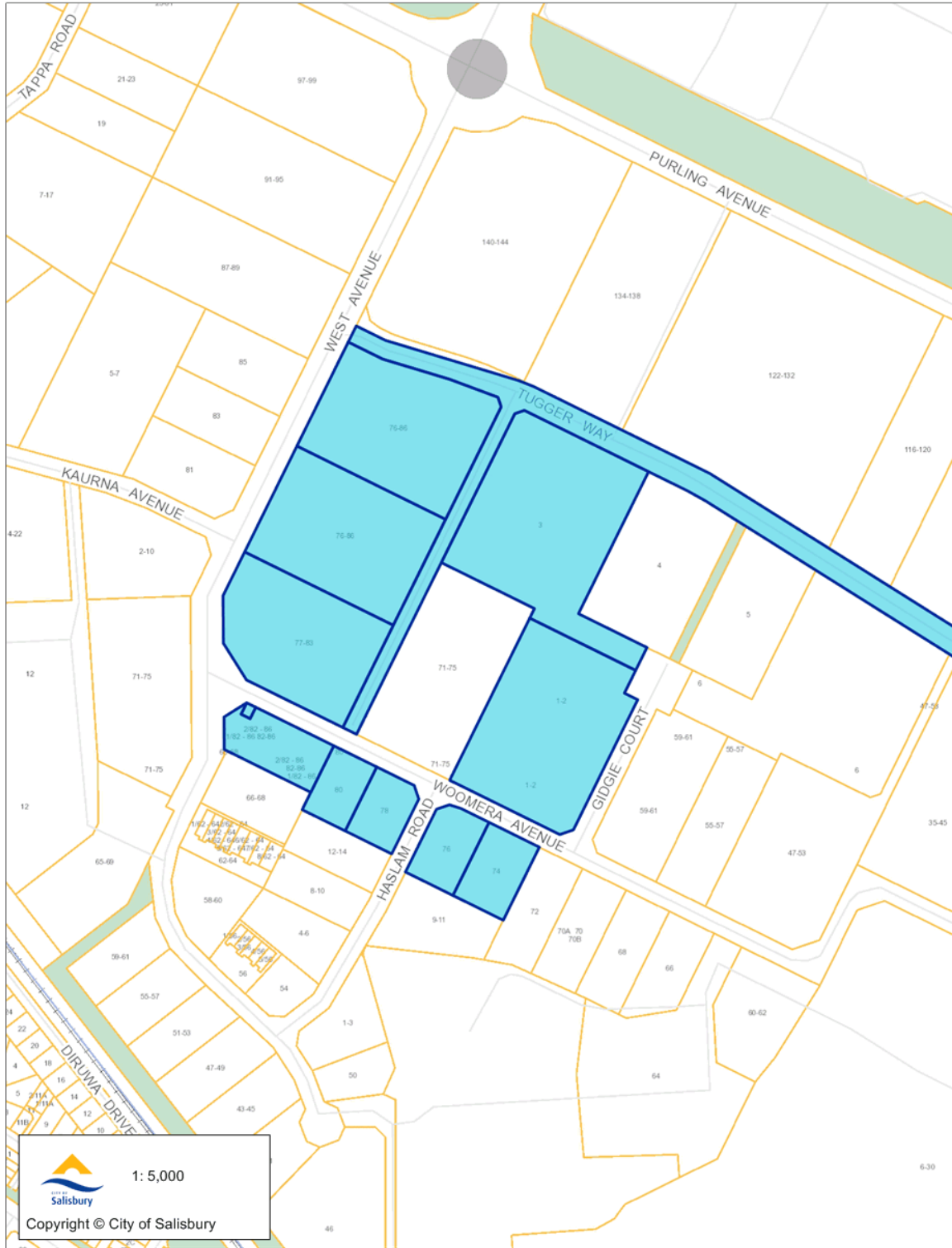
Date: 13 May 2019

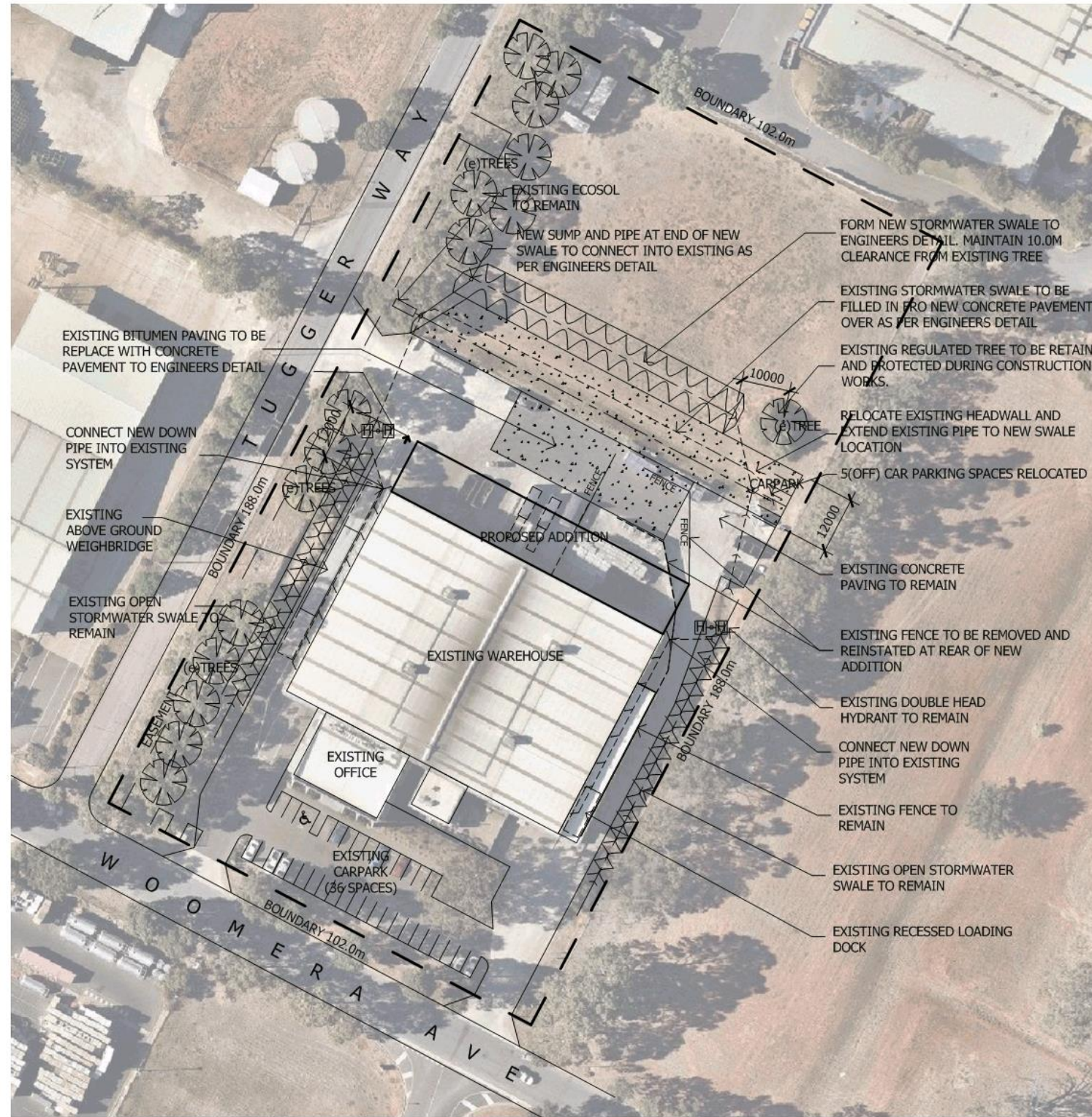
THIS IS THE FIRST AND ONLY PUBLICATION OF THIS NOTICE

361/467/2019/2B Location of Proposal



361/467/2019/2B Properties Notified

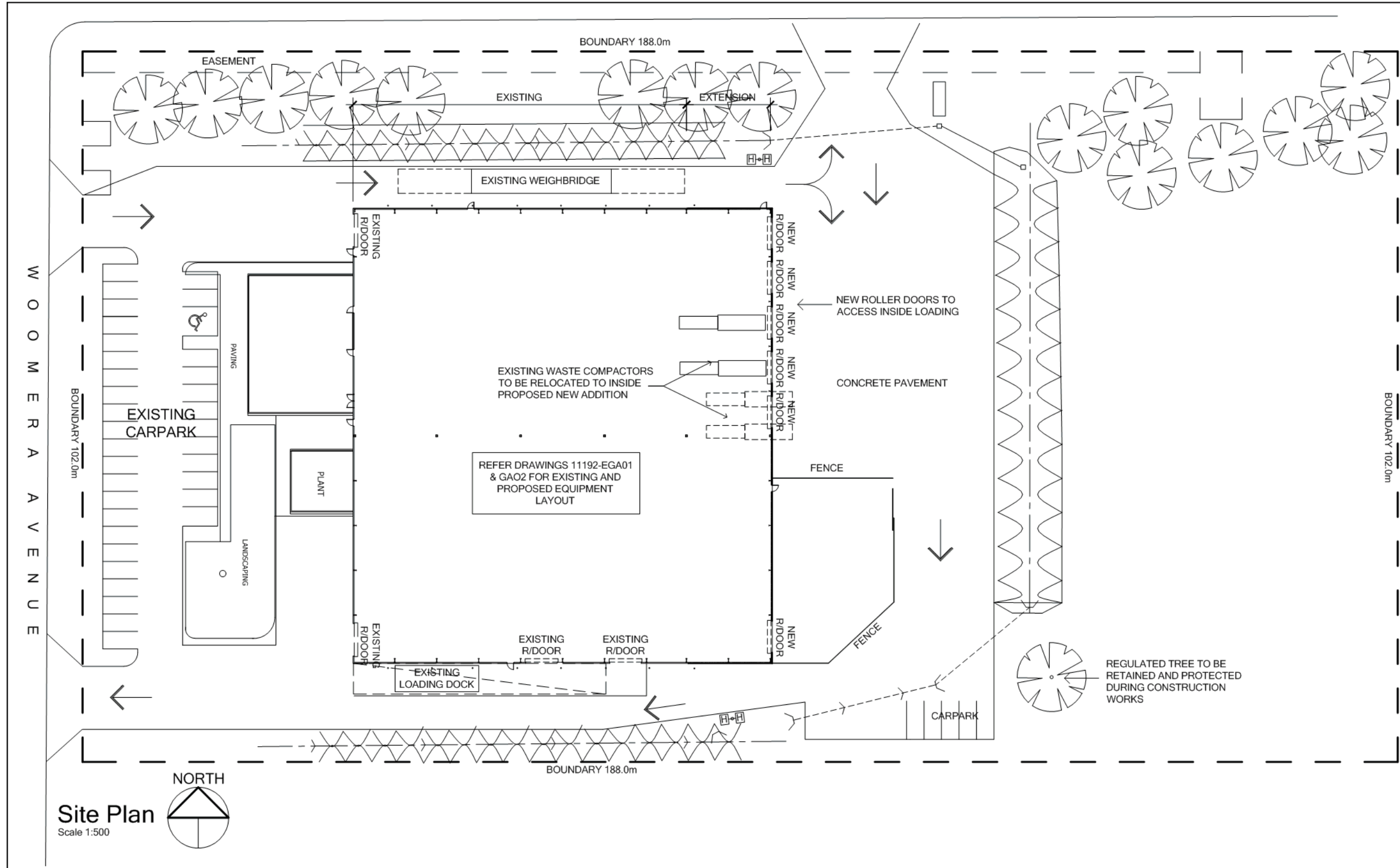




BUILDING AREAS	M2
EXISTING SITE	1,918Ha
EXISTING WAREHOUSE BUILDING	3110
EXISTING OFFICE(2 STOREY)	300
NEW WORK	
PROPOSED WAREHOUSE ADDITION	790
TOTAL NEW BUILDING AREA	790

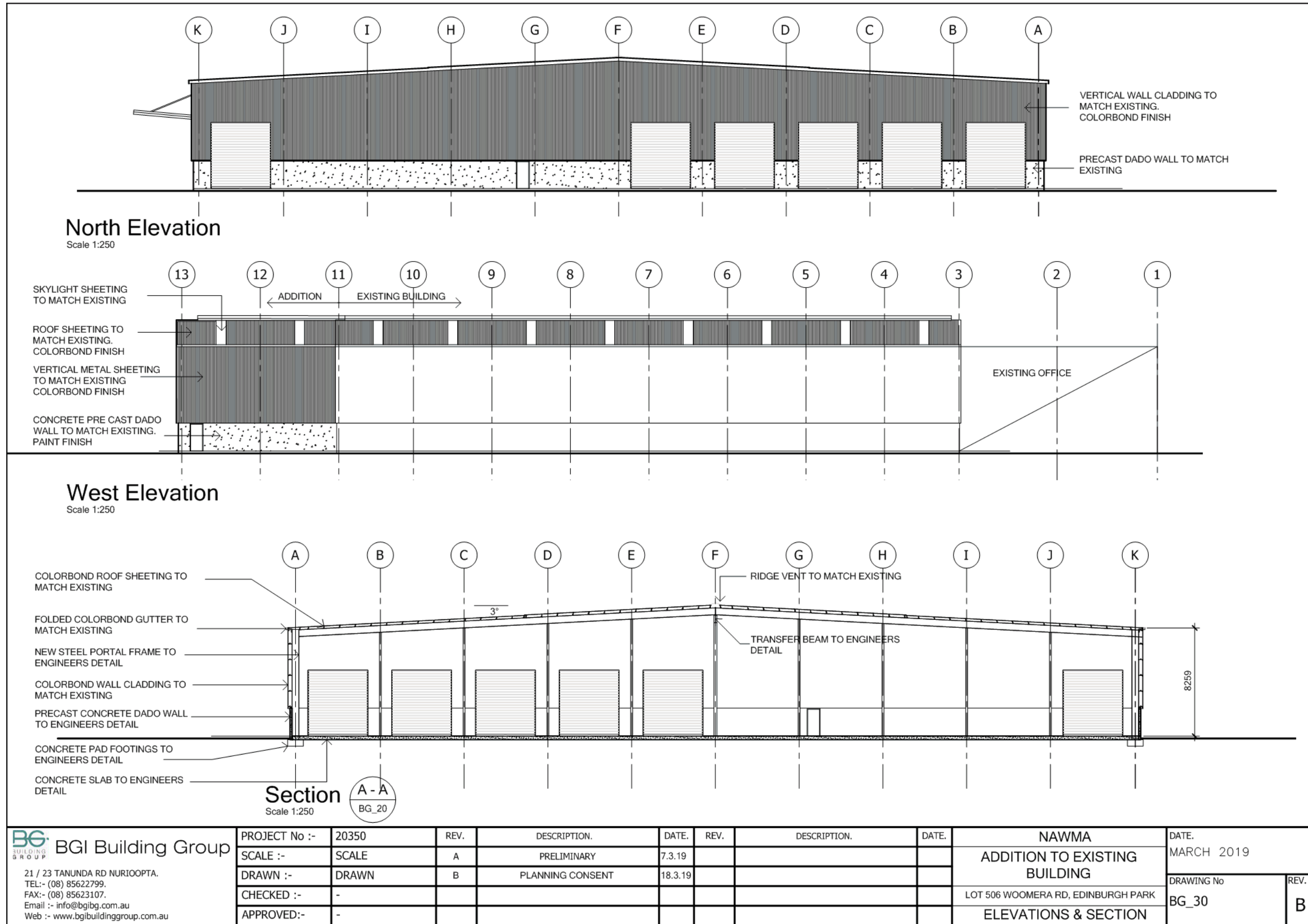
Site Plan
Scale 1:1000

<p>21 / 23 TANUNDA RD NURIOOPTA. TEL:- (08) 85622799. FAX:- (08) 85623107. Email :- info@bgibg.com.au Web :- www.bgibuildinggroup.com.au</p>	PROJECT No :-	20350	REV.	DESCRIPTION.	DATE.	REV.	DESCRIPTION.	DATE.	NAWMA ADDITION TO EXISTING BUILDING	DATE.	MARCH 2019	
	SCALE :-	SCALE	A	PRELIMINARY	7.3.19							
	DRAWN :-	DRAWN	B	PLANNING CONSENT	18.3.19					LOT 506 WOOMERA RD, EDINBURGH PARK	DRAWING No	REV.
	CHECKED :-	-									BG_10	B
	APPROVED:-	A								SITE PLAN		



BGI Building Group
 21 / 23 TANUNDA RD NURIOOPTA.
 TEL:- (08) 85622799.
 FAX:- (08) 85623107.
 Email :- info@bgibg.com.au
 Web :- www.bgibuildinggroup.com.au

PROJECT No :-	20350	REV.	DESCRIPTION.	DATE.	REV.	DESCRIPTION.	DATE.	NAWMA ADDITION TO EXISTING BUILDING	DATE. MARCH 2019	
SCALE :-	SCALE	A	PRELIMINARY	7.3.19					LOT 506 WOOMERA RD, EDINBURGH PARK	DRAWING No
DRAWN :-	DRAWN	B	PLANNING CONSENT	18.3.19				BG_11		B
CHECKED :-	-							BLOCK PLAN		
APPROVED :-	A									





City of Salisbury
ABN 82 615 416 895

12 James Street
PO Box 8
Salisbury SA 5108
Australia

Telephone 08 8406 8222
Facsimile 08 8281 5466
city@salisbury.sa.gov.au

TTY 08 8406 8596
(for hearing impaired)
www.salisbury.sa.gov.au

27 May 2019

BGI Building Group
21-23 Tanunda Rd
NURIOTPA SA 5355

Dear Sir/Madam

Applicant: BGI Building Group
Application No: 361/467/2019/2B
Subject Site: 71-75 Woomera Avenue , Edinburgh SA 5111
Proposed Development: ALTERATIONS AND ADDITIONS TO EXISTING MATERIAL RECYCLING FACILITY (BUILDING EXTENSION TO REAR OF BUILDING, EXTENSION TO REAR HARDSTAND AND CONSEQUENTIAL ADJUSTMENT TO STORAGE AREA, FENCING AND STORMWATER SYSTEM)

The Category 2 public notification period has concluded. In total, three representations have been received. Please find attached copies of the representations.

In accordance with Section 38(8) of the *Development Act 1993*, your response to the representations is requested within 10 business days from the date of this letter.

The following is a list of the names and addresses of the representors:

Name and Address of Representors

Mayfield Property Holdings Pty Ltd	C/- Hilditch Lawyers, Level 1, 24 Grote St, ADELAIDE SA 5000
Delpar Pty Ltd	C/- Hilditch Lawyers, Level 1, 24 Grote St, ADELAIDE SA 5000
Ahrns Handling Equipment Pty Ltd	C/- Hilditch Lawyers, Level 1, 24 Grote St, ADELAIDE SA 5000

Should you require any assistance or further advice, please do not hesitate to contact me on the details below.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Aaron Curtis".

Aaron Curtis
Team Leader - Planning
Phone: 08 8406 8367
Email: development@salisbury.sa.gov.au

D/W Emailed in 23/5/19 @ 3:01pm

CATEGORY 2



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 No:	361/467/2019/2B
Applicant:	BGI Building Group
Location:	71-75 Woomera Avenue, Edinburgh SA 5111
Nature of Development:	Alterations And Additions To Existing Material Recycling Facility (Building Extension To Rear Of Building, Extension To Rear Hardstand And Consequential Adjustment To Storage Area, Fencing And Stormwater System)

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

NAME(S): MR. DES AHRNS, MS BEV AHRNS and AHRNS HANDLING EQUIPMENT PTY LTD
ADDRESS: PO Box 6101, BURTON SA 5110
PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 76 WOOMERA AVE, EDINBURGH
- 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.

PLEASE SEE ATTACHED REPRESENTATION PREPARED BY HILDITCH LAWYERS ON OUR BEHALF.

PTO

361/467/2019/2B

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

REFUSAL OF THE PROPOSED DEVELOPMENT.
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PTO

Item 5.1.1 - Attachment 3 - Public notification notice and copy of Category 2 Representations

CATEGORY 2

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


I/We:

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

Appearing personally,

OR

Represented by the following person: JAMES HILDITCH OF HILDITCH LAWYER

Contact details: 

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

Your written representation must be received by Council no later than 11.59pm on Friday 24th May 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: 22/5/19

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 **Friday 24th May 2019**.



HILDITCH LAWYERS

Level 1, 24 Grote Street
Adelaide SA 5000

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Adelaide SA 5001
www.hilditchlawyers.com

Tel 08 7325 5900
Fax 08 8231 8323
lawyers@hilditchlawyers.com

23 May 2019

The Chief Executive Officer
City of Salisbury
PO Box 8
SALISBURY SA 5108
representations@salisbury.sa.gov.au

Dear Sir,

71-75 Woomera Avenue, Edinburgh (DA No. 361/467/2019/2B) – Statement of Representation

We act for Mr Des Ahrns and Ms Bev Ahrns, being the owners of 76 Woomera Avenue, Edinburgh, as well as Ahrns Handling Equipment Pty Ltd, being the occupier of 76 Woomera Avenue, Edinburgh ("**our clients' land**").

We are instructed to make a representation on behalf of our clients in relation to DA No. 361/467/2019/2B which proposes a development described by the Council as "*alterations and additions to existing material recycling facility (building extension to rear of building, extension to rear hardstand and consequential adjustment to storage area, fencing and stormwater system)*" ("**the proposed development**") on the land at 71-75 Woomera Avenue, Edinburgh ("**the subject land**"). Our clients' land is located across the road from the subject land.

Our clients are opposed to the proposed development and submit that the Council should refuse to grant Development Plan Consent.

Our instructions in relation to our clients' land

Ahrns Handling Equipment Pty Ltd ("**Ahrns**"), a family owned and operated transport engineering company, operates from our clients' land. It currently employs approximately 25 people. The business specialises in transport engineering, predominately with respect to tilt slide and recovery trucks and vehicle loading cranes. Ahrns is an agent for Fassi and Tadano cranes.

Ahrns previously operated from leased premises on Burton Road, Burton. In 2006 a decision was taken to relocate the business to its current location at 76 Woomera Avenue, Edinburgh Parks. In part, the relocation was due to the expansion of the Inghams chicken factory directly across the road from the

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Hilditch Lawyers Pty Ltd ACN 145 516 276

business at Burton. The external impacts of the Inghams factory were adversely impacting on our clients' business. One of several factors that led to Ahrns' decision to move was the odours which emanated from the Inghams premises.

Ahrns operates the very kind of high standard development which is encouraged in the Urban Employment Zone.

Ahrns purchased the land at 76 Woomera Avenue, Edinburgh Parks in 2008. One of the main reasons Ahrns purchased this land was due to the fact that Edinburgh Parks was marketed as a hi-tech manufacturing district with a primary focus on automotive and defence industries and associated businesses. Ahrns subsequently moved their business operation to Woomera Avenue in 2008.

Since moving to Edinburgh Parks Ahrns has grown and, as a result, purchased adjoining land to the south of 76 Woomera Avenue (being the land known as 9-11 Haslam Road, Edinburgh) to enable further expansion of its manufacturing facility.

Previous development applications by NAWMA

In 2016 NAWMA applied for development described by the City of Salisbury as "*change of use from industry to recycling depot and service depot (including truck parking), construction of office and workshop, gas refuelling facilities comprising supply lines and storage, two freestanding signs, removal of three significant trees and associated vehicle parking, manoeuvring areas, fencing, landscaping and service compound*" on the subject land and the land known as 1-2 Gidgie Court, Edinburgh ("**the 2016 DA**").

Our clients were concerned with the development the subject of the 2016 DA and lodged a representation objecting to that development accordingly. We understand however that this DA was ultimately withdrawn.

NAWMA subsequently applied for and obtained Development Approval from the Development Assessment Commission in 2017 for development described by the Development Assessment Commission as "*[c]hange of use of the existing building to Material Recovery Facility*" on the subject land ("**the 2017 DA**").

Our clients were also very concerned with the proposal comprised in the 2017 DA and lodged a representation opposing that proposal accordingly. Our clients were not only concerned with the impacts of the proposal in the 2017 DA, but were also concerned that the application might represent the "thin edge of the wedge". More specifically, our clients were concerned that other piecemeal applications might follow in a piecemeal way intended to achieve a final outcome not yet fully disclosed. Since the approval of the development the subject of the 2017 application, NAWMA has:

1. apparently obtained approval to extend its previously approved operating hours from 6 am to 6 pm Monday to Friday and 7 am to 12 pm on Saturdays (these were the hours NAWMA indicated it would operate between in the 2017 DA) to 24 hours per day; and
2. made the application for the proposed development.

We refer the Council to the decision of the Full Court of the Supreme Court in the matter of *Compaction Application Tips P/L & Ors v Australian Waste P/L & Anor [2001] SASC 409*. This was a matter in which the Court considered the difficulties which can arise if the proper consideration of a total development might be inhibited by the making of piecemeal applications.

Our clients' opposition to the current proposed development

Our clients understand that the proposed development involves, among other things, an approximate 790 square metre expansion of the existing building on the subject land used for sorting recyclable materials. It is understood that the proposed additional floor space will accommodate compacting/packing equipment, new autonomous sorting robots and a new glass sorting machine that will permit NAWMA to recover more glass than under current conditions and therefore divert more glass from landfill. Furthermore, it is understood that it is proposed that there now be 6 roller doors in the northern wall of the existing building, being double the amount of roller doors in the existing northern wall.

Our clients raised concerns in relation to the external impacts of the present use of the site as part of their representation opposing the 2017 DA. More specifically, those concerns included:

1. the odours that would be emitted from the facility;
2. the number of truck movements to and from the facility together with the associated impacts of noise, vibration and dust produced from such trucks; and
3. the escape of litter from the site or from trucks entering or existing the site.

We are instructed that the abovementioned concerns regarding external impacts have been substantiated and realised since the commencement of the material recovery facility on the subject land.

The proposed development only expands and intensifies the existing use of the subject land. The reality is that the external impacts previously raised, and now substantiated since the commencement of the facility, will only be exacerbated by the proposed development. There will be more material brought to and from the site. There will be more truck movements. The risk of litter escaping trucks and/or the site will be increased. The risk of odour escape will be significantly higher, particularly as the number of roller doors in the northern wall of the building will be doubled.

It is also noted that condition 6 imposed on the Development Plan Consent granted for the 2017 DA provides as follows:

"All doors around the perimeter of the Material Recovery Facility shall be kept closed during operations, except where otherwise required to facilitate the movement of baled materials by forklift or during the entry and exit of trucks."

Our clients have observed that odours are detectable from NAWMA's existing facility even when the doors around the perimeter are closed. We are also instructed that our clients have observed, as a common occurrence, that doors around the perimeter of the facility (including both roller doors and personal access doors) are being left open for long periods of time, including at times when they are not required to be open to facilitate the movement of baled materials by forklift or during the entry/exist of trucks. Our clients have observed that this has resulted in even greater levels of offensive odour being detectable. To be clear, we are instructed that our clients also detect such odour from inside their building as it permeates through their air-conditioning vents. We are instructed that this is particularly the case when there is a north wind as it blows the odours directly into our clients' premises. The significant increase in roller door numbers now proposed, together with the related potential increase for emanation of odours, is of significant concern to our clients.

The applicant's planning consultant responded to the Council's request for further information by letter dated 8 May 2019. This response asserts that *"the assessment of this application relates principally to the extent of the building addition and changes to the site infrastructure (the site's driveway/circulation area and stormwater system)."* Given the intensification/expansion of the use of the site, it is critical that the impacts of such intensification/expansion also form part and parcel of the planning assessment of the proposed development. Notably, it appears from the documentation available to us, that no expert assessment of such matters has been undertaken on behalf of the applicant.

The Development Plan

The first observation we make is that the relevant provisions for the Urban Employment Zone (**"the Zone"**) only seek to promote industrial land uses which are compatible with adjoining uses. So much is made abundantly clear in the statement of Desired Character for the Zone (**"the SDC"**).

For example the SDC provides as follows:

"A high level of compatibility between land uses in the zone is envisaged to ensure a quality and attractive business environment is maintained".

At a very basic level it is quite obvious that the intent of the DP is to offer protection and certainty for existing and future land uses that their operations will not be compromised or prejudiced by inappropriate future development on adjoining sites. The obvious and unsurprising intention is to encourage future occupants of the Zone to have confidence that the critical objectives of the Zone will be realised and observed at all times.

The DP certainly does not seek to encourage future development at the expense of, or to the detriment of, existing development. The authors of the DP clearly would not envisage the expansion of, or intensification of, an existing use which will prejudice and constrain an important operator such as Ahrns and potentially lead to its forced vacation from the Zone. This would certainly be an unintended, illogical and highly undesirable outcome.

The DP goes to great lengths to avoid the establishment of incompatible land uses on adjoining sites. The raft of Council Wide provisions which specifically seek to avoid this outcome include the following:

- Industrial Development Objective 5 at page 45.
- Industrial Development PDC 6 at page 46.
- Interface Between Land Uses Objectives 1 and 3 at page 49.
- Interface Between Land Uses PDCs 1 and 2 at page 49.
- Orderly and sustainable Development Objective 3 at page 77.
- Orderly and Sustainable Development PDC 1 at page 77.

Then the Zone provisions themselves guard against the concerns expressed by our clients. Zone Objective 4 seeks to ensure the *"effective location ... of activities at the interface of industrial/commercial activity with land uses that are sensitive to these operations"*.

Zone Objective 5 only contemplates *"a high standard of development which promotes ... environmental amenity ..."*.

The whole flavour of the statement of "Desired Character" is that it encourages high quality enterprise which will provide a focus for manufacturing, research and technology, logistics and transport services, intermodal operations and expansion of defence industries.

Our clients acknowledge that the use of the land as a material recycling facility has already been approved. The reality however is that our clients, having now operated their business across the road from NAWMA's resource recovery facility for over a year now, maintain the same concerns regarding external impacts of the facility expressed in their representation opposing the 2017 DA. The expansion/intensification of the activities on the subject land is now understandably of significant concern to our clients. The reality is that the expansion/intensification of the activities on the subject land will only move the subject land further away from the intent and objective of the Zone and further prejudice and constrain our clients. Existing and concerning external impacts will only be intensified. For these reasons alone, Development Plan Consent should be refused for the proposed development.

Summary

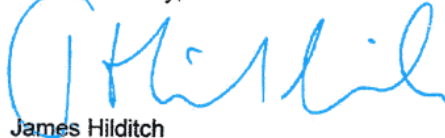
In summary our clients are opposed to the proposed development for the reasons outlined above. No support can be found for the proposed development in the DP. There is no reason whatsoever for the planning authority to grant consent to a proposal on the subject land which is not supported by the DP. The proposed development will exacerbate the very real adverse external impacts presently experienced by occupiers of sites in the locality of the subject land. Those impacts must clearly form part of the planning assessment of the proposed development.

Our clients hold serious concerns that the impacts of any extension/intensification of the existing use on the subject land could significantly jeopardise the ongoing sustainability and viability of their businesses.

We wish to be heard by the City of Salisbury's Council Assessment Panel in relation to our clients' representation and would be grateful if you would advise us of the date and time of the relevant meeting.

Please contact me if you have any queries.

Yours Faithfully,



James Hilditch



Our Ref: JRH:000640

rec'd via email 24/5.
response sent.

CATEGORY 2



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 No:	361/467/2019/2B
Applicant:	BGI Building Group
Location:	71-75 Woomera Avenue, Edinburgh SA 5111
Nature of Development:	Alterations And Additions To Existing Material Recycling Facility (Building Extension To Rear Of Building, Extension To Rear Hardstand And Consequential Adjustment To Storage Area, Fencing And Stormwater System)

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

NAME(S): MR ALAN STEELE of MAXFIELD PROPERTY HOLDINGS PTY LTD

ADDRESS: 3 GIDGIE COURT, EDINBURGH SA 5111

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 3 GIDGIE COURT, EDINBURGH
- 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.

PLEASE SEE ATTACHED REPRESENTATION PREPARED BY HILDITCH
LAWYERS ON OUR BEHALF.

PTO

361/467/2019/2B

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

REFUSAL OF THE PROPOSED DEVELOPMENT.
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PTO

CATEGORY 2

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

I/We:


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

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

Appearing personally,

OR

Represented by the following person: JAMES HILDITCH OF HILDITCH LAWYERS.

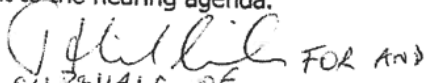
Contact details: 

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

Your written representation must be received by Council no later than 11.59pm on Friday 24th May 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.

 FOR AND
ON BEHALF OF
Signature: MR ALAN STEELE

Date: 24/05/19

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 **Friday 24th May 2019.**



HILDITCH LAWYERS

Level 1, 24 Grote Street
Adelaide SA 5000

GPO Box 11010
Adelaide SA 5001
www.hilditchlawyers.com

Tel 08 7325 5900
Fax 08 8231 8323
lawyers@hilditchlawyers.com

24 May 2019

The Chief Executive Officer
City of Salisbury
PO Box 8
SALISBURY SA 5108
representations@salisbury.sa.gov.au

Dear Sir,

71-75 Woomera Avenue, Edinburgh (DA No. 361/467/2019/2B) – Statement of Representation

We act for Mayfield Property Holdings Pty Ltd, being the owner of 3 Gidgie Court, Edinburgh and Mayfield Industries, being the business which occupies and operates from 3 Gidgie Court, Edinburgh ("**our clients' land**").

We are instructed to make a written representation on behalf of our clients in relation to DA No. 361/467/2019/2B which proposes a development described by the Council as "*alterations and additions to existing material recycling facility (building extension to rear of building, extension to rear hardstand and consequential adjustment to storage area, fencing and stormwater system)*" ("**the proposed development**") on the land at 71-75 Woomera Avenue, Edinburgh ("**the subject land**"). Our clients' land is immediately adjacent to, and to the north of, the subject land.

Our clients are opposed to the proposed development and submit that the Council should refuse planning consent.

Our instructions in relation to our clients' land

Mayfield Industries ("**Mayfield**") is a specialist engineering company which designs, manufactures, installs and commissions switchboards, switch rooms and motor control centres. The business has been operating since 1936. Mayfield's products are used by a diverse range of sectors including, for example, mining and mineral, utilities, renewable energy, power generation, co-generation facilities, water treatment and processing plants, wastewater treatment and processing plants, manufacturing and processing industries and the oil and gas sector. Many of these sectors are of strategic economic

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Hilditch Lawyers Pty Ltd ACN 145 516 276

importance to South Australia. Furthermore, Mayfield presently exports a significant amount of product to other states in Australia. It also has regular interstate customers visit its site to view its facilities.

Mayfield is a major employer within the area and presently employs 165 personnel within the business. The business has recently undertaken significant investment with the addition of a hardstand area and infrastructure on its site. This has been done following a State Government grant under the "Next Generation Manufacturing Improvement Program". This improvement has been undertaken to support the growth that Mayfield has realised to date and is planning for in the future. Our clients are proud of their facility and wish to maintain a level of amenity which will be completely compromised by the proposal.

Previous development applications by NAWMA

In 2016 NAWMA applied for development described by the City of Salisbury as "*change of use from industry to recycling depot and service depot (including truck parking), construction of office and workshop, gas refuelling facilities comprising supply lines and storage, two freestanding signs, removal of three significant trees and associated vehicle parking, manoeuvring areas, fencing, landscaping and service compound*" on the subject land and the land known as 1-2 Gidgie Court, Edinburgh ("**the 2016 DA**").

Our clients were concerned with the development the subject of the 2016 DA and lodged a representation objecting to that development accordingly. We understand however that this DA was ultimately withdrawn.

NAWMA subsequently applied for and obtained Development Approval from the Development Assessment Commission in 2017 for development described by the Development Assessment Commission as "*[c]hange of use of the existing building to Material Recovery Facility*" on the subject land ("**the 2017 DA**").

Our clients were also very concerned with the proposal comprised in the 2017 DA and lodged a representation opposing that proposal accordingly. Our clients were not only concerned with the impacts of the proposal in the 2017 DA, but were also concerned that the application might represent the "thin edge of the wedge". More specifically, our clients were concerned that other piecemeal applications might follow in a piecemeal way intended to achieve a final outcome not yet fully disclosed. Since the approval of the development the subject of the 2017 application, NAWMA has:

1. apparently obtained approval to extend its previously approved operating hours from 6 am to 6 pm Monday to Friday and 7 am to 12 pm on Saturdays (these were the hours NAWMA indicated it would operate between in the 2017 DA) to 24 hours per day; and
2. made the application for the proposed development.

We refer the Council to the decision of the Full Court of the Supreme Court in the matter of *Compaction Application Tips P/L & Ors v Australian Waste P/L & Anor [2001] SASC 409*. This was a matter in which the Court considered the difficulties which can arise if the proper consideration of a total development might be inhibited by the making of piecemeal applications.

Our clients' opposition to the current proposed development

Our clients understand that the proposed development involves, among other things, an approximate 790 square metre expansion to the rear of the existing building on the subject land used for sorting recyclable materials. The proposal plans depict that the northern wall of the existing building on the subject land will be located 12 metres closer to our clients' land than it presently is today. It is understood that the proposed additional floor space will accommodate compacting/packing equipment, new autonomous sorting robots and a new glass sorting machine that will permit NAWMA to recover more glass than under current conditions and therefore divert more glass from landfill. Furthermore, it is understood that it is proposed that there now be 6 roller doors in the northern wall of the existing building directly facing our clients' land, being double the amount of roller doors in the existing northern wall.

Our clients raised concerns in relation to the external impacts of the present use of the site as part of their representation opposing the 2017 DA. More specifically, those concerns included:

1. the odours that would be emitted from the facility;
2. the number of truck movements to and from the facility together with the associated impacts of noise, vibration and dust produced from such trucks; and
3. the escape of litter from the site or from trucks entering or existing the site.

We are instructed that the abovementioned concerns regarding external impacts have been substantiated and realised since the commencement of the material recovery facility on the subject land.

The proposed development only expands and intensifies the existing use of the subject land. The reality is that the external impacts previously raised, and now substantiated since the commencement of the facility, will only be exacerbated by the proposed development. There will be more material brought to and from the site. There will be more truck movements. The risk of litter escaping trucks and/or the site will be increased. The risk of odour escape will be significantly higher, particularly as the number of roller doors in the northern wall of the building will be doubled.

It is also noted that condition 6 imposed on the Development Plan Consent granted for the 2017 DA provides as follows:

"All doors around the perimeter of the Material Recovery Facility shall be kept closed during operations, except where otherwise required to facilitate the movement of baled materials by forklift or during the entry and exit of trucks."

Our clients have observed that odours are detectable from NAWMA's existing facility even when the doors around the perimeter are closed. We are also instructed however that our clients have observed, as a common occurrence, that roller doors around the perimeter of the facility are being left open for long periods of time, including at times when they are not required to be open to facilitate the movement of baled materials by forklift or during the entry/exist of trucks. Our clients have observed that this has resulted in even greater levels of offensive odour being detectable. Our clients' employees also report detecting such odour from inside their building. The significant increase in roller door numbers now proposed, together with the related potential increase for emanation of odours, is of significant concern to our clients especially given those roller doors will now be located another 12 metres closer to their premises.

The processes involved in Mayfield's business include, for example, the installation of environmentally sensitive components including programmable logical controllers, electrical relays, and intelligent control networks. These components are particularly susceptible to damage from dust and other airborne pollutants. Furthermore, the manufacture of transportable switch rooms for heavy industry throughout Australia and off shore is undertaken at our clients' land under open canopies which are susceptible to airborne particles. Our clients are very concerned that the expansion of the existing NAWMA facility closer to its operations, together with the intensification of NAWMA's use of the subject land, will significantly jeopardise their ability to manufacture goods on their site.

Further to the above, we are instructed that NAWMA's present operations include the dragging of skip bins over the concrete area located to the rear of the existing buildings on the subject land. We are instructed that this creates a significant noise nuisance for our clients. Our clients are concerned that the expansion/intensification of the facility may result in more skip bins being brought to the site and being dragged across the concrete pavement area.

The applicant's planning consultant responded to the Council's request for further information by letter dated 8 May 2019. This response asserts that *"the assessment of this application relates principally to the extent of the building addition and changes to the site infrastructure (the site's driveway/circulation area and stormwater system)."* Given the intensification/expansion of the use of the site, it is critical that the impacts of such intensification/expansion also form part and parcel of the planning assessment of the proposed development. Notably, it appears from the documentation available to us, that no expert assessment of such matters has been undertaken on behalf of the applicant.

The Development Plan

The first observation we make is that the relevant provisions for the Urban Employment Zone ("**the Zone**") only seek to promote industrial land uses which

are compatible with adjoining uses. So much is made abundantly clear in the statement of Desired Character for the Zone (**"the SDC"**).

For example the SDC provides as follows:

"A high level of compatibility between land uses in the zone is envisaged to ensure a quality and attractive business environment is maintained".

At a very basic level it is quite obvious that the intent of the DP is to offer protection and certainty for existing and future land uses that their operations will not be compromised or prejudiced by inappropriate future development on adjoining sites. The obvious and unsurprising intention is to encourage future occupants of the Zone to have confidence that the critical objectives of the Zone will be realised and observed at all times.

The DP certainly does not seek to encourage future development at the expense of, or to the detriment of, existing development. The authors of the DP clearly would not envisage the expansion of, or intensification of, an existing use which will prejudice and constrain an important operator such as Mayfield and potentially lead to its forced vacation from the Zone. This would certainly be an unintended, illogical and highly undesirable outcome.

The DP goes to great lengths to avoid the establishment of incompatible land uses on adjoining sites. The raft of Council Wide provisions which specifically seek to avoid this outcome include the following:

- Industrial Development Objective 5 at page 45.
- Industrial Development PDC 6 at page 46.
- Interface Between Land Uses Objectives 1 and 3 at page 49.
- Interface Between Land Uses PDCs 1 and 2 at page 49.
- Orderly and sustainable Development Objective 3 at page 77.
- Orderly and Sustainable Development PDC 1 at page 77.

Then the Zone provisions themselves guard against the concerns expressed by our clients. Zone Objective 4 seeks to ensure the *"effective location ... of activities at the interface of industrial/commercial activity with land uses that are sensitive to these operations"*.

Zone Objective 5 only contemplates *"a high standard of development which promotes ... environmental amenity ..."*.

The whole flavour of the statement of "Desired Character" is that it encourages high quality enterprise which will provide a focus for manufacturing, research and technology, logistics and transport services, intermodal operations and expansion of defence industries.

Our clients acknowledge that the use of the land as a material recycling facility has already been approved. The reality however is that our clients, having now operated their business next door to NAWMA's resource recovery facility for over a year, maintain the same concerns regarding external impacts of the facility expressed in their representation opposing the 2017 DA. The expansion/intensification of the activities on the subject land is now understandably of significant concern to our clients. The reality is that the expansion/intensification of the activities on the subject land will only move the subject land further away from the intent and objective of the Zone and further prejudice and constrain our clients. Existing and concerning external impacts will only be intensified. For these reasons alone, Development Plan Consent should be refused for the proposed development.

Summary

In summary our clients are opposed to the proposed development for the reasons outlined above. No support can be found for the proposed development in the DP. There is no reason whatsoever for the planning authority to grant consent to a proposal on the subject land which is not supported by the DP. The proposed development will exacerbate the very real adverse external impacts presently experienced by occupiers of sites in the locality of the subject land. Those impacts must clearly form part of the planning assessment of the proposed development.

Our clients hold serious concerns that the impacts of any extension/intensification of the existing use on the subject land could significantly jeopardise the ongoing sustainability and viability of their businesses.

We wish to be heard by the City of Salisbury's Council Assessment Panel in relation to our clients' representation and would be grateful if you would advise us of the date and time of the relevant meeting.

Please contact me if you have any queries.

Yours Faithfully,



James Hilditch



Our Ref: JRH:000640

rec'd by email
24/5

CATEGORY 2



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 No:	361/467/2019/2B
Applicant:	BGI Building Group
Location:	71-75 Woomera Avenue, Edinburgh SA 5111
Nature of Development:	Alterations And Additions To Existing Material Recycling Facility (Building Extension To Rear Of Building, Extension To Rear Hardstand And Consequential Adjustment To Storage Area, Fencing And Stormwater System)

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

NAME(S): DELPAK PTY LTD

ADDRESS: 77-83 WOOMERA AVE, EDINBURGH

PHONE NO: [REDACTED] MR JON BRONNER [REDACTED] EMAIL: ...

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

- The owner/occupier of the property located at: 77-83 WOOMERA AVE, EDINBURGH
- 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.

PLEASE SEE ATTACHED REPRESENTATION PREPARED BY HILDITCH LAWYERS
ON OUR BEHALF.

PTO

361/467/2019/2B

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

REFUSAL OF THE PROPOSED DEVELOPMENT.

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PTO

CATEGORY 2

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

I/We:

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

Appearing personally,

OR

Represented by the following person: JAMES HILDITCH OF HILDITCH LAWYERS

Contact details: [REDACTED]

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

Your written representation must be received by Council no later than 11.59pm on Friday 24th May 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: 23/05/19

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 **Friday 24th May 2019.**



HILDITCH LAWYERS

Level 1, 24 Grote Street
Adelaide SA 5000

GPO Box 11010
Adelaide SA 5001
www.hilditchlawyers.com

Tel 08 7325 5900
Fax 08 8231 8323
lawyers@hilditchlawyers.com

23 May 2019

The Chief Executive Officer
City of Salisbury
PO Box 8
SALISBURY SA 5108
representations@salisbury.sa.gov.au

Dear Sir,

71-75 Woomera Avenue, Edinburgh (DA No. 361/467/2019/2B) – Statement of Representation

We act for Delpar Pty Ltd which is the owner of land known as 77-83 Woomera Avenue, Edinburgh ("**our client's land**").

We are instructed to make a representation on behalf of our client in relation to DA No. 361/467/2019/2B which proposes a development described by the Council as "*alterations and additions to existing material recycling facility (building extension to rear of building, extension to rear hardstand and consequential adjustment to storage area, fencing and stormwater system*" ("**the proposed development**") on the land at 71-75 Woomera Avenue, Edinburgh ("**the subject land**"). Our client's land is located to the west of the subject land and is adjacent the subject land.

Our client is opposed to the proposed development and submits that the Council should refuse to grant Development Plan Consent.

Our instructions in relation to our client's land

Boeing Defence Australia ("**Boeing**") is our client's tenant. Boeing commenced its tenancy of our client's land early this year. Prior to Boeing's tenancy, CHEP occupied our client's land for well over a decade.

Boeing is the very kind of high standard development which is encouraged in the Urban Employment Zone. It is one of Australia's leading aerospace enterprises. It has been an integral part of the region's defence industry and the partner of some of Australia's largest and most complex defence projects.

Liability limited by a scheme approved under Professional Standards Legislation.

Hilditch Lawyers Pty Ltd ACN 145 516 276

Previous development applications by NAWMA

In 2016 NAWMA applied for development described by the City of Salisbury as "change of use from industry to recycling depot and service depot (including truck parking), construction of office and workshop, gas refuelling facilities comprising supply lines and storage, two freestanding signs, removal of three significant trees and associated vehicle parking, manoeuvring areas, fencing, landscaping and service compound" on the subject land and the land known as 1-2 Gidgie Court, Edinburgh ("the 2016 DA").

Our client was concerned with the development the subject of the 2016 DA and lodged a representation objecting to that development accordingly. We understand however that this DA was ultimately withdrawn.

NAWMA subsequently applied for and obtained Development Approval from the Development Assessment Commission in 2017 for development described by the Development Assessment Commission as "[c]hange of use of the existing building to Material Recovery Facility" on the subject land ("the 2017 DA").

Our client was also very concerned with the proposal comprised in the 2017 DA and lodged a representation opposing that proposal accordingly. Not only was our client concerned with the impacts of the proposal in the 2017 DA, it was also concerned that that application might represent the "thin edge of the wedge". More specifically, our client was concerned that other piecemeal applications might follow in a piecemeal way intended to achieve a final outcome not yet fully disclosed. Since the approval of the development the subject of the 2017 application, NAWMA has:

1. apparently obtained approval to extend its previously approved operating hours from 6 am to 6 pm Monday to Friday and 7 am to 12 pm on Saturdays (these were the hours NAWMA indicated it would operate in the 2017 DA) to 24 hours per day; and
2. made the application for the proposed development.

We refer the Council to the well-known decision of the Full Court of the Supreme Court in the matter of *Compaction Application Tips P/L & Ors v Australian Waste P/L & Anor [2001] SASC 409*. This was a matter in which the Court considered the difficulties which can arise if the proper consideration of a total development might be inhibited by the making of piecemeal applications.

Our client's opposition to the current proposed development

Our client understands that the proposed development involves, among other things, an approximate 790 square metre expansion of the existing building on the subject land used for sorting recyclable materials. It is understood that the proposed additional floor space will accommodate compacting/packing

equipment, new autonomous sorting robots and a new glass sorting machine that will permit NAWMA to recover more glass than under current conditions and therefore divert more glass from landfill. Furthermore, it is understood that it is proposed that there now be 6 roller doors in the northern wall of the existing building, being double the amount of roller doors in the existing northern wall.

Our client raised concerns in relation to the external impacts of the present use of the site as part of their representation opposing the 2017 DA. More specifically, those concerns included, for example:

1. the odours that would be emitted from the facility;
2. the escape of litter; and
3. the migration of dust and other airborne pollutants.

The abovementioned concerns regarding external impacts have unfortunately only been substantiated since the commencement of the material recovery facility on the subject land. Our client's tenant has also noted particularly unwelcome noise from the continual movement of large, empty rubbish bins on the NAWMA site.

The proposed development only expands and intensifies the existing use of the subject land. The reality is that the external impacts previously raised, and now substantiated since the commencement of the facility, will only be exacerbated by the proposed development. There will be more material brought to and from the site. There will be more truck movements than present as a result. The risk of litter escaping trucks and/or the site will be increased. The risk of odour escape will be significantly higher with the number of roller doors in the northern wall of the building being doubled.

The applicant's planning consultant responded to the Council's request for further information by letter dated 8 May 2019. This response asserts that *"the assessment of this application relates principally to the extent of the building addition and changes to the site infrastructure (the site's driveway/circulation area and stormwater system)."* Given the intensification/expansion of the use of the site, it is critical that the impacts of such intensification/expansion also form part and parcel of the planning assessment of the proposed development. Notably, it appears from the documentation available to us, that no expert assessment of such matters has been undertaken on behalf of the applicant.

The Development Plan

The first observation we make is that the relevant provisions for the Urban Employment Zone (**"the Zone"**) only seek to promote industrial land uses which are compatible with adjoining uses. So much is made abundantly clear in the statement of Desired Character for the Zone (**"the SDC"**).

For example the SDC provides as follows:

"A high level of compatibility between land uses in the zone is envisaged to ensure a quality and attractive business environment is maintained".

At a very basic level it is quite obvious that the intent of the DP is to offer protection and certainty for existing and future land uses that their operations will not be compromised or prejudiced by inappropriate future development on adjoining sites. The obvious and unsurprising intention is to encourage future occupants of the Zone to have confidence that the critical objectives of the Zone will be realised and observed at all times.

The DP certainly does not seek to encourage future development at the expense of, or to the detriment of, existing development. The authors of the DP clearly would not envisage the expansion of, or intensification of, an existing use which will prejudice and constrain several important lawful operators in the locality of the subject land and potentially lead to their forced vacation from the Zone. This would certainly be an unintended, illogical and highly undesirable outcome.

The DP goes to great lengths to avoid the establishment of incompatible land uses on adjoining sites. The raft of Council Wide provisions which specifically seek to avoid this outcome include the following:

- Industrial Development Objective 5 at page 45.
- Industrial Development PDC 6 at page 46.
- Interface Between Land Uses Objectives 1 and 3 at page 49.
- Interface Between Land Uses PDCs 1 and 2 at page 49.
- Orderly and sustainable Development Objective 3 at page 77.
- Orderly and Sustainable Development PDC 1 at page 77.

Then the Zone provisions themselves guard against the concerns expressed by our client. Zone Objective 4 seeks to ensure the *"effective location ... of activities at the interface of industrial/commercial activity with land uses that are sensitive to these operations"*.

Zone Objective 5 only contemplates *"a high standard of development which promotes ... environmental amenity ..."*.

The whole flavour of the statement of "Desired Character" is that it encourages high quality enterprise which will provide a focus for manufacturing, research and technology, logistics and transport services, intermodal operations and expansion of defence industries.

Our client acknowledges that the use of the land as a material recycling facility has already been approved. The reality however is that our client maintains the same concerns regarding external impacts of the facility expressed in their representation opposing the 2017 DA. The expansion/intensification of the activities on the subject land is now understandably of significant concern to our client. The reality is that the expansion/intensification of the activities on the subject land will only move the subject land further away from the intent and objective of the Zone and prejudice and constrain our client's tenant. For these

reasons alone, Development Plan Consent should be refused for the proposed development.

Summary

In summary our client is opposed to the proposed development for the reasons outlined above. No support can be found for the proposed development in the DP. There is no reason whatsoever for the planning authority to grant consent to a proposal on the subject land which is not supported by the DP. The proposed development will exacerbate the very real adverse external impacts presently experienced by occupiers of sites in the locality of the subject land. Those impacts must clearly form part of the planning assessment of the proposed development.

We wish to be heard by the City of Salisbury's Council Assessment Panel in relation to our client's representation and would be grateful if you would advise us of the date and time of the relevant meeting.

Please contact me if you have any queries.

Yours Faithfully,



James Hilditch



Our Ref: JRH:000517

Attachment 4: Response to Representations

Ref: 16-0051

29 May 2019

Mr Aaron Curtis
Team Leader - Planning
City of Salisbury
By email: acurtis@salisbury.sa.gov.au



URPS

Suite 12
154 Fullarton Road
ROSE PARK SA 5067

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

Dear Aaron

Development Application 361/467/19 – Response to the Representations

Introduction

Thank you for forwarding copies of the representations received during the Category 2 public notification period.

Representations were received from:

- Mr Des Ahrns, Ms Bev Ahrns and Ahrns Handling Equipment Pty Ltd, owners and occupiers of 76 Woomera Avenue, Edinburgh
- Delpar Pty Ltd, owner of 77-83 Woomera Avenue, Edinburgh, and
- Mr Alan Steele, Mayfield Property Holdings, owner of 3 Gidgie Court, Edinburgh.

Hilditch Lawyers acted on behalf of all three parties and submitted representations on behalf of each party.

Hilditch Lawyers has raised the same concerns on behalf of all parties and therefore I provide this response addressing the issues raised by Hilditch Lawyers.

Issues and Response

The issues raised by Hilditch Lawyers that are relevant to the assessment of this application include:

- intensification of the land use
- noise impact
- odour impact
- traffic impact, and
- emission of dust, airborne pollutants and litter.

shaping great communities

Intensification of Land Use

Hilditch Lawyers contends that the proposed development is an intensification or expansion of the approved land use. It also contended by Hilditch Lawyers that the intensification will only exacerbate external impacts.

This development enables the applicant to install machinery that diverts more material from landfill with the introduction of a glass sorting machine. This development application will result in a more efficient glass recovery process and result in less material being diverted to landfill. Furthermore, there are no increased traffic movements (in or out) as a result of the proposed development. Only the end destination changes (i.e. being dispatched for further recycling instead of to landfill).

The proposed development will not intensify the existing use of the land. Furthermore, there are no restrictions or limitations imposed through the previous Development Application or the licence under the *Environment Protection Act 1993* that affect the throughput of materials at the site.

In our view, no further expert assessment is justified on the basis that there is no change to the volume of material able to be sorted and no change to the kinds of materials sorted at the site.

Noise Impact

Hilditch Lawyers has been advised by its clients that the noise of skip bin movement around the site creates significant noise nuisance and the expansion/intensification may result in more skip bin movements around the site.

Skip bins are used by NAWMA for the temporary storage of materials before they can be dispatched from the site. I am advised that there may be up to 6 skip bins on the land. These are used for the storage of steel, aluminium and glass fines. There are additional cages used for bottles and cans. There will be no change to the number of skip bins stored on the site or the nature in which they are used. At the time the skip bins are full, a contractor or other company (such as Sims Metal Management) drops off an empty skip bin and collects the full one.

The proposed activity and associated noise is consistent with the existing noise conditions of the site and is appropriate within an Urban Employment Zone.

Odour Impact

Hilditch Lawyers has been advised by its clients that they have observed that odours are detectable from the subject land even when the doors around the perimeter of the building are closed and that is a "common occurrence that rollers doors around the perimeter of the facility are being left open for long periods of time". Principally, Hilditch Lawyers has noted that the "significant increase roller door numbers now proposed, together with the related potential increase for emanation of odours, is of a significant concern to our clients.

The development proposes three additional roller doors at the rear of the building. Those roller doors are required for the better management of the site. Of the three roller doors, two will provide direct access to the compaction equipment which is to be relocated inside the building. The compaction equipment is used for compacting material before it is dispatched from the site. I am advised by the proponent that the compaction equipment can be a source of mild odour, although the proponent reiterates it is in compliance

with the site's Licence and approved Environmental Management Plan. Moving that component to within the building will reduce the potential of that equipment to cause any nuisance odour. It will also mean that there is less handling of materials outside of the building as that will now take place within the building addition. The third roller door will provide direct access to the fenced compound at the rear of the building. This door is only required to be opened when moving material from within the building to the fenced area.

It is understood that the NAWMA has received complaints in relation to odour. I have been advised that the proponent is not aware of any formal complaint being lodged with the EPA. Following a complaint in November 2017 (some three months after commencing operation), NAWMA invited a representative of the Environment Protection Authority (EPA) to inspect the site. At that time, the EPA advised NAWMA that it considered that NAWMA was acting in accordance with its Development Approval and its licence under the *Environment Protection Act 1993*. I also understand that there have been no complaints received by NAWMA in the past 12 months.

With the relocation of the compacting equipment to within the building, there are fewer potential odour sources outside of the building and therefore it is expected that there will be less odour as a result of this development.

Traffic Impact

Hilditch Lawyers contends that there will be more truck movements to and from the site as a result of there being more material brought to and from the site.

As indicated in our response to Council's request for additional information, the proposed development will not lead to an increase in materials being processed at the site and therefore there is no change to the number of truck movements to or from the site.

Emission of Dust and Litter

Hilditch Lawyers contends that the increase in traffic movements will result in an increased risk of litter escaping trucks and that dust and other airborne pollutants may affect adjoining premises.

The management of dust, airborne pollutants and litter is regulated and controlled through the site's Environmental Management Plan and as endorsed by the EPA.

The potential for dust to adversely affect adjoining landowners is low given:

- all circulation areas are sealed and no activity takes place on the undeveloped portion of land at the rear of the site
- loose material delivered to the site is delivered directly within the building from a sealed truck, and
- sorted material is baled and not loosely loaded to trucks before being covered/sealed and dispatched from the site.

The risk of litter either being produced at the site or escaping the site is also considered to be low. NAWMA undertakes regular inspections of the site and cleans any litter that is identified outside of the building. While some material is stored in an outdoor area (plastics, glass, steel and aluminium), that outdoor area is fenced and that this area is not a source of litter. All material that is removed from the site occurs in sealed containers.

Summary and Conclusion

The proposed development involves a building addition that will result in:

- additional sorting infrastructure being incorporated within the building, and
- existing compactors being relocated within the building.

The development does not involve a change in the use of the land or an intensification of the use. There is no change to the throughput of material through the site and no difference in the type of truck movements to and from the land. At the same time, there is no change to the noise generated at the land and the development is expected to produce less odour with the relocation of the compactors within the building. In any event, the proponent reiterates it is in compliance with its Licence under the *Environment Protection Act 1993* and its approved Environmental Management Plan.

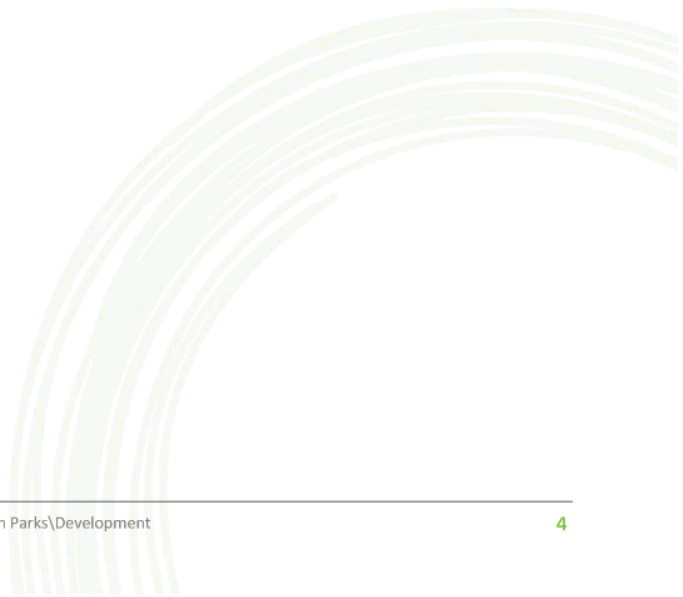
I trust that the above addresses the concerns of the representors and enables Council to determine the development application at the next available Council Assessment Panel Meeting. NAWMA will be represented at the meeting and it would be appreciated if you could confirm the date and time of that meeting.

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

Yours sincerely



Simon Channon
Associate



Attachment 5:
EPA Referral Response



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: 34613

5 June 2019

Mr Aaron Curtis
 Team Leader - Planning
 City Of Salisbury
 PO Box 8
 SALISBURY SA 5108

Dear Mr Curtis

DIRECTION - Activities of Major Environmental Significance

Development Application No.	361/467/2019
Applicant	BGI Building Group
Location	A506 DP68296, Hundred Munno Para, 71-75 Woomera Avenue, Edinburgh, SA 5111.
Activity of Environmental Significance	Schedule 8 Item 11; Schedule 22 Part A Activities, Item 22-3(3)
Proposal	Alterations and Additions to Existing Material Recycling Facility (Building Extension to Rear of Building, Extension to Rear Hardstand and Consequential Adjustment to Storage Area, Fencing and Stormwater System).
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 3

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 Hayley Riggs on telephone (08) 82071916 or facsimile (08) 8124 4673 or email hayley.riggs@epa.sa.gov.au.

THE PROPOSAL

The proposal is for alterations and additions to the Northern Adelaide Waste Management Authority's (NAWMA) existing material recovery facility (MRF). The application seeks to extend the existing MRF building by approximately 12 metres to accommodate new sorting machinery.

SITE DESCRIPTION

The site of the proposed development is 71-75 Woomera Ave, Edinburgh.

NAWMA holds an EPA licence for the site for a 'waste or recycling depot' (licence 50286).

CONSIDERATION

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

Environmental Issues

Interface Between Land Uses

The EPA publication *Evaluation distances for effective air quality and noise management* recommends a minimum evaluation distance of 300 metres for a 'waste or recycling depot'. In response to the EPA's further information request, the applicant has confirmed that the land at Allotment 503 in DP78592 (which was identified on the EPA's GIS system as being within 300 metres of the activity) is used by the Department of Defence as offices. On this basis, there are no sensitive land uses within 300 metres of the waste or recycling depot activity.

Based on this and the nature of the proposed development, the EPA is satisfied that there would be no unacceptable air quality or noise impacts from the proposal and no further information or conditions are required in this regard.

Waste

Due to the minor nature of the changes to the building, no further information or directed conditions were required from a waste management perspective. The site would continue to be managed on an ongoing basis through the EPA licence.

Water Quality

The existing building is to be extended and the existing stormwater swale at the rear of the property is proposed to be filled in with concrete. This would increase the amount of runoff generated from the site.

A new stormwater swale is proposed to be constructed at the rear of the property. This swale would be sized to capture a 1 in 100 year rain event. This is acceptable to the EPA and a condition is directed below to ensure that the sizing is adequate.

An existing Ecosol Gross Pollutant Trap would continue to be used to treat the stormwater before it discharges to the existing stormwater infrastructure on Tugger Way. This is acceptable to the EPA.

CONCLUSION

Provided the proposed development is undertaken in accordance with the plans and documents submitted and the directed condition below, the EPA is satisfied that the potential environmental impacts would be appropriately mitigated to acceptable levels.

DIRECTION

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

1. The new stormwater swale must be sized to capture a 1 in 100 year rain event.

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.
- 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 licenses can be accessed here: http://www.epa.sa.gov.au/business_and_industry/applying_for_a_licence
- EPA information sheets, guidelines documents, codes of practice, technical bulletins etc can be accessed on the following web site: <http://www.epa.sa.gov.au>

Yours faithfully

Courtney Stollznow

Delegate

ENVIRONMENT PROTECTION AUTHORITY

Attachment 6:
Relevant Development Plan Provisions –
Consolidated 15 December 2016

Development Plan

Salisbury Council

Consolidated - 15 December 2016

Please refer to the Salisbury Council page at www.sa.gov.au/developmentplans to see any amendments not consolidated.



Government of South Australia
Department of Planning,
Transport and Infrastructure

Consolidated - 15 December 2016

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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.

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Design and Appearance

- 10 Development should provide clearly recognisable links to adjoining areas and facilities.
- 11 Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.
- 13 Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.
- 14 Development should be designed and sited so that outdoor storage, loading and service areas are screened from public view by an appropriate combination of built form, solid fencing and/or landscaping.
- 15 Outdoor lighting should not result in light spillage on adjacent land.
- 16 Balconies should:
- be integrated with the overall architectural form and detail of the building
 - be sited to face predominantly north, east or west to provide solar access
 - have a minimum area of 2 square metres.

Development Adjacent Heritage Places

- 17 The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in [Table Sal/4 - State Heritage Places](#).
- 18 Development on land adjacent to a State or local heritage place, as listed in [Table Sal/4 - State Heritage Places](#) should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

Overshadowing

- 19 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:
- windows of habitable rooms
 - upper-level private balconies that provide the primary open space area for a dwelling
 - solar collectors (such as solar hot water systems and photovoltaic cells).

Visual Privacy

- 20 Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:
- off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct
 - building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms
 - screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.
- 21 Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes

Building Setbacks from Road Boundaries

- 22 The setback of buildings from public roads should:
- (a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality
 - (b) contribute positively to the streetscape character of the locality
 - (c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.
- 23 Except where specified in a particular zone, policy area or precinct, the main face of a building should be set back from the primary road frontage in accordance with the following table:

Setback difference between buildings on adjacent allotments	Setback of new building
Up to 2 metres	The same setback as one of the adjacent buildings, as illustrated below:
<p style="text-align: center;">When $b - a \leq 2$, setback of new dwelling = a or b</p>	
Greater than 2 metres	At least the average setback of the adjacent buildings.

- 24 Except where specified in a particular zone, policy area, or precinct, buildings and structures should be set back from road boundaries having regard to the requirements set out in [Table Sal/1 - Building Setbacks from Road Boundaries](#).
- 25 Except where specified in a zone, policy area or precinct, the setback of development from a secondary street frontage should reflect the setbacks of the adjoining buildings and other buildings in the locality.
- 26 Development likely to encroach within a road widening setback under the *Metropolitan Adelaide Road Widening Plan Act 1972* should be set back sufficiently from the boundary required for road widening.

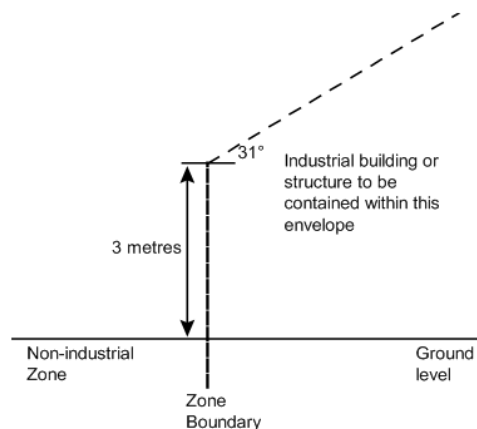
Industrial Development

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.

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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.

- 17 New urban development should provide a buffer of at least 40 metres wide (inclusive of any fuel break, emergency vehicle access or road) separating urban and rural activities.
- 18 Development located within 300 metres of facilities for the handling, transportation and storage of bulk commodities should:
 - (a) not prejudice the continued operation of those facilities
 - (b) be located, designed and developed having regard to the potential environmental impact arising from the operation of such facilities and the potential extended hours of operation.

Landscaping, Fences and Walls

OBJECTIVES

- 1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.
- 2 Functional fences and walls that enhance the attractiveness of development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:
 - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
 - (b) enhance the appearance of road frontages
 - (c) screen service yards, loading areas and outdoor storage areas
 - (d) minimise maintenance and watering requirements
 - (e) enhance and define outdoor spaces, including car parking areas
 - (f) maximise shade and shelter
 - (g) assist in climate control within and around buildings
 - (h) minimise heat absorption and reflection
 - (i) maintain privacy
 - (j) maximise stormwater re-use
 - (k) complement existing vegetation, including native vegetation
 - (l) contribute to the viability of ecosystems and species
 - (m) promote water and biodiversity conservation.
- 2 Landscaping should:
 - (a) include the planting of locally indigenous species where appropriate
 - (b) be oriented towards the street frontage
 - (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.
- 3 Landscaping should not:
 - (a) unreasonably restrict solar access to adjoining development
 - (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding

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General Section
Landscaping, Fences and Walls

- (c) introduce pest plants
- (d) increase the risk of bushfire
- (e) remove opportunities for passive surveillance
- (f) increase leaf fall in watercourses
- (g) increase the risk of weed invasion
- (h) obscure driver sight lines
- (i) create a hazard for train or tram drivers by obscuring sight lines at crossovers.

4 Fences and walls, including retaining walls, should:

- (a) not result in damage to neighbouring trees
- (b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality
- (c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance
- (d) incorporate articulation or other detailing where there is a large expanse of wall facing the street
- (e) assist in highlighting building entrances
- (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites
- (g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land
- (h) be constructed of non-flammable materials.

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.

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General Section
Natural Resources

13 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.

14 Stormwater management systems should:

(a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source

(b) utilise, but not be limited to, one or more of the following harvesting methods:

(i) the collection of roof water in tanks

(ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks

(iii) the incorporation of detention and retention facilities

(iv) aquifer recharge.

15 Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.

16 Artificial wetland systems, including detention and retention basins, should be sited and designed to:

(a) ensure public health and safety is protected

(b) minimise potential public health risks arising from the breeding of mosquitoes.

Water Catchment Areas

17 Development should ensure watercourses and their beds, banks, wetlands and floodplains are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.

18 No development should occur where its proximity to a swamp or wetland will damage or interfere with the hydrology or water regime of the swamp or wetland.

19 A wetland or low-lying area providing habitat for native flora and fauna should not be drained, except temporarily for essential management purposes to enhance environmental values.

20 Along watercourses, areas of remnant native vegetation, or areas prone to erosion, that are capable of natural regeneration should be fenced off to limit stock access.

21 Development such as cropping, intensive animal keeping, residential, tourism, industry and horticulture, that increases the amount of surface run-off should include a strip of land at least 20 metres wide measured from the top of existing banks on each side of a watercourse that is:

(a) fenced to exclude livestock

(b) kept free of development, including structures, formal roadways or access ways for machinery or any other activity causing soil compaction or significant modification of the natural surface of the land

(c) revegetated with locally indigenous vegetation comprising trees, shrubs and other groundcover plants to filter run-off so as to reduce the impacts on native aquatic ecosystems and to minimise soil loss eroding into the watercourse.

- 22 Development resulting in the depositing of an object or solid material in a watercourse or floodplain or the removal of bank and bed material should not:
- (a) adversely affect the migration of aquatic biota
 - (b) adversely affect the natural flow regime
 - (c) cause or contribute to water pollution
 - (d) result in watercourse or bank erosion
 - (e) adversely affect native vegetation upstream or downstream that is growing in or adjacent to a watercourse.
- 23 The location and construction of dams, water tanks and diversion drains should:
- (a) occur off watercourse
 - (b) not take place in ecologically sensitive areas or on erosion-prone sites
 - (c) provide for low flow by-pass mechanisms to allow for migration of aquatic biota
 - (d) not negatively affect downstream users
 - (e) minimise in-stream or riparian vegetation loss
 - (f) incorporate features to improve water quality (eg wetlands and floodplain ecological communities)
 - (g) protect ecosystems dependent on water resources.
- 24 Irrigated horticulture and pasture should not increase groundwater-induced salinity.
- 25 Development should comply with the current *Environment Protection (Water Quality) Policy*.

Biodiversity and Native Vegetation

- 26 Development should retain existing areas of native vegetation and where possible contribute to revegetation using locally indigenous plant species.
- 27 Development should be designed and sited to minimise the loss and disturbance of native flora and fauna, including marine animals and plants, and their breeding grounds and habitats.
- 28 Native vegetation should be conserved and its conservation value and function not compromised by development if the native vegetation does any of the following:
- (a) provides an important habitat for wildlife or shade and shelter for livestock
 - (b) has a high plant species diversity or includes rare, vulnerable or endangered plant species or plant associations and communities
 - (c) provides an important seed bank for locally indigenous vegetation
 - (d) has high amenity value and/or significantly contributes to the landscape quality of an area, including the screening of buildings and unsightly views
 - (e) has high value as a remnant of vegetation associations characteristic of a district or region prior to extensive clearance for agriculture
 - (f) is growing in, or is characteristically associated with a wetland environment.

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General Section
Natural Resources

- 29 Native vegetation should not be cleared if such clearing is likely to lead to, cause or exacerbate any of the following:
- (a) erosion or sediment within water catchments
 - (b) decreased soil stability
 - (c) soil or land slip
 - (d) deterioration in the quality of water in a watercourse or surface water runoff
 - (e) a local or regional salinity problem
 - (f) the occurrence or intensity of local or regional flooding.
- 30 Development that proposes the clearance of native vegetation should address or consider the implications that removing the native vegetation will have on the following:
- (a) provision for linkages and wildlife corridors between significant areas of native vegetation
 - (b) erosion along watercourses and the filtering of suspended solids and nutrients from run-off
 - (c) the amenity of the locality
 - (d) bushfire safety
 - (e) the net loss of native vegetation and other biodiversity.
- 31 Where native vegetation is to be removed, it should be replaced in a suitable location on the site with locally indigenous vegetation to ensure that there is not a net loss of native vegetation and biodiversity.
- 32 Development should be located and occur in a manner which:
- (a) does not increase the potential for, or result in, the spread of pest plants, or the spread of any non-indigenous plants into areas of native vegetation or a conservation zone
 - (b) avoids the degradation of remnant native vegetation by any other means including as a result of spray drift, compaction of soil, modification of surface water flows, pollution to groundwater or surface water or change to groundwater levels
 - (c) incorporates a separation distance and/or buffer area to protect wildlife habitats and other features of nature conservation significance.
- 33 Development should promote the long-term conservation of vegetation by:
- (a) avoiding substantial structures, excavations, and filling of land in close proximity to the trunk of trees and beneath their canopies
 - (b) minimising impervious surfaces beneath the canopies of trees
 - (c) taking other effective and reasonable precautions to protect both vegetation and the integrity of structures and essential services.
- 34 Horticulture involving the growing of olives should be located at least:
- (a) 500 metres from:
 - (i) a national park
 - (ii) a conservation park

(iii) a wilderness protection area

(iv) the edge of a substantially intact stratum of native vegetation greater than 5 hectares in area

(b) 50 metres from the edge of stands of native vegetation 5 hectares or less in area.

35 Horticulture involving the growing of olives should have at least one locally indigenous tree that will grow to a height of at least 7 metres sited at least every 100 metres around the perimeter of the orchard.

Soil Conservation

36 Development should not have an adverse impact on the natural, physical, chemical or biological quality and characteristics of soil resources.

37 Development should be designed and sited to prevent erosion.

38 Development should take place in a manner that will minimise alteration to the existing landform.

39 Development should minimise the loss of soil from a site through soil erosion or siltation during the construction phase of any development and following the commencement of an activity.

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.

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- 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.

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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 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](#)
 - 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:
- facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - not inhibit safe and convenient traffic circulation
 - result in minimal conflict between customer and service vehicles
 - avoid the necessity to use public roads when moving from one part of a parking area to another
 - minimise the number of vehicle access points to public roads
 - avoid the necessity for backing onto public roads
 - 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
 - not dominate the character and appearance of a site when viewed from public roads and spaces
 - 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:
- maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
 - incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
 - being appropriately lit
 - 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.

- 37 Parking areas that are likely to be used during non daylight hours should provide floodlit entrance and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.
- 38 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.
- 39 To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.
- 40 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

Vehicle Parking for Residential Development

- 41 On-site vehicle parking should be provided having regard to:
- (a) the number, nature and size of proposed dwellings
 - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
 - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons.
- 42 Vehicle parking areas servicing more than one dwelling should be of a size and location to:
- (a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely
 - (b) provide adequate space for vehicles, including emergency service vehicles, to manoeuvre between the street and the parking area
 - (c) reinforce or contribute to attractive streetscapes.

Vehicle Parking for Mixed Use and Corridor Zones

- 43 Loading areas and designated parking spaces for service vehicles should:
- (a) be provided within the boundary of the site
 - (b) not be located in areas where there is parking provided for any other purpose.
- 44 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
- (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages
 - (b) complement the surrounding built form in terms of height, massing and scale
 - (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.
- 45 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.

Undercroft and Below Ground Garaging and Parking of Vehicles

- 46 Undercroft and below ground garaging of vehicles should only occur where envisaged in the relevant zone or policy area or precinct and ensure:
- (a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties

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- (b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles
 - (c) driveway gradients provide for safe and functional entry and exit
 - (d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath
 - (e) openings to undercroft areas are integrated with the main building so as to minimise visual impact
 - (f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties
 - (g) the overall streetscape character of the locality is not adversely impaired (e.g. visual impact, building bulk, front setbacks relative to adjacent development).
- 47 In the case of undercroft and below ground car parks where cars are visible from public areas, adequate screening and landscaping should be provided.

Waste

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

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Waste

(e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours

(f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

Wastewater

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

Waste Treatment Systems

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

- 16 Stock slaughter works, poultry processors, saleyards, piggeries, cattle feedlots, milking sheds, milk processing works, fish processing works, wineries, distilleries, tanneries and fellmongeries, composting works, waste or recycling depots and concrete batching works should have a wastewater management system that is designed so as not to discharge wastes generated by the premises:
- (a) into any waters
 - (b) onto land in a place where it is reasonably likely to enter any waters by processes such as:
 - (i) seepage
 - (ii) infiltration
 - (iii) carriage by wind, rain, sea spray, or stormwater
 - (iv) the rising of the watertable.
- 17 Winery waste management systems should be designed to ensure:
- (a) surface runoff does not occur from the wastewater irrigation area at any time
 - (b) wastewater is not irrigated onto waterlogged areas, land within 50 metres of a creek, or swamp or domestic or stock water bore, or land subject to flooding, steeply sloping land, or rocky or highly permeable soil overlaying an unconfined aquifer
 - (c) wastewater is not irrigated over an area which is within 50 metres of any residence on neighbouring land or 10 metres of any type of publicly owned land
 - (d) wastewater is released using low trajectory low pressure sprinklers, drip irrigators or agricultural pipe, and is not sprayed more than 1.5 metres into the air or in fine droplets if there is a potential for the spread of diseases from the wastewater
 - (e) stormwater run-off from areas which are contaminated with grape or grape products is drained to winery waste management systems during vintage periods
 - (f) stormwater from roofs and clean hard paved surfaces is diverted away from winery waste management systems and disposed of in an environmentally sound manner or used for productive purposes.

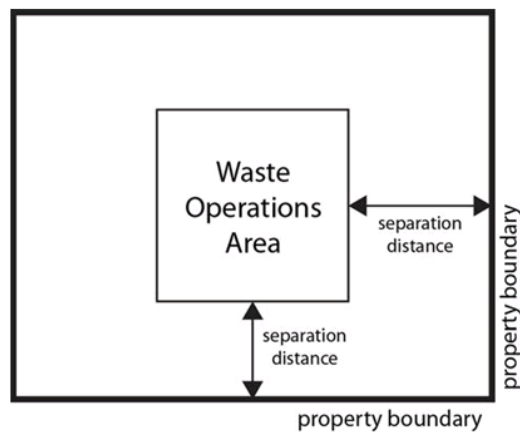
Waste Management Facilities

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

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Waste Management Facilities

- (b) with ground slopes greater than 6 per cent
- (c) where the interface of the engineered landfill liner and natural soils would be within any of the following:
 - (i) 15 metres of unconfined aquifers bearing groundwater with less than 3000 mg/L total dissolved salts
 - (ii) 5 metres of groundwater with a water quality of 3000 to 12 000 milligrams per litre total dissolved salts
 - (iii) 2 metres of groundwater with a water quality of greater than 12 000 milligrams per litre total dissolved salts.
- 17 Where required, a leachate barrier should be provided between the operational areas and underlying soil and groundwater.
- 18 Landfill activities that have a total storage capacity exceeding 230 000 cubic metres should make sustainable use of landfill gas emissions. For smaller landfill activities, if the sustainable use of the landfill gas emissions is not practical or feasible, flaring should be used to avoid gases being vented directly to the air.

Urban Employment Zone

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Infrastructure for Greater Edinburgh Parks

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

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

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- pre-school
- prescribed mains
- public service depot
- road transport terminal
- service trade premises
- service industry
- shop or group of shops
- training facility
- store
- warehouse.

2 Development listed as non-complying is generally inappropriate.

3 Development should be in accordance with the relevant [Concept Plan Map Sal/7 – Greater Edinburgh Parks](#).

4 Development should not impede the operation of established land uses through encroachment, over development of sites or noise/emissions or any other harmful or nuisance-creating impact.

5 Shops or groups of shops (other than bulky good outlets and service trade premises) should serve the local workforce within the zone and have a gross leasable floor area less than:

- (a) 2500 square metres where located in designated local activity centres shown on [Concept Plan Map Sal/7 – Greater Edinburgh Parks](#).
- (b) 250 square metres where outside of designated local activity centres

6 Bulky goods outlets and service trade premises should only be located in the bulky goods node or local activity centres identified on [Concept Plan Map Sal/7 – Greater Edinburgh Parks](#).

7 Bulky goods outlets and service trade premises should not have any adverse impacts on heavy vehicle access or freight movements.

8 Restaurants and cafes should only be located in bulky goods outlets or service trade premises that are larger than 2000 square metres, and should have a gross leasable area of 150 square metres or less.

9 Short term workers accommodation or other sensitive uses within the zone should be designed and located to ensure the ongoing operation of any existing activity within the zone is not impeded.

Form and Character

10 Development should not be undertaken unless it is consistent with the desired character for the zone.

11 In areas where a uniform street setback pattern has not been established, buildings should be set back in accordance with the following parameters:

Building height (metres)	Minimum setback from the primary road frontage (metres)	Minimum setback from the secondary road frontage (metres)
6 metres	8 metres	4 metres
Greater than 6 metres	10 metres	4 metres

12 Building façades facing land zoned for residential purposes should not contain openings or entrance ways that would result in the transmission of noise or light spillage that would adversely affect the amenity of nearby residents.

13 Any plant or equipment with potential to cause an environmental nuisance (including a chimney stack or air-conditioning plant) should be sited as far as possible from adjoining allotments not zoned for employment, and should be designed to minimise its effect on the amenity of the locality.

14 Development should control noise emissions through the use of attenuation devices and sound proofing, particularly activities requiring extended hours of operation.

15 The hours of operation of an activity should not detract from the amenity of any residential area.

16 Within 50 metres of a residential zone boundary:

(a) non-residential development (including loading and unloading activities) should:

- (i) demonstrate appropriate acoustic performance
- (ii) ensure that all noise sources including machinery, loading, unloading and other service areas on allotments nearest to the residential boundary are located within the building

(b) development should be designed and constructed of a material to ensure noise emissions are minimised within acceptable standards.

17 Development should be adaptable to allow for flexibility of use over time and accommodate multiple uses and shared facilities where practical, including training areas and car parking.

18 Buildings should not occupy more than 50 percent of the total area of the site upon which they are located, unless it can be demonstrated that stormwater can be harvested, treated, stored and reused on the site of the development to minimise impacts on external stormwater infrastructure.

19 Industries, warehouses, stores and similar developments should be provided with sufficient and convenient parking for staff and visitors based on the following rates:

Building Component	Number of required vehicle parking spaces
Part of development used as office space	3.3 spaces per 100 square metres
Part of development used as non-office space	2 spaces per 100 square metres where industrial building area is under 200 square metres
	1.33 spaces per 100 square metres where industrial building area is between 200-2000 square metres
	0.67 spaces per 100 square metres where industrial building area is greater than 2000 square metres
Service trade premises	2 spaces per 100 square metres

20 For labour-intensive industries where car parking demand exceeds the rates in Principle 20 above, the total car parking should be provided at a rate of 0.75 spaces by the number of employees

21 For non-labour intensive industries, the rates in Principle 20 above can be varied having regard to expected maximum staff and visitor levels.

22 Development within the "Runway Public Safety Area", but located outside of the "Limited Development Area", as identified in [Concept Plan Map Sal/6 – Urban Employment Zone](#) should not:

- (a) contain any land uses or industries that result in a significant increase in people working or congregating in that area (except warehousing and/or road transport terminals)
- (b) involve land uses that store flammable or hazardous materials.

Salisbury Council
Zone Section
Urban Employment Zone

- 23 No development should occur within the "Limited Development Area" as identified in [Concept Plan Map Sal/6 – Urban Employment Zone](#), except for the following developments that have heights of no greater than 2.1 metres above ground level:
- car parking
 - outdoor storage area (but not including storage of flammable or hazardous materials)
 - ancillary structures (eg. fencing and street lights)
 - landscaping.
- 24 No development should occur in the "No Structures and Development Area" as identified in [Concept Plan Map Sal/6 – Urban Employment Zone](#).

Land Division

- 25 Land division should create allotments that are of a size and shape suitable for the intended use.

PROCEDURAL MATTERS

Complying Development

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

In addition, the following forms of development, or any combination, are designated as complying subject to the requirements in [Table Sal/1 Building Setbacks from Road Boundaries](#):

Form of development	Complying criteria / conditions
(a) light industry (b) service industry (c) service trade premises (d) warehouse.	<p>1 The building, or any part, is not located within:</p> <ol style="list-style-type: none"> areas affected by aircraft noise shown on Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure an area shown on Concept Plan Map Sal/3 - Edinburgh Defence Airfield Lighting Constraints where restrictions on the amount of upward light apply. <p>2 The development does not involve an activity of environmental significance or major environmental significance identified in Schedules 21 and 22 of the <i>Development Regulations 2008</i>.</p> <p>3 The development does not require referral pursuant to Section 37 of the <i>Development Act 1993</i>.</p> <p>4 The development site is greater than 60 metres from the nearest residential zone boundary.</p> <p>5 The development has direct access to a sealed roadway.</p> <p>6 All vehicles able to access/egress the site in a forward direction.</p> <p>7 A site coverage of less than 50 per cent.</p> <p>8 Building height does not exceed airport building heights shown on Concept Plan Map Sal/1 - Edinburgh Defence Airfield Defence (Area Control) Regulations and is no greater than 12 metres.</p> <p>9 Building setback in accordance with the following:</p> <ol style="list-style-type: none"> buildings up to a height of 6 metres sited at least 8 metres from the primary street alignment buildings exceeding a height of 6 metres sited at least 10 metres from the primary street alignment

Form of development	Complying criteria / conditions
	(c) 4 metres from the secondary street frontage.
10	The development is designed as follows: <ul style="list-style-type: none"> (a) buildings adjacent public streets are designed to overlook the street and have a maximum unarticulated length of 30 metres (15 metres for offices) (b) comprise low-reflective materials and pre-colour treatment if metal clad.
11	Landscaping comprises: <ul style="list-style-type: none"> (a) an area of not less than 10 per cent of the site (b) a landscaped setback area of more than 3 metres wide along any street boundary, except where a building is setback a lesser distance from any street boundary in which case the intervening setback is landscaped (c) a mix of species expected to grow to less than 0.5 metres in height and species expected to grow with clear stems to 2 metres height and with the canopy above.
12	A clearance of not less than 3 metres being provided for access purposes between any structure and one side boundary of the site.
13	Off-street vehicle parking and specifically marked disabled parking provided at the rate of not less than: <ul style="list-style-type: none"> (a) 2 per 100 square metres (industrial building area under 200 square metres) (b) 1.33 per 100 square metres (industrial building area 200-2000 square metres) (c) 0.67 per 100 square metres (industrial building area greater than 2000 square metres) (d) 3.3 spaces per 100 square metres (office building area) (e) 2 per 100 square metres (service trade premises building area).
14	All buildings, including the associated filling of land - are sited, designed and constructed to prevent the entry of floodwaters in a 1-in-100 year average return interval flood event.
15	Areas used for the loading or unloading of materials or for the storage of chemicals and materials used in industrial operations and processes are to incorporate bunding or containment facilities that: <ul style="list-style-type: none"> (a) prevent the entry of external stormwater (b) contain any spilt materials from entering the stormwater system.
16	All loading and/or unloading of vehicles to occur within the boundaries of the site.
17	All outside loading and unloading and goods storage areas should be screened by solid fencing or dense screen landscaping.
18	All stormwater drainage is retained and treated on-site or connected to an approved stormwater management scheme.
19	Waste collection and storage areas provided which are: <ul style="list-style-type: none"> (a) screened and separated from adjoining areas (b) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system.

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Zone Section
Urban Employment Zone

Form of development	Complying criteria / conditions
	<p>20 The development comprises a maximum of two advertising displays, each of which does not encroach upon the public road reserve and accords with the following:</p> <p>(a) A maximum of one pylon sign per site that:</p> <p>(i) has a maximum height of 6 metres</p> <p>(ii) has a maximum area of 8 square metres</p> <p>(iii) is located between the building and the front property boundary.</p> <p>(b) A maximum of one freestanding directory sign per site that:</p> <p>(i) has a maximum height of 3 metres</p> <p>(ii) has a maximum length of 6 metres.</p> <p>(c) A maximum of one flush wall sign per site that:</p> <p>(i) has a maximum area of 8 square metres</p> <p>(ii) is erected on the building façade</p> <p>(iii) is located below the parapet of the building.</p> <p>21 Fencing exceeding 2.1 metres in height (including colour –coated wire mesh fencing) adjacent to public roads should be set back in one of the following ways:</p> <p>(a) in-line with the building façade</p> <p>(b) behind the building line</p> <p>(c) behind a landscaped area that softens its visual impact.</p>

Non-complying Development

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

Form of development	Exceptions
Advertisement or advertising hoarding	<p>Except where the advertisement or advertising hoarding:</p> <p>(a) does not move, rotate or incorporate flashing light(s)</p> <p>(b) has no part that projects above the walls or fascia where attached to a building</p> <p>(c) covers less than 10 per cent of the total surface area of a wall oriented to a public road or reserve</p> <p>(d) does not include bunting, streamers, flags or wind vanes.</p>
Amusement machine centre	
Caravan or residential park	Except for minor alterations and additions within a caravan park or residential park.
Dwelling or Dwellings	<p>Except:</p> <p>(a) for short term accommodation that is ancillary to and in association with industry</p> <p>(b) for alterations and additions to existing dwellings.</p>
Intensive animal keeping	
Motel	
Nursing home	
Place of worship	
Prescribed mining operations	
Primary school	

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

Public Notification

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

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

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

Table Sal/2 - Off Street Vehicle Parking Requirements

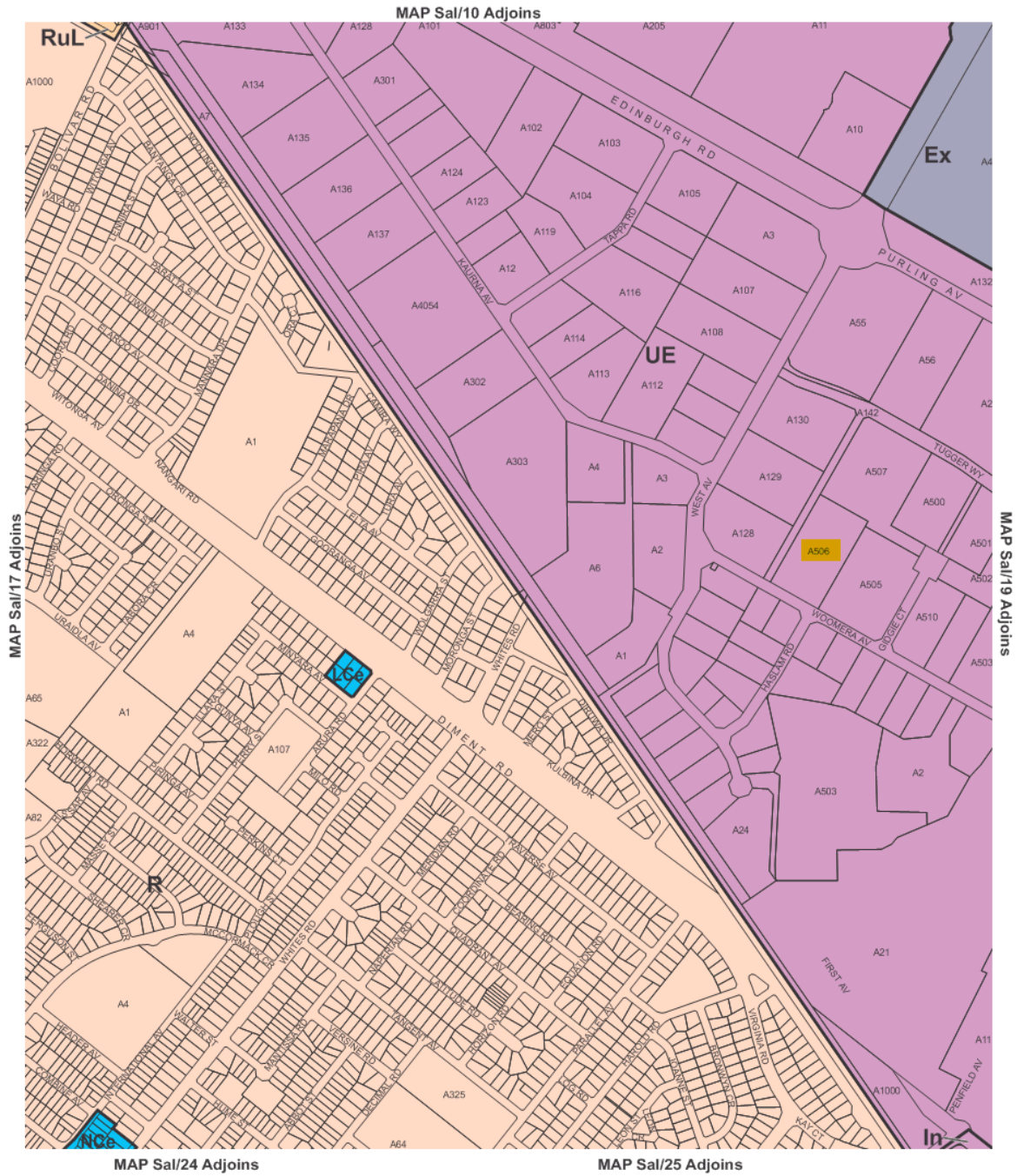
The following vehicle parking requirements do not apply:

- (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	
Lounge or beer garden	
Gaming room	1 space per 2 machines
Office	1 space per 25 square metres, with a minimum of 4 spaces per office
Restaurant	Greater of 1 space for every 3 seats or 1 space for every 15 square metres of dining area
Service trade premises	3 spaces per 100 square metres
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



Lambert Conformal Conic Projection, GDA94



- Zones**
- Ex Excluded
 - In Industry
 - LCe Local Centre
 - NCe Neighbourhood Centre
 - R Residential
 - RuL Rural Living
 - UE Urban Employment
 - Zone Boundary

Zone Map Sal/18

SALISBURY COUNCIL
Consolidated - 15 December 2016

ITEM	5.1.2
	COUNCIL ASSESSMENT PANEL
DATE	23 July 2019
APPLICATION NO.	361/624/2019/NB
APPLICANT	First Things First Coffee
PROPOSAL	Drive through coffee shop, associated advertising signage (including 4.8m high illuminated pylon sign), access, car parking, light poles and landscaping (non-complying)
LOCATION	316 Salisbury Highway, Salisbury Downs
CERTIFICATE OF TITLE	Lot 8 in Certificate of Title Volume 5262, Folio 58
AUTHOR	Gabriella Cutri, Development Officer - Planning, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Residential
Application Type	Non-Complying
Public Notification Category	3
Public Notification	Representations received: Two Representations to be heard: Nil
Referrals - Statutory	Commissioner of Highways
Referrals – Internal	Development Engineering Environmental Health
Development Plan Version	Salisbury (City) Development Plan Consolidated 4 April 2019
Assessing Officer	Gabriella Cutri
Recommendation	Grant Development Plan Consent subject to conditions and concurrence of the State Commission Assessment Panel (SCAP)
Meeting Date	23 July 2019

2. REPORT CONTENTS

Attachment 1:	Proposal plans and supporting documentation including Statement of Effect, Statement of Support and Traffic Report
Attachment 2:	Category 3 Notice and Representations received
Attachment 3:	Schedule 8 Referral Response from Commissioner of Highways
Attachment 4:	Relevant Development Plan extracts and Location Maps

3. EXECUTIVE SUMMARY

The applicant seeks Development Plan Consent for the construction of a drive-through coffee shop, associated advertising signage, carparking, light poles and landscaping.

A shop is a non-complying form of development within the Residential Zone, except where the shop has a gross leasable floor area less than 250m² and does not front an arterial road. The subject site is located on Salisbury Highway which is identified as a secondary arterial road in Council's Development Plan. As such, the proposal has been assessed as a non-complying form of development.

The applicant provided a Statement of support and on the 23 April 2019 in accordance with Regulation 17(3)(b) of the *Development Regulations 2008*, Council staff under delegated authority resolved to proceed with 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 (2) representations were received during the notification period. The representors were in support of the proposal and did not wish to make a verbal submission to the Council's Assessment Panel.

The application was referred to the Commissioner of Highways in accordance with Schedule 8(3) and (4) of the *Development Regulations 2008*. The Commissioner does not object to the development and has recommended conditions of consent be attached.

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

- a) The proposed development is considered to be appropriate within the context of this locality, despite being a non-complying form of development;
- b) The proposed development is not considered to have an adverse impact on the locality in respect to noise, light spill, air quality or traffic impact;
- c) The built form is considered to be compatible with the form, scale and materials of buildings in the locality;
- d) Access to and from the site is appropriate and sufficient carparking has been provided to support the development;
- e) Road widening easement applying to the site will remain open other than in the form of freestanding signage which has been consented to by Commissioner of Highways;
- f) Landscaping is provided to enhance the appearance of the site and appropriate stormwater management system will be implemented.

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

4. SUBJECT SITE

The subject site comprises one allotment identified as Lot 8 in Certificate of Title Volume 5262, Folio 58 referred to as 316 Salisbury Highway, Salisbury Downs.

The site is a corner allotment of approximately 840m² with a primary frontage to Salisbury Highway and secondary frontages to Arnhem Court. The site frontage to Salisbury Highway is 26.2 metres (excluding corner cutoff of 4.88m) and the site frontage to Arnhem Court (southern and eastern boundaries) totals 54.6 metres,

The site was approved as a “Service Trade Premises” (to sell caravans) in 1990 and was most recently used as a car yard.

The site contains a masonry building, carports/verandahs and light poles. The whole of the site is sealed in concrete.

The site has tubular fencing along the Salisbury Highway frontage, southern side boundary and portion of the northern boundary while a 3 metre high Colorbond fence exists along the eastern boundary and lower height 2m high fence to portion of the northern boundary. The masonry building is sited on the eastern boundary for a length of 9.1 metres and has a wall height of 3.1 metres.

The site has two access points, one located on Salisbury Highway and one on Arnhem Court to the southern side boundary.

Site photos are provided below:


<p>Photo 1: <i>Looking north from Arnhem Court toward the subject site. Note the tubular fencing to the boundary. The access gate is on the right of the photo</i></p>	
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Photo 2:
Looking north-west from Arnhem Court toward the existing fence and masonry wall located on the eastern boundary



Photo 3:
Looking east from Salisbury Highway median toward the subject site



Photo 4:
Looking south-east from Salisbury Highway toward the subject site and the OTR service station on the right hand side of photo



5. LOCALITY

The locality is defined primarily by visual reference but the activities of vehicles driving to/from the site is also noted. The locality extends along Salisbury Highway in either direction for approximately 100m. The residential properties fronting Arnhem Court are also included.

The locality consists predominantly of residential land use, however, there are two established commercial land uses in the locality. The residential uses comprise predominantly single storey detached dwellings on suburban sized allotments. The commercial uses are described in more detail as follows:

At the corner of Kings Road and Salisbury Highway, 24 hour 'On the Run' integrated service station complex consisting of a petrol filling station, shops and associated drive-through, carparking, landscaping and signage and 2 x 7m high pylon signs;



At the corner of Thompson Avenue and Salisbury Highway, the 'Europa Medical Centre' consulting rooms and associated car parking, landscaping and signage.

Residential properties on the eastern side of Salisbury Highway back onto Salisbury Highway and have rear fences built to the road whereas properties on the western side front Salisbury Highway with established landscaping and front fences, most of which are open in style.

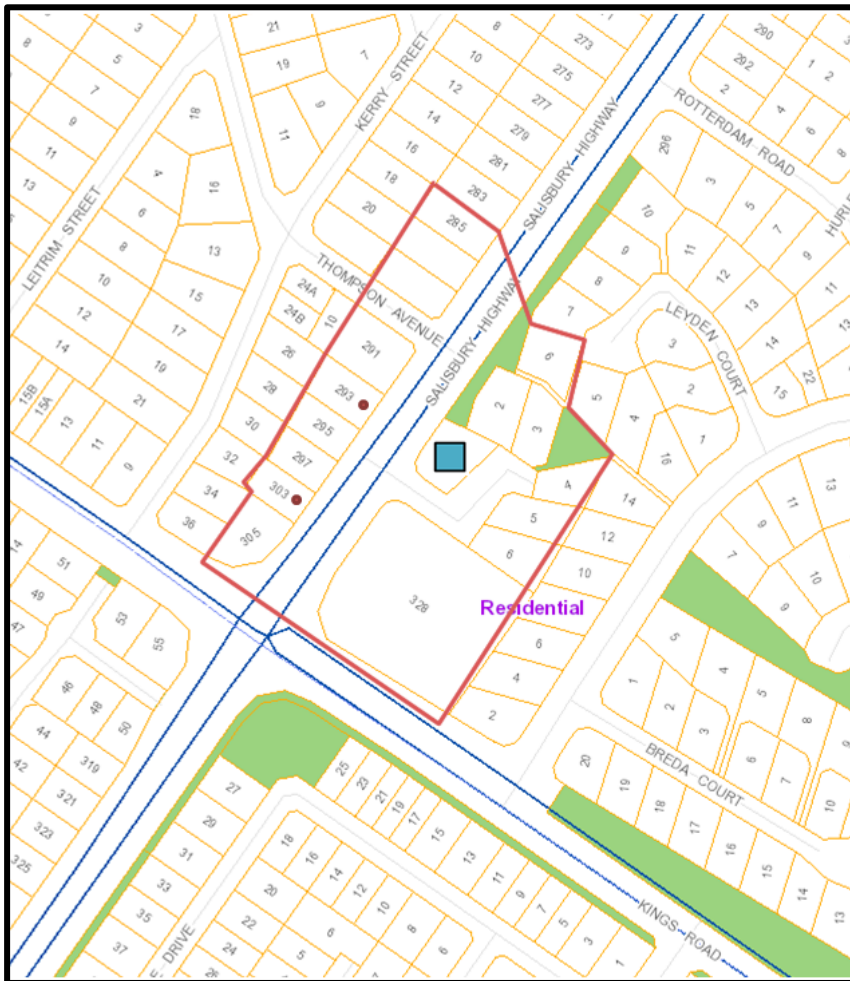
A locality plan and contextual plan are provided below.

Locality Plan – Aerial






Legend (Source: Geocortex)	
	Subject site
	Locality boundary

Locality Plan – Cadastre



Legend (Source: Geocortex)



	Subject site
	Locality boundary and properties notified
	Representations

Item 5.1.2

Contextual Plan:



Legend (Source: Nearmap)

	Subject site
	Zone boundary

6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposal comprises the construction of and change of use to, a drive-through coffee shop and associated car parking, landscaping, light poles and signage.

The proposed hours of operation will be as follows:

- 5:30am – 4:00pm Monday-Saturday; and
- 7:30am – 4:00pm Sunday.

A maximum of five staff will be on-site at any one time.

The proposal involves the alteration of the Salisbury Highway access point to facilitate simultaneous two-way vehicular movements with all vehicles able to enter and exit the site in a forward direction via internal loop driveway of 3m wide. The proposal is designed to principally cater for vehicular traffic, however, customers can also walk into the facility via designated walkway.

Customers will drive in and place their order at one window and proceed to the next window for pick up. The shop will specialise in coffee and limited range of food prepared on-site (ie. sandwiches and pre-packaged foods). The existing access point to Arnhem Court will be retained and shall be restricted to use by delivery and service vehicles. Deliveries will generally occur outside of operating hours, such that this area can be used for additional vehicle parking if needed.

The applicant has advised that deliveries will occur one day a week between the hours of 8am and 1pm. Waste collection is proposed between 4pm and 7pm as required.

In respect to the built form, the shop will be constructed of three shipping containers and will include a canopy that extends over the driveways to provided covered area for the vehicle orders and pick-up. The building is located centrally within the site and will be encircled by the loop driveway. A screened service area is located to the northern side of the building. On the opposite side of the driveway entry, the existing building will be used for storage and staff amenities and includes existing toilets.

The proposal also includes:

- Five, 4 metre light poles with low voltage LED flood lights adjacent the loop driveway;
- Illuminated freestanding pylon sign 4.8 metres in height adjacent to Salisbury Highway;
- Two illuminated signs affixed to the canopy facing Salisbury Highway;
- Six carparks (including an accessible car park);
- Installation of a 2.1 metre fence along a portion of the northern boundary (abutting the residential property);
- Landscaping, which is to involve part removal of the existing concrete hardstand.

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

7. CLASSIFICATION

The subject site is located in the Residential Zone of Council's Development Plan (Consolidated 4 April 2019). The proposed development is considered to constitute a form of 'shop' as defined in Schedule 1 of the *Development Regulations 2008* as follows:

Shop means –

- (a) Premises used primarily for the sale by retail, rental or display of goods, foodstuffs, merchandise or materials; or*
- (b) A restaurant; or*
- (c) A bulky goods outlet or a retail showroom; or*
- (d) A personal services establishment.*

In this Zone, shops are a non-complying form of development where the gross leasable floor area is excess of 250m² and/or have frontage to an arterial road. The subject site has frontage to a secondary arterial road (Salisbury Highway). Therefore, the proposed development must be assessed as a non-complying form of development.

8. PUBLIC NOTIFICATION

The proposed development is neither listed as a Category 1 or 2 form of development under the Residential Zone in Schedule 9 of the Development Regulations 2008. Accordingly, the application must be a Category 3 form of development.

The Category 3 public notification process took place between 23rd May 2019 and 5th June 2019. Two representations were received during the notification period, both in support. Neither representor requested to be heard. The representors are listed in the table below.

Representations received			
Representations received		Support/Oppose	Wish to be Heard
1	C. Wendt 303 Salisbury Highway Salisbury Downs	Support	No
2	Q. Duong 293 Salisbury Highway Salisbury Downs	Support	No

A copy of the Category 3 public notice, representations received and the applicant's response 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(3) and (4) of the Development Regulations 2008, the application was referred to the Commissioner of Highways on the basis that it involves alteration of an access point to a secondary arterial road, development within a road widening setback under the Metropolitan Adelaide Road Widening Plan Act 1972 and illuminated signage within 100 metres of a signalised intersection.

The Commissioner of Highways has provided a response and advised that:

It is satisfied that the widened access on Salisbury Highway can cater for simultaneous two-way movement;

Vehicles can enter and exit the site in a forward direction;

The shopfront is designed to enable some queuing to be absorbed within the site to avoid conflict with vehicle movement in Salisbury Highway;

Signage is appropriate to avoid distraction of motorists, subject to condition.

The Commissioner advised that it would prefer all access to/from the site to be restricted to Arnhem Court, however the proposed arrangements were advised to be acceptable, subject to appropriate management conditions.

The Commissioner of Highways has recommended eleven (11) conditions and one (1) advice note. A copy of the referral response is contained in Attachment 3.

10. REFERRALS – INTERNAL

The application was referred to Council’s Principal Development Engineer and Environmental Health team. The following advice was received:

Development Engineering

- The proposed site access/egress is acceptable;
- Based on the staff numbers, a total of five carparks (excluding the accessible space) should be provided.
- A water quality device is required to treat surface runoff from the circulation driveway.

Note: Since receipt of development engineering advice, the applicant has amended the plans to achieve a sixth car parking space and civil plan revised to treat surface runoff from the circulation driveway.

Health

- The structure and design of any food premises must be in accordance with the *Food Act 2001* and Food Safety Standard 3.2.3.
- The applicant will be contacted by the Environmental Health team.

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 Development Plan, Consolidated 4th April 2019. The following reasons are given in support of this recommendation:

The site has historically been used for non-residential use (service trade premises) and the locality contains several established commercial land uses;

The proposed development is not considered to have an adverse impact on the locality in respect to noise, light spill, air quality or traffic impact;

The form, scale and appearance of the proposed development is considered to be appropriate within this locality.

Assessment

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

An extract of the relevant Development Plan, Consolidated 4th April 2019, is contained in Attachment 4. The relevant provisions are also highlighted in the Attachment.

Zoning and Land Use

Item 5.1.2

Objective 3 of the Residential Zone seeks:

- 3 *A zone primarily accommodating a range of dwellings to meet the diverse needs and preferences of the community.*

Principles of Development Control 1 and 4 of the Residential Zone further state:

1 *The following forms of development are envisaged in the Zone:*

- *small scale non-residential use that serves the local community, for example:*
 - *child care facility*
 - *health and welfare service*
 - *open space*
 - *primary or secondary school*

4 *Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:*

- (a) serves the local community*
- (b) is consistent with the character of the locality*
- (c) does not detrimentally impact on the amenity of nearby residents*
- (d) will not undermine the efficient operation of nearby centres.*

The Zone primarily envisages a range residential land uses, although small scale non-residential uses that serve the local community are also envisaged. This proposal serves passing motorists, not necessarily the local community.

As stated earlier, a ‘shop’ fronting an arterial road is a non-complying form of development within the Residential Zone. Principle of Development Control 2 of the Residential Zone states that “*Development that is non-complying is generally inappropriate*”.

While the proposed development is non-complying and the Zone regards such form of development as being generally inappropriate, the proposed development is considered to be appropriate within the context of this locality, having regard to the following:

- The site has historically been used for non-residential use (“*Service trade premises*”) since 1990;
- The locality and Residential Zone contains several established commercial land uses, including a large integrated service station complex on the adjacent site to the south;
- The proposed development has been sited and designed to minimise adverse impact in respect to light spill, traffic, noise and hours of operation, noting the locality is subject to high levels of vehicular traffic along Salisbury Highway and associated noise;
- The facility is of relatively small scale in terms of the size and height of buildings and is considered to be consistent with the scale of adjacent residential buildings.

On this basis, the proposed land use is considered to be acceptable at this site.

Impact upon other centres

Under the General Section, “Centres and Retail Development” module, Principles of Development Control 11 and 12 state that:

11 A shop or group of shops with a gross leaseable area of less than 250 square metres should not be located on arterial roads unless within a centre zone.

12 A shop or group of shops located outside of zones that allow for retail development should:

- (a) Be of a size and type that will not hinder the development, function or viability of any centre zone;*
- (b) Not demonstrably lead to the physical deterioration of any designated centre;*
- (c) Be developed taking into consideration its effect on adjacent development.*

The proposed shop has a floor area of 44.4m² in size and is designed to capture primarily passing vehicle traffic. As shown in the contextual plan on page 7, the nearest centres are both Local Centre Zones and are located approximately 270 metres to the north-west and 380 metres to the east. These centres do not front Salisbury Highway, hence they do not cater for passing trade. As such, it is not anticipated that the proposal will undermine the operation of the nearby centres due to its proposed size and intent to capture passing trade.

It is accepted that the proposed development offends Principle of Development Control 11 in that the application is for a shop which fronts an arterial road. The reasons given under “Zoning and land use” are considered to explain the rationale for supporting a proposal for a shop at this site.

Interface between land uses

Under the General Section, “Interface between land uses” module, Principle of Development Control 1 states that:

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) Electrical interference;*
- (d) Light spill;*
- (e) Glare;*
- (f) Hours of operation;*
- (g) Traffic impacts.*

Principle of Development Control 4 of the Residential Zone further seeks that “Non-residential development should be of a nature and scale that: (c) does not detrimentally impact on the amenity of nearby residents”.

The principal impacts of this use upon the locality are considered to be:

- Noise from vehicles entering and exiting the site, vehicle idling and deliveries/waste collection, in context of the proposed hours of operation;
- Light spill associated with the proposed low voltage LED flood lights and illuminated signage and glare from building materials;
- Air quality/emissions associated with vehicle idling.

These impacts are discussed under further headings below:

Noise

Principle of Development Control 7 states that:

- 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.*

The existing acoustic environment of the locality is dominated by noise from traffic on Salisbury Highway. As the site will primarily cater for passing traffic, it is not anticipated that noise from vehicle movements on the subject site will detrimentally impact those residences adjacent Salisbury Highway beyond that of the existing situation.

The proposed drive-through can accommodate a maximum of eight vehicles that will enter and exit the site at low speed. As traffic is at a higher speed and volume on Salisbury Highway, it is anticipated that noise generated as a result of the site activities will not have an adverse impact on adjacent residences when considering the existing background noise.

It is also considered that the building has been designed and sited to minimise the adverse impacts of noise. The proposed shop is sited 16 metres from the northern (side) boundary of the site with the service windows located away from residential uses. Designated staff carparking is located in the north-eastern corner of the site. The stacked staff car parking arrangement adjacent the site boundary ensures that regular vehicle movements cannot be undertaken adjacent the northern boundary of the site.

It is noted that the site has an existing 3m high fence along the eastern boundary of the site, consisting of sheet metal and portion of the boundary which contains the existing masonry building. Along portion of the northern boundary, there is an existing fence of 2m height. The proposal incorporates installation of a 2.1 metre fence along this boundary. It is considered that the existing fencing and retention of the masonry building shall be effective to mitigate noise audible to residential properties to the east and north.

Service and waste collection vehicles will utilise the Arnhem Court access point but exit the site via Salisbury Highway. The access point is located such that it is not adjacent to existing dwellings and the proposed hours of access will be consistent with the *Environment Protection (Noise) Policy*.

Notwithstanding the above conclusion, it is appropriate that a condition of consent apply that the activities at all times comply with the *Environment Protection (Noise) Policy*. A condition is included in the recommendation.

Hours of operation

The site proposes to operate from 5:30am to 4pm Monday to Saturday and 7:30am to 4:00pm on Sunday. While the site will be open relatively early, the proposed operating hours will reflect the expected volumes of traffic using Salisbury Highway, noting the site's purpose to appeal to passing traffic. As noted above, the activities at the site are expected to reflect and not exceed background noise levels.

The applicant has advised that in their experience, the peak hours of operation shall occur between 7am and 9am which constitute 'day' operations as per defined in the *Environment Protection (Noise) Policy*. It is further noted that the adjacent OTR site operates 24 hours. Given the existing locality, limited scale, the adjacent 24 hour and high background noise levels, the proposed hours of operation are considered to be acceptable.

Light spill and glare

As noted earlier, the proposal includes five, 4 metre light poles with low voltage LED flood lights adjacent the loop driveway and three illuminated advertising signs. Lighting/Light poles will be strategically orientated and are intended to be shielded to prevent light spill beyond the property. The proposed light poles will replace two existing light poles previously approved on-site.

The proposed lighting is sited adjacent to the loop driveway and is intended to illuminate the driveway access and manoeuvring areas only. Given the potential for light spill, it is appropriate to impose a condition that requires external lighting to be directed and shielded to avoid spillage into the adjacent residential properties. In this regard, a condition is included in the recommendation that the lighting achieves compliance with *Australian Standard 4282-1997 'Control of the obtrusive effects of outdoor lighting'*.

The proposed signage location and colours are unlikely to result in unreasonable impact to neighbours, but a condition as recommended by the Commissioner is also appropriate.

Finally, all proposed materials in the new construction are low reflective and unlikely to result in excessive glare that could impact adjoining properties or passing motorists.

Airborne Pollutants

The proposed use does not involve substantive food preparation, such that a chimney or flue is not required. Vehicle idling will be for limited periods and is not expected to present any additional impact beyond emissions from existing passing of vehicles and idling of vehicles at the nearby intersection of Kings Road and Salisbury Highway.

In summary, the proposal is considered to satisfy Objective 1 of the General Section module, *"Interface Between Land Uses"* in that it is *"Sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality"*.

Design and Appearance

Under the General Section, *"Design and Appearance"* module, Objective 1 seeks:

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

Principle of Development Control 1 further states:

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 proposed building height, form, scale and materials are considered to be compatible with development in the locality in that the building is single storey in height (3m wall height and total height of 4.8m), is sited centrally within the site and achieves generous setbacks. While contemporary in appearance, it is considered to be of an acceptable design standard.

The proposed shop is constructed from three shipping containers and includes a canopy supported by a metal frame. The proposed shop building will incorporate a mix of cladding including Colorbond, weatherboard, timber and brick cladding, reflective of the materials of buildings in the locality.

The buildings will be complemented by new landscaping which will soften what is presently complete hardstand of the site. Existing tubular fencing will be removed. The landscaped areas and professional signage will present well to the street and will enhance the appearance of the current yard area.

The proposal is considered to satisfy Objective 1 in that the development will achieve an acceptable level of architectural design. In addition, the proposal is not expected to have an adverse impact on the visual amenity or appearance of the streetscape, as envisaged by Principle of Development Control 1.

Transportation, Access and Carparking

Under the General Section, “*Transportation and Access*” module, Principles of Development Control 23 and 28 state that:

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 inducted traffic through over-provision;*
- (d) Is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.*

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.*

The applicant has provided a traffic report prepared by Cirqa. The report concludes that the site will primarily cater for passing traffic and the traffic network will be able to accommodate peak hour movements.

The site provides forward ingress/egress to Salisbury Highway via the established access point, subject to some modification. The access is designed to permit the forward entry and exit of vehicles. The Commissioner of Highways have reviewed the access arrangements and advised that access is acceptable.

In peak hour, the proposal is estimated to generate approximately 50/50 split of in/out vehicle movements to Salisbury Highway. The drive-through has the ability to accommodate eight vehicles and is designed to cater for a B99 vehicle. Council's Principal Development Engineer and the Commissioner of Highways have both reviewed the plans and are satisfied that the proposed access and manoeuvring arrangements are acceptable and will not have an adverse impact on vehicular movements in Salisbury Highway.

Principle of Development Control 25 seeks access points located away from arterial roads where possible. While the access does not satisfy this provision, it is noted that the access is existing, will not impede traffic flow in Salisbury Highway and precludes vehicular movements in/out of Arnhem Court.

In respect to the second access to the site which is to the southern frontage of Arnhem Court, Principle of Development Control 11 states that "*Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools*".

As noted earlier, the proposed access point on Arnhem Court shall be restricted to use for waste collection and deliveries only. While it is at technically at variance with Principle of Development Control 11, it is considered to be appropriate because:

- The access point is existing;
- Egress from the site can occur direct to Salisbury Highway;
- The access is not located adjacent to adjacent residential land uses;
- The frequency of deliveries and waste collection is expected to be low. The applicant has advised that deliveries will occur one day a week between the hours of 8am and 1pm. Waste collection is proposed between 4pm and 7pm as required.

-

Road Widening

Under the General Section, "*Design and Appearance*" module, Principles of Development Control 26 states that:

26 *Development likely to encroach within a road widening setback under the Metropolitan Widening Plan Act 1972 should be set back sufficient from the boundary required for road widening.*

The proposal plans designate the road widening area applicable to the site as per the *Metropolitan Widening Plan Act 1972*. The road widening area is devoid of building work, other than in the form of the freestanding pylon sign. The Commissioner of Highways have reviewed the plans and advised that they are acceptable from road widening perspective. Should the full amount of road widening be taken under future road widening, it is noted that the majority of the landscaping will be removed, however, some landscaped areas that are in excess of the road widening area can be retained and this is considered to be a positive element of this proposal.

Car Parking

Item 5.1.2

Table Sal/2 of the Development Plan states that a shop should be provided with “7 spaces per 100 square metres of gross leaseable area for shops outside of centre zones”.

The proposal provides six car parking spaces (including one accessible car parking space) and two bicycle spaces. The proposed shop is 44m² in gross leaseable area, thereby generating a theoretical car parking demand of three. However, if the existing building of 50m² is considered, the site has a gross leaseable floor area of 94 m². This generates a theoretical car parking demand of six.

Aside from a crude calculation that is based on floor area, the applicant has advised there will be five staff and the proposed internal loop driveway is capable of accommodating room for eight vehicles within the site. In addition, there is spillover space within the designated delivery area for car parking in the unlikely event that the six designated car parks are full.

In addition, in evaluating the adequacy of car parking, it is noted that:

- The site is well serviced by public transport;
- The proposal includes two bicycle spaces for staff and customers;
- The shop will largely service customers in vehicles and no internal dining is provided;
- The expected maximum number of staff of five is only anticipated for two days of the week, for a portion of the day;
- The proposal improves car parking upon the existing situation.

Given the above, the level of car parking provided on-site is considered to be acceptable.

Advertisements

Under the General Section, “Advertisements” module, Objectives 1 and 2 seek:

- 1 *Advertisements and/or advertising hoardings that do not create a hazard.*
- 2 *Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.*

Principles of Development Control 1, 2 and 18 state that:

- 1 *The location, siting, design, materials, size and shape of advertisements and/or advertising hoardings should be:*
 - (a) *Consistent with the predominant character of the urban or rural landscape;*
 - (b) *In harmony with any buildings or sites of historic significance or heritage value in the area;*
 - (c) *Co-ordinated with and complement the architectural form and design of the building they are to be located on.*
- 2 *The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:*
 - (a) *Clutter;*
 - (b) *Disorder;*
 - (c) *Untidiness of buildings and their surrounds;*

(d) *Driver distraction.*

18 *Freestanding advertisements should not exceed the total height (measured from natural ground level) as specified within the following table:*

<i>Location of freestanding advertisement</i>	<i>Total height (in metres)</i>
<i>In all other locations</i>	<i>3 metres</i>

The proposed development incorporates signage in the form of three illuminated signs, one a pylon sign of 4.8 metres located adjacent to Salisbury Highway, and two signs fixed to the proposed canopy facing Salisbury Highway.

The proposed signage is considered to satisfy the above-mentioned provisions of the Development Plan that seek to limit signage to avoid clutter, untidiness of buildings and their surrounds. The sign fixed canopy, partially extends beyond the canopy, at variance with Principles of Development Control 7 and 8, however, the signage is considered to be well integrated, professional in design and complementary to the proposed building design.

The proposed pylon sign is also at variance with Principle of Development Control 18 which limits signs to 3m in height in the Residential Zone. While the proposed free standing sign is 1.8 metres in excess of the recommended maximum standard, it is considered to be appropriate in this locality, having regard to the slender appearance and professional style of the signage. In addition, the sign is of similar height to the proposed building and existing single storey dwellings in the locality and is of lesser height than established signage at the adjacent OTR site of 7m.

Whilst the signs are illuminated they are also not considered to cause undue distraction to motorists or the amenity of the locality. A condition has been recommended by the Commissioner of Highways to ensure the levels of illumination do not cause distraction to drivers and is considered appropriate.

In summary, the proposed signs are considered to be appropriate in this locality and are satisfy the relevant signage provisions in the Development Plan. Stormwater management

Under the General Section, “*Natural Resources*” module, Objectives 1 and 2 seek:

- 5** *Development consistent with the principles of water sensitive design.*
- 2** *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 of Development Control 10 further states that:

- 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.*

The applicant has provided a civil site works and drainage plan in support of their proposal. Council's Principal Development Engineer has reviewed the plan and is satisfied that storm water design is appropriately managed on-site. Further, the civil site works and drainage plan has been amended to include a water quality device, to treat surface runoff from the circulation driveway.

It is considered that the proposal satisfies the above-mentioned provisions of the Development Plan in respect to water quality and stormwater management.

12. CONCLUSION

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

- a) The proposed development is considered to be appropriate within the context of this locality, despite being a non-complying form of development;
- b) The proposed development is not considered to have an adverse impact on the locality in respect to noise, light spill, air quality or traffic impact;
- c) The built form is considered to be compatible with the form, scale and materials of buildings in the locality;
- d) Access to and from the site is appropriate and sufficient carparking has been provided to support the development;
- e) Road widening easement applying to the site will remain open other than in the form of freestanding signage which has been consented to by Commissioner of Highways;
- f) Landscaping is provided to enhance the appearance of the site and appropriate stormwater management system will be implemented.

Accordingly, it is recommended that Development Plan Consent be granted, subject to conditions and concurrence of the SCAP.

13. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated 4th April 2019.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/624/2019/NB for Drive through coffee shop, associated advertising signage (including 4.8m high illuminated pylon sign), access, car parking, light poles and landscaping (non-complying) in accordance with the plans and details submitted with the application and subject to the following conditions:

Development Plan Consent Conditions

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

Drawing No.	Plan Type	Date	Prepared By
PD01– Revision B	Demolition Plan	2/05/19	Aspex Building Designers
PD02 – Revision D	Site Plan	08/07/19	Aspex Building Designers
PD03	Containers set out	2/04/19	Aspex Building Designers
PD04	Floor Plan	2/04/19	Aspex Building Designers
PD05 – Revision B	Elevations	11/06/19	Aspex Building Designers
PD06	Elevations	2/04/19	Aspex Building Designers
PD07	Landscaping Plan	2/04/19	Aspex Building Designers
HG0634 Revision A	Siteworks & Drainage Plan	July 2019	Highgrove Design

- * The approved documents referred to above are subject to change permitted by minor variations through the Building Rules Consent process as per Regulation 47A of the *Development Regulations 2008*.
- * Except where otherwise stated, the development shall be completed prior to occupation/commencement of use.

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

2. Site work, demolition work and building work shall be limited to the hours of 7:00am to 7:00pm, Monday to Saturday and 9:00am to 5:00pm Sunday.

Reason: To limit the effect of the operating hours on the amenity of the locality.

3. Measures shall be implemented to eliminate dust emissions from the site during the construction period so as not to cause nuisance to adjacent properties or the adjacent road network.

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

4. The approved use operating times shall be limited to:

- a) Monday to Saturday, 5:30am to 4:00pm; and
- b) Sunday, 7:30am to 4:00pm.

Reason: To limit the effect of the operating hours on the amenity of the locality.

5. The advertisements and advertising structures shall be maintained in good repair at all times.

Reason: To maintain the visual amenity of the locality.

6. Except where otherwise approved, the external finishes of the building shall:

- a) Be of new non-reflective materials; and
- b) Be finishes in materials and colours/tones as shown on the Approved Plans; and
- c) Be maintained in good condition at all times.

Reason: To ensure the building achieves a high standard of external appearance.

7. Except where otherwise approved, no materials, goods or containers shall be stored in the designated car parking area or driveways at any time.

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

8. All trade waste and other rubbish shall be contained and stored pending removal in covered containers which shall be kept to the side or rear of the proposed building, in an area screened from public view.

Reason: To maintain the amenity of the locality.

9. All loading and unloading of vehicles and manoeuvring of vehicles in connection with the now approved development shall be carried out entirely within the subject land.

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

10. All landscaping identified on the Approved Plans, prepared by Aspex Building Designers shall be completed, prior to commencement of use (as hereby approved)

and shall be maintained at all times thereafter (including the replacement of diseased or dying plants and the removal of weeds and pest plants).

Reason: To ensure the subject land is landscaped so as to enhance the visual and environmental amenity of the locality.

11. Noise measured at the nearest residential property boundary shall remain within the requirements of the Environment Protection Authority (EPA) guidelines for development adjacent to a residential area.

Reason: To ensure that noise does not cause nuisance to adjoining residential occupiers or owners.

12. All driveways and car parking areas shall be constructed with brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicle types, in accordance with the Approved Plans prepared by Aspex Building Designers. Individual car parking bays shall be clearly linemarked. Driveways and car parking areas shall be established prior to the approved use commencing and shall be maintained at all times to the satisfaction of Council.

Reason: To ensure access and car parking is provided on the site in a manner that maintains and enhances the amenity of the locality.

13. All external lighting and illuminated signage shall achieve compliance with *Australian Standard 4282-1997 'Control of the obtrusive effects of outdoor lighting'* to ensure light spill does not have an adverse impact on the amenity of the locality.

Reason: To limit the effect of light spill the amenity of the locality.

14. The Ecoscol Skill litter basket (or equivalent) shall be maintained in accordance with manufacturer's recommendations.

Reason: To ensure that the quality of stormwater runoff flowing into Council's downstream drainage system is maintained and/or improved.

Commissioner of Highways Conditions

15. All access shall be in general accordance with the Overall Site Plan provided by Aspex Building Designers Pty Ltd, Project No. FTF 3588, Drawing No. PD02, Revision A dated 2 April 2019.

16. The proposed exit to Arnhem Court shall be used by delivery vehicles only and be signed appropriately.

17. The largest vehicle permitted on-site shall be an 8.8 metres long Medium Rigid Vehicle, which shall only be permitted to access the site outside of the regular operating hours.

18. The off-street car parking shall be designed in accordance with *AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2009*.
19. The off-street commercial vehicle facilities shall be designed in accordance with *AS 2890.2-2018*.
20. The illuminated signage shall be permitted to use LED lighting for internal illumination of a light box only.
21. The illuminated signs shall be limited to a low level of illumination so as to minimise distraction to motorists (< 150Cd/m²).
22. The signs shall not contain any element that flashes, scrolls, moves, changes or imitates a traffic control device.
23. External lighting shall be appropriately located and shielded in order to minimise the potential for driver distraction or discomfort.

Advice notes

1. Except where otherwise approved, no other advertisements or advertising displays shall be displayed on or about the subject land.
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 activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
3. 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>.
4. The structure and design of any food premises must be constructed in accordance with the *Food Act 2001* and Food Safety Standard 3.2.3.
5. If you are a developer, you are responsible for providing telecommunications infrastructure in your developments. You can choose any carrier you want to service your development, if you do not wish to choose another carrier, NBN is the infrastructure provider of last resort (IPOLR) in those areas of its fixed line footprint where NBN has established its network, or where it has publicly identified an area as a fixed line rollout region. NBN is also the IPOLR for developments with 100 lots or more. Telstra is the IPOLR in developments with fewer than 100 lots where NBN Co has not established its network. Carriers, including NBN and Telstra, can charge for providing infrastructure in new developments. More information can be found at <https://www.communications.gov.au/policy/policy-listing/telecommunications-new-developments>.

If you choose NBN to service your development, you will need to enter into a development agreement with NBN. The first step is to register the development via <http://www.nbnco.com.au/buildwithnbn> once registered NBN will be in contact to discuss the specific requirements for the development. NBN requires you to apply at least 3 months before any civil works commence.

All telecommunications infrastructure should be built to NBN guidelines found at <http://www.nbnco.com.au/develop-or-plan-with-the-nbn/new-developments/design-build-install.html>.

6. The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 4.5 metres in width from the Salisbury Highway frontage of this site for the possible future upgrading of the Salisbury Highway/Kings Road intersection, together with a 4.5 metres x 4.5 metres cut-off from the Salisbury Highway/Arnhem Court corner. The consent of the Commissioner of Highways under the *Metropolitan Adelaide Road Widening Plan Act 1972* is required to all new building works located on or within 6 metres of the possible requirements.

Should Council approve the application in its current form, the attached consent form should be completed by the applicant and formed to DPTI via email (dpti.luc@sa.gov.au), together with a copy of the Decision Notification Form and a copy of the approved site plan.

CO-ORDINATION

Officer:	GMCiD	A/MDS
Date:	11.7.19	9.7.19

ATTACHMENTS

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

1. Proposal plans and supporting documentation including Statement of Effect, Statement of Support and Traffic Report
2. Category 3 Notice and Representations received
3. Schedule 8 Referral Response from Commissioner of Highways
4. Relevant Development Plan extracts and Location Maps

Attachment 1:

Proposal plans and supporting documentation including Statement of Effect, Statement of Support and Traffic Report



DEVELOPMENT APPLICATION FORM

361/ /2018/

Please use BLOCK LETTERS and Black or Blue Ink

Item 5.1.2 - Attachment 1 - Proposal plans and supporting documentation including Statement of Effect, Statement of Support and Traffic Report

I wish to apply for (tick only one): <input 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
First Things First Coffee	
POSTAL ADDRESS:	
373 Main North Road ENFIELD box_aaron@hotmail.com	
OWNER NAME: (This must be completed) <input type="checkbox"/> as above	
Peter Page Pty Ltd	
OWNER POSTAL ADDRESS: <input type="checkbox"/> as above	
PO Box 94, ELIZABETH SA 5112	
OWNER PHONE NO:	OWNER EMAIL:
CONTACT PERSON FOR FURTHER INFORMATION <input type="checkbox"/> as above	
NAME: Josh Skinner	TELEPHONE (W): 8333 7999 (M):
EMAIL: Josh@urps.com.au	<i>Information from Council will be given by electronic communication to the nominated email address.</i>
BUILDER NAME: TBA	BUILDERS EMAIL:
BUILDER POSTAL ADDRESS:	CONTACT NO.: LICENCE NO.:
CURRENT USE OF PROPERTY: Non-residential (Service trade premises - Car Sales)	
DESCRIPTION OF PROPOSAL: Construction of, and change of use to, drive through coffee shop	DEVELOPMENT COST \$ 260,000
LOCATION OF PROPOSAL	
Street No: 316	Street: Salisbury Highway
	Suburb: Salisbury Downs
Lot No:	Section: Plan: Volume: 5626 Folio: 58
OFFICE USE ONLY	
Registration Date: / /2018	Zone: Ward:
BUILDING RULES CLASSIFICATION	
Classification sought:	
If Class 5, 6, 7, or 9 classification is sought, state the proposed number of employees	Male: Female:
If Class 9a classification is sought, state the number of persons for whom accommodation is provided:	
If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises:	

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

SIGNATURE:

DATE: 12 Apr 2019

5.1.2 Proposal plans and supporting documentation including Statement of Effect, Statement of Support and Traffic Report



Product Register Search (CT 5626/58)
Date/Time 30/11/2018 03:43PM
Customer Reference JN03 SALISBURY DOWNS
Order ID 20181130008998
Cost \$28.75



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 5626 Folio 58

Parent Title(s) CT 5132/76
Creating Dealing(s) SC 8588729
Title Issued 18/02/1999 Edition 1 Edition Issued 18/02/1999

Estate Type

FEE SIMPLE

Registered Proprietor

PETER PAGE PTY. LTD. (ACN: 004 892 844)
OF ELIZABETH TOWN CENTRE ELIZABETH WAY ELIZABETH SA 5112

Description of Land

ALLOTMENT 8 FILED PLAN 8384
IN THE AREA NAMED SALISBURY DOWNS
HUNDRED OF YATALA

Easements

NIL

Schedule of Dealings

NIL

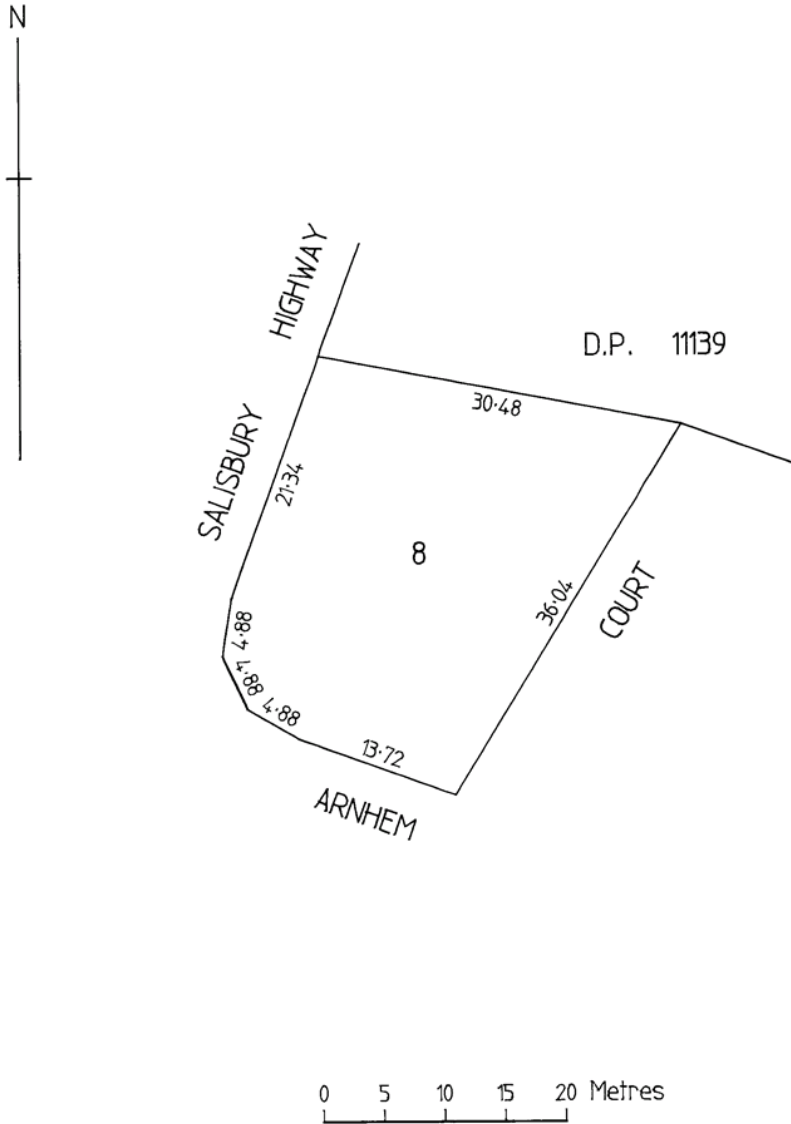
Notations

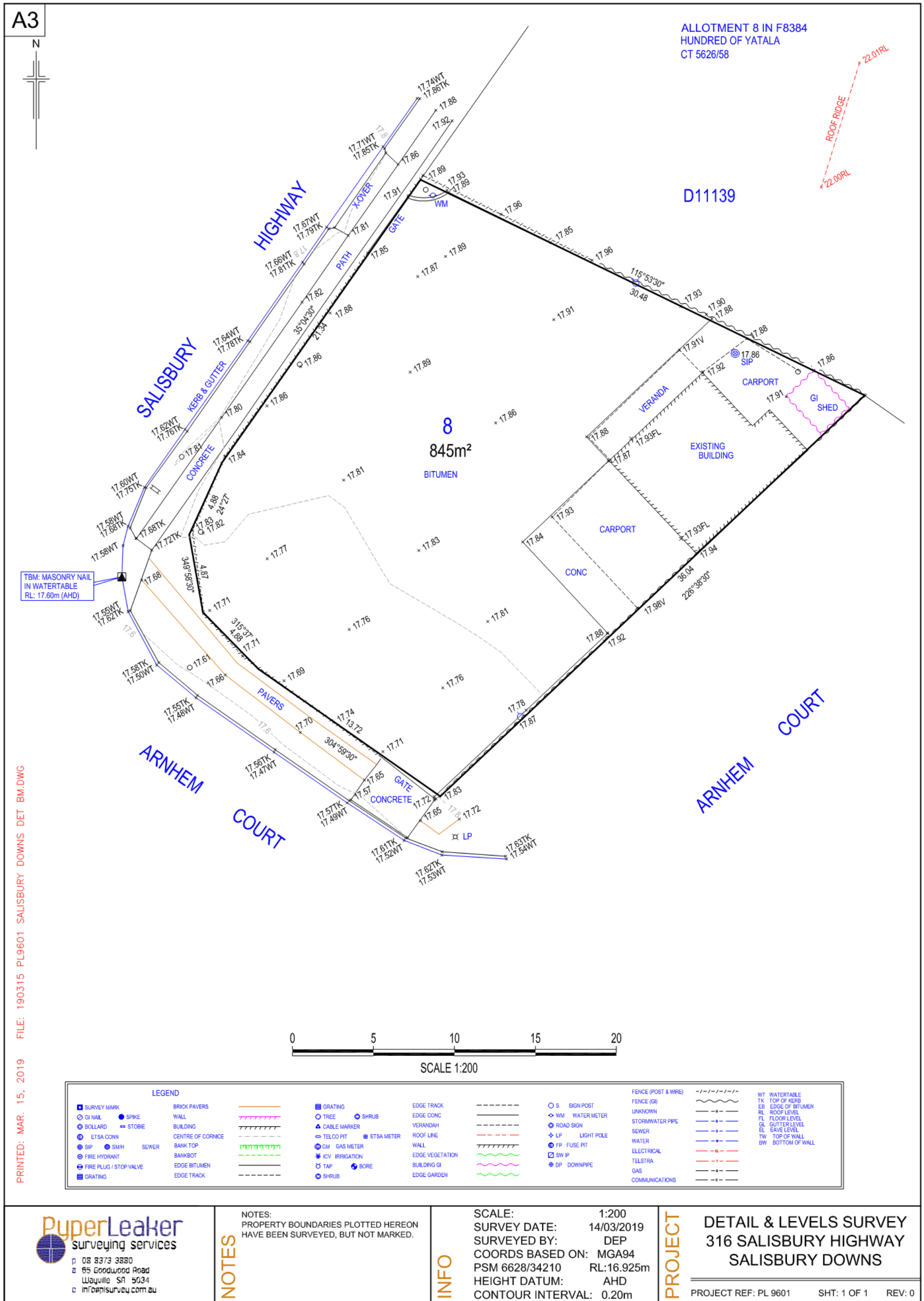
Dealings Affecting Title NIL
Priority Notices NIL
Notations on Plan NIL
Registrar-General's Notes NIL
Administrative Interests NIL



Product Register Search (CT 5626/58)
 Date/Time 30/11/2018 03:43PM
 Customer Reference JN03 SALISBURY DOWNS
 Order ID 20181130008998
 Cost \$28.75

Item 5.1.2 - Attachment 1 - Proposal plans and supporting documentation including Statement of Effect, Statement of Support and Traffic Report





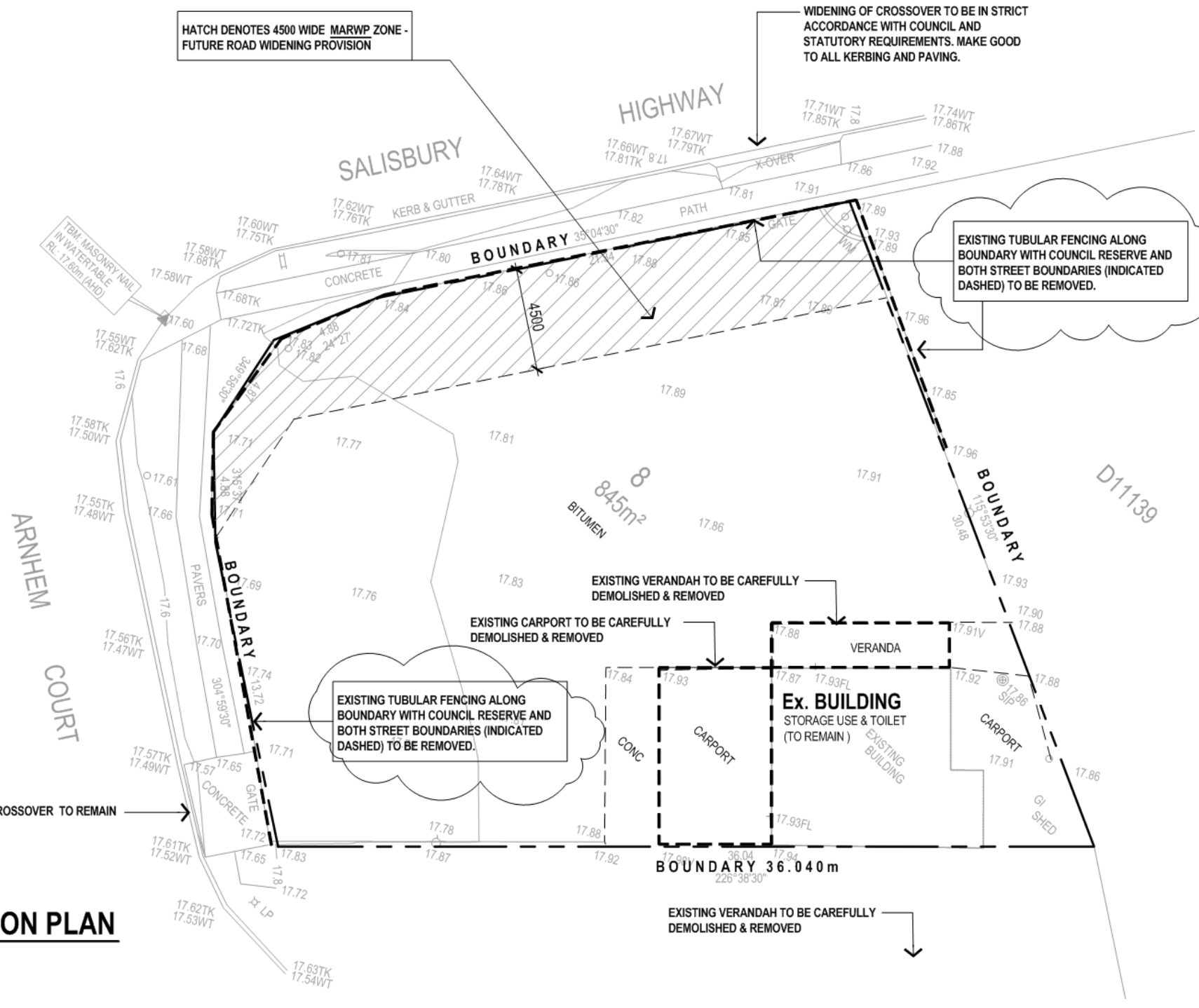
Item 5.1.2 - Attachment 1 - Proposal plans and supporting documentation including Statement of Effect, Statement of Support and Traffic Report

DEMOLITION NOTES

- ANY REMOVAL OF ASBESTOS TO BE CARRIED OUT BY AN APPROVED CONTRACTOR.
- ALL DEMOLISHED ITEMS ARE GENERALLY SHOWN DASHED.
- THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS, SPECIFICATION AND DETAILED SCHEDULES.
- IF DEMOLITION OR REMOVAL OF ANY ITEM RELATES TO HAVING POSSIBLE STRUCTURAL IMPLICATIONS, CONSULT THE DESIGNER AND / OR STRUCTURAL ENGINEER FOR ADVISE PRIOR TO CARRYING OUT THE WORK
- LOCATE ALL SERVICES AND ASSOCIATED PIPEWORK, DUCTING, CABLING, FIXTURES etc. VERIFY THEIR REMOVAL AND/OR THEIR RELOCATION BEFORE COMMENCEMENT OF ANY BUILDING WORK.
- ALL DEMOLITION WORK TO COMPLY WITH AS 2601. COORDINATE ALL WORK WITH ALL RELEVANT TRADES.
- VERIFY AND CONFIRM ALL NEW AND EXISTING FLOOR LEVELS PRIOR TO COMMENCEMENT OF ANY BUILDING WORK.
- PROTECT ALL EXISTING SURFACES TO BE RETAINED AND ENSURE ANY SURFACES AFFECTED BY DEMOLITION WORK MUST BE MADE GOOD TO MATCH EXISTING.
- ERECT NECESSARY HOARDINGS TO PROTECT EXISTING BUILDING ITEMS TO BE RETAINED.
- LIASE AND CO-ORDINATE WITH PROPRIETOR REGARDING ANY FURTHER ITEMS OTHER THAN THAT SCHEDULED THAT ARE TO BE RETAINED.

DEMOLITION LEGEND

- HATCH DENOTES EXTENT OF EXISTING BUILDINGS & OUT BUILDINGS TO BE DEMOLISHED
- DENOTES DEMOLITION AND OR REMOVAL OF ITEMS. THIS DRAWING TO BE READ IN-CONJUNCTION WITH ALL OTHER ASSOCIATED DRAWINGS.



Boundary information on this drawing has been provided via a detailed survey only. Prior to any building work commencing, it is the builder's responsibility to arrange a Boundary Identification survey to confirm all dimensions and set outs.

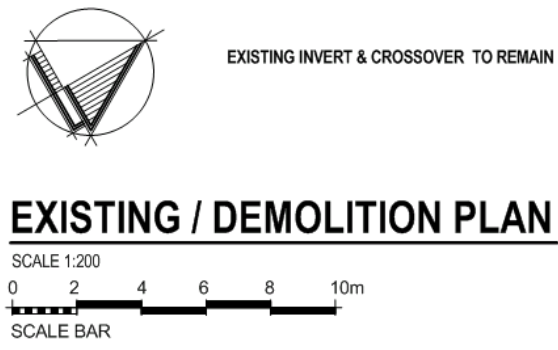
B	EXISTING FENCE DEMOLITION	GZ	02/05/19
A	PRELIMINARY ISSUE - FOR REVIEW	GZ	02/04/19
rev	details	dm	date

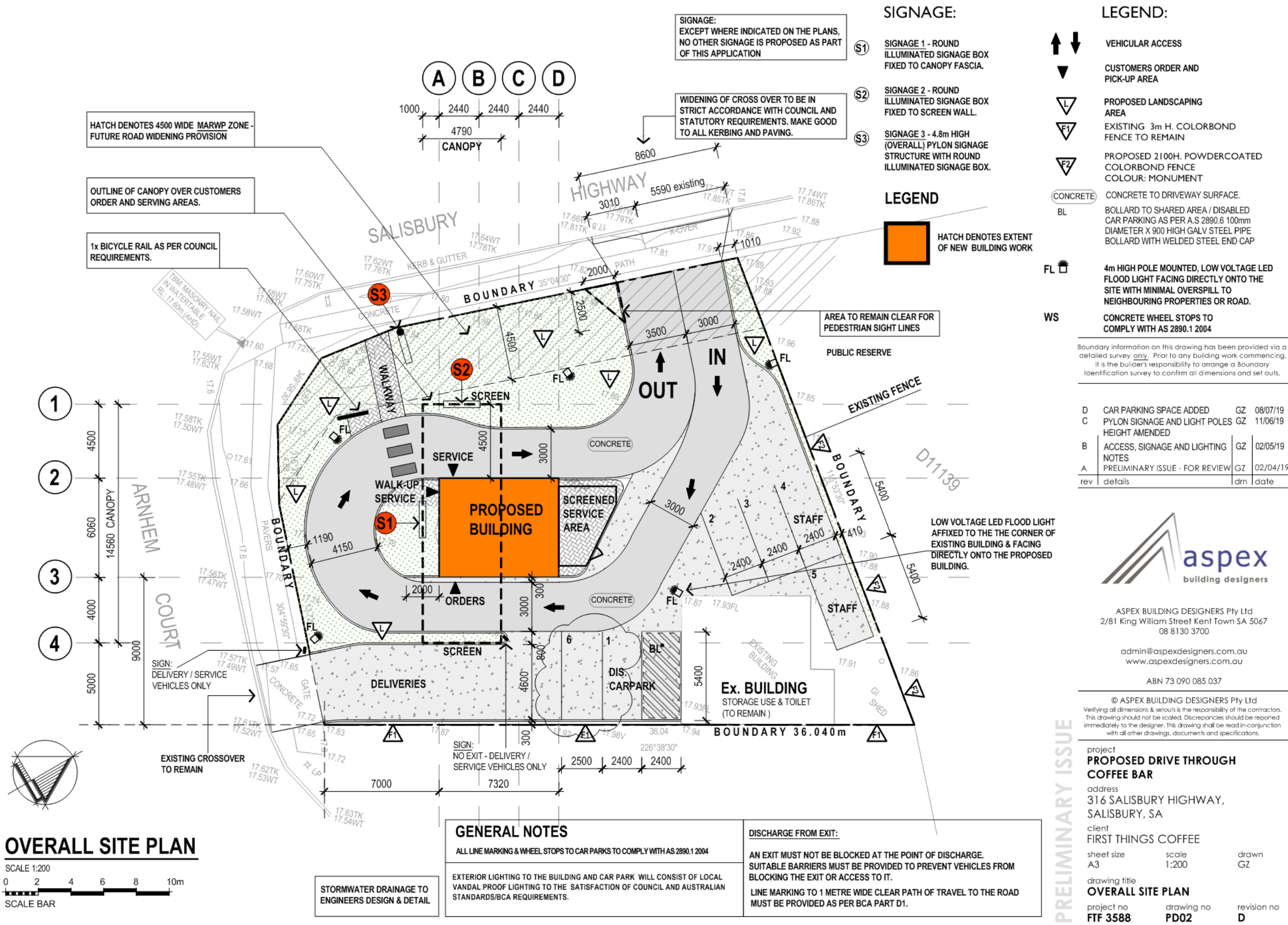


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 08 8130 3700
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 ABN 73 090 085 037

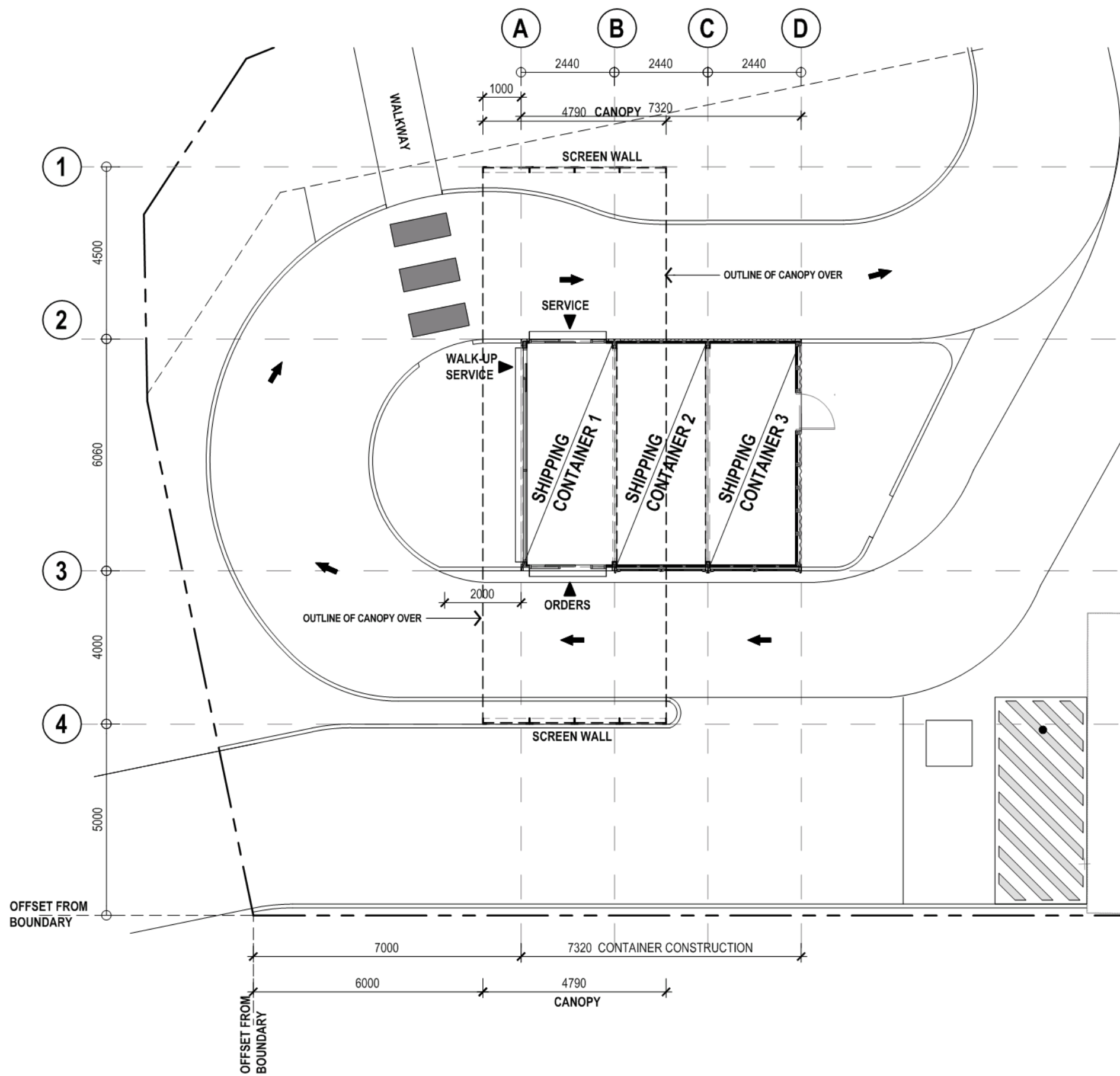
PRELIMINARY ISSUE

project
PROPOSED DRIVE THROUGH COFFEE BAR
 address
 316 SALISBURY HIGHWAY, SALISBURY, SA
 client
 FIRST THINGS COFFEE
 sheet size scale drawn
 A3 1:200 GZ
 drawing title
EXISTING CONDITIONS / DEMO. PLAN
 project no drawing no revision no
FTF 3588 PD01 B

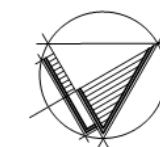
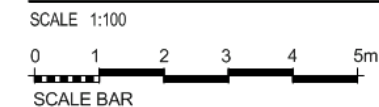




Item 5.1.2 - Attachment 1 - Proposal plans and supporting documentation including Statement of Effect, Statement of Support and Traffic Report



CONTAINERS SET-OUT PLAN



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A	PRELIMINARY ISSUE - FOR REVIEW	GZ	02/04/19
rev	details	dm	date



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PRELIMINARY ISSUE

project
PROPOSED DRIVE THROUGH COFFEE BAR

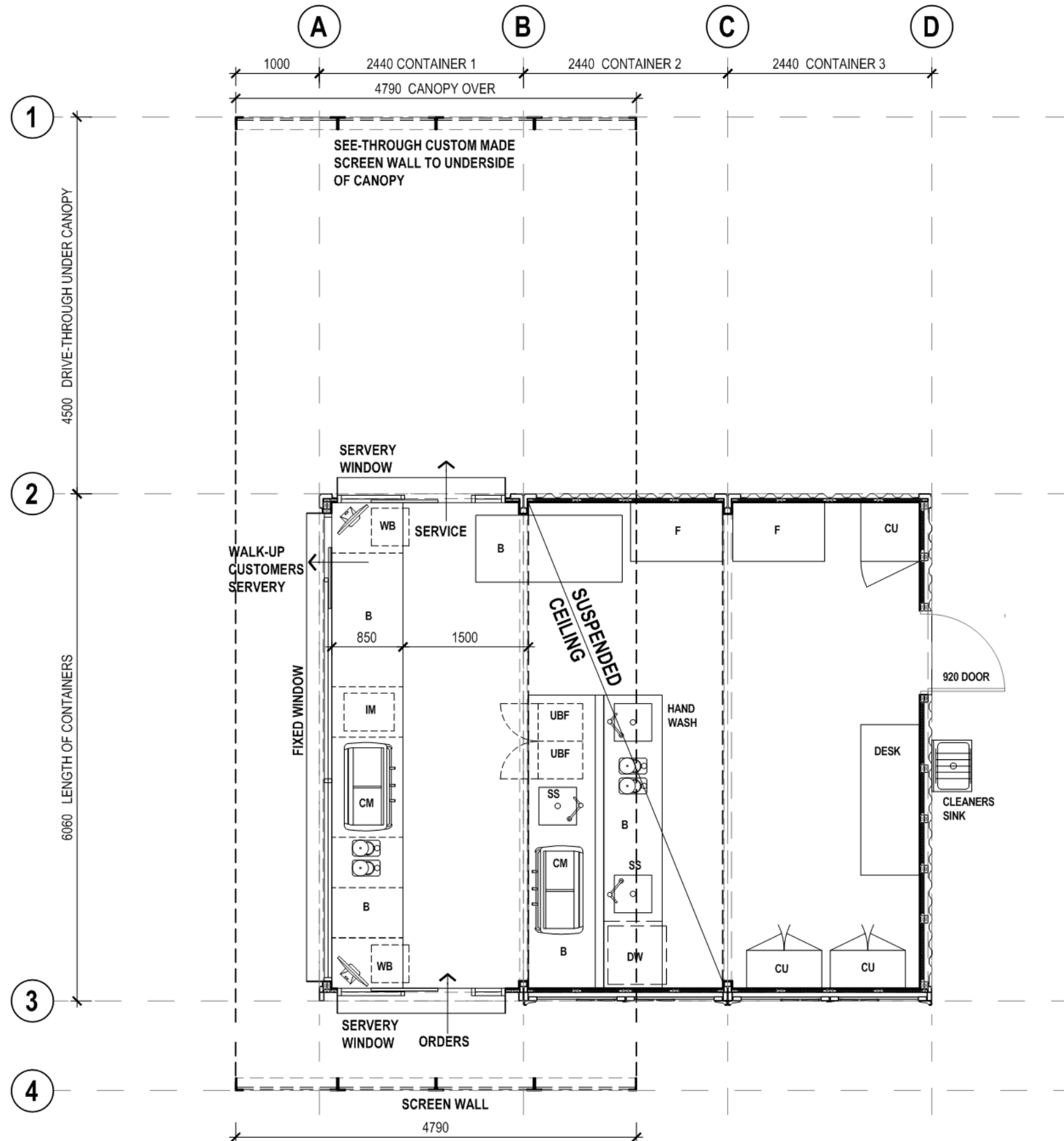
address
316 SALISBURY HIGHWAY,
SALISBURY, SA

client
FIRST THINGS COFFEE

sheet size scale drawn
A3 1:100 GZ

drawing title
CONTAINERS SET-OUT PLAN

project no drawing no revision no
FTF 3588 PD03



LEGEND

- HB HAND BASIN
- SS S/S SINK
- DW COMMERCIAL UNDER BENCH DISHWASHER
- UBF UNDER BENCH REFRIGERATOR
- F REFRIGERATOR
- OC OVER HEAD CUPBOARDS
- SH SHELVING
- CU STORAGE CUPBOARD
- HD HAND DRYER
- IM ICE MAKER
- CM COFFEE MACHINE
- WB WASTE BIN
- BH BULKHEAD
- B S/S COMMERCIAL BENCH

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A	PRELIMINARY ISSUE - FOR REVIEW	GZ	02/04/19
rev	details	dm	date



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PRELIMINARY ISSUE

project
PROPOSED DRIVE THROUGH COFFEE BAR

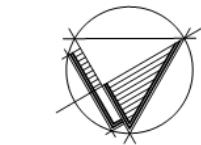
address
316 SALISBURY HIGHWAY,
SALISBURY, SA

client
FIRST THINGS COFFEE

sheet size scale drawn
A3 1:50 GZ

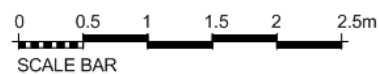
drawing title
FLOOR PLAN

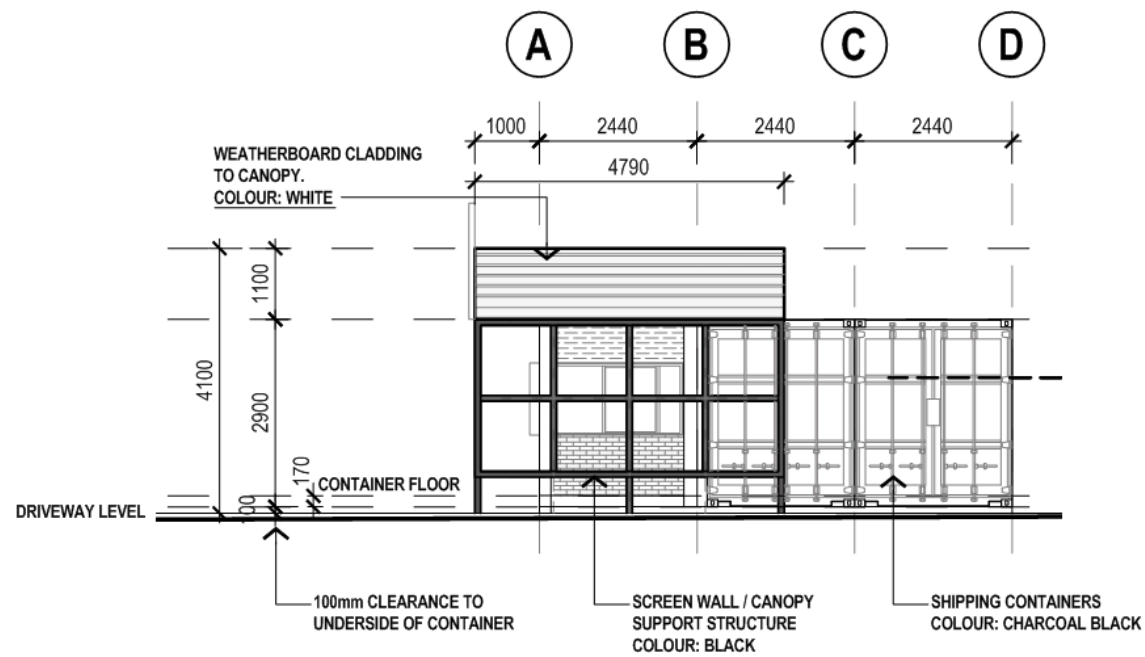
project no drawing no revision no
FTF 3588 PD04



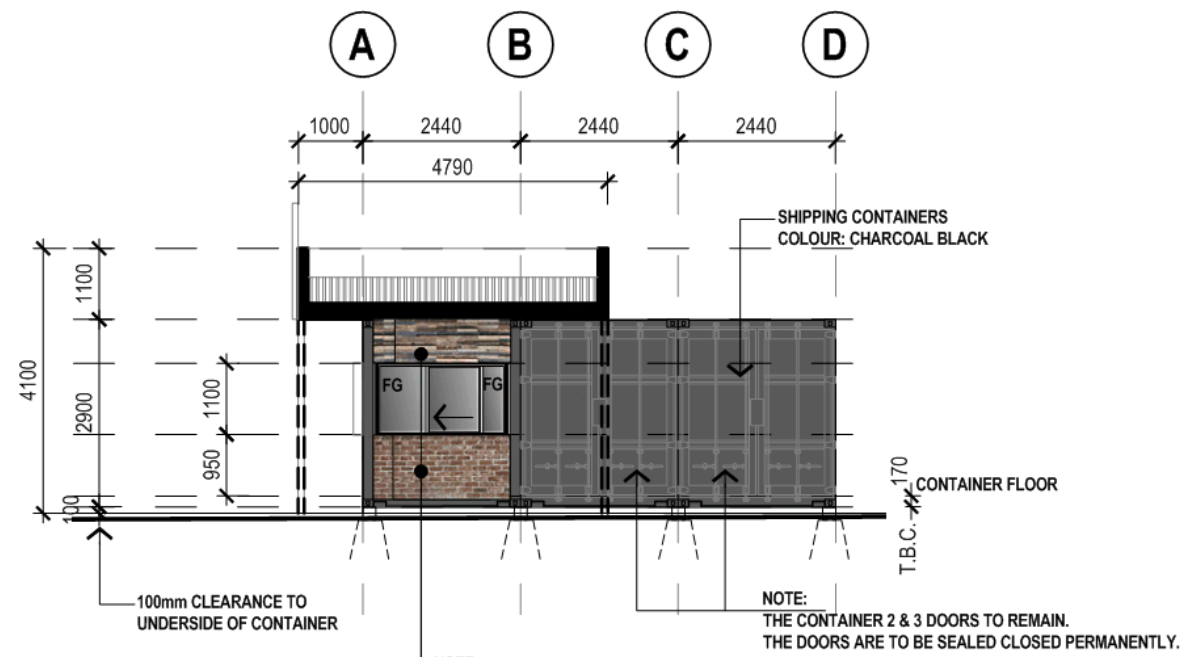
FLOOR PLAN

SCALE 1:50



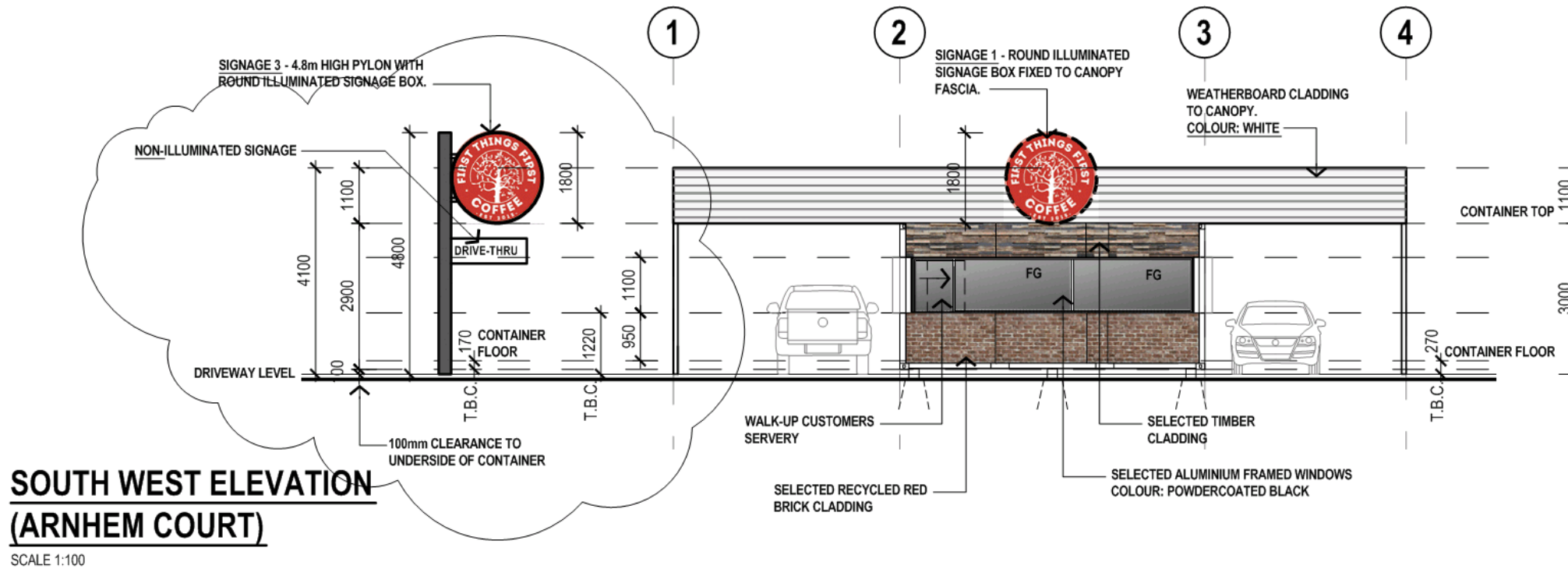


SOUTH EAST ELEVATION
SCALE 1:100



SOUTH EAST ELEVATION
SCALE 1:100

B	PYLON SIGNAGE HEIGHT AMENDED	GZ	11/06/19
A	PRELIMINARY ISSUE - FOR REVIEW	GZ	02/04/19
rev	details	dm	date



SOUTH WEST ELEVATION (ARNHEM COURT)
SCALE 1:100



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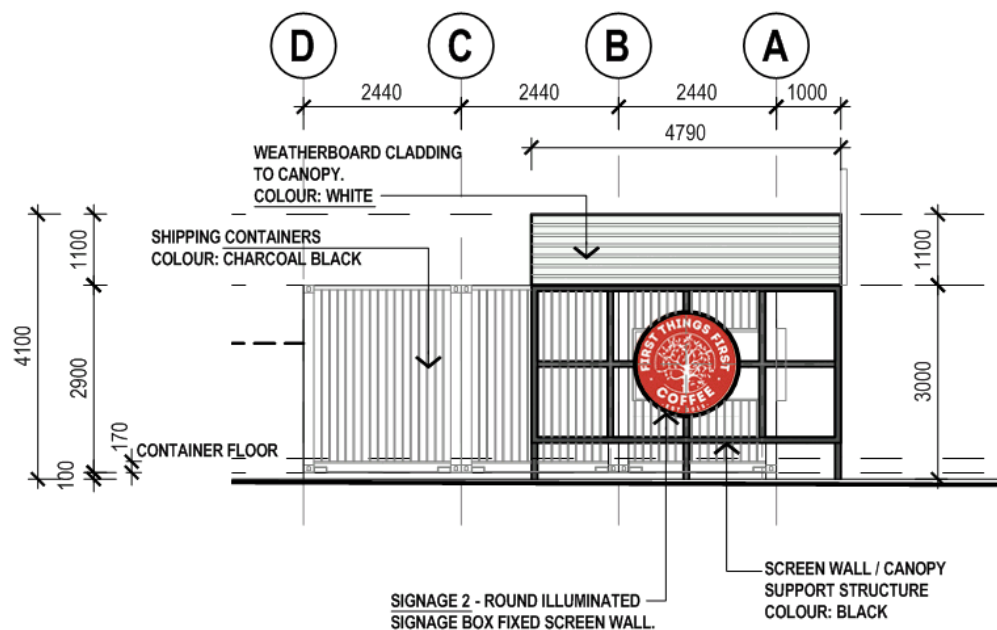
ABN 73 090 085 037

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project
PROPOSED DRIVE THRU COFFEE BAR
address
316 SALISBURY HIGHWAY,
SALISBURY, SA
client
FIRST THINGS COFFEE

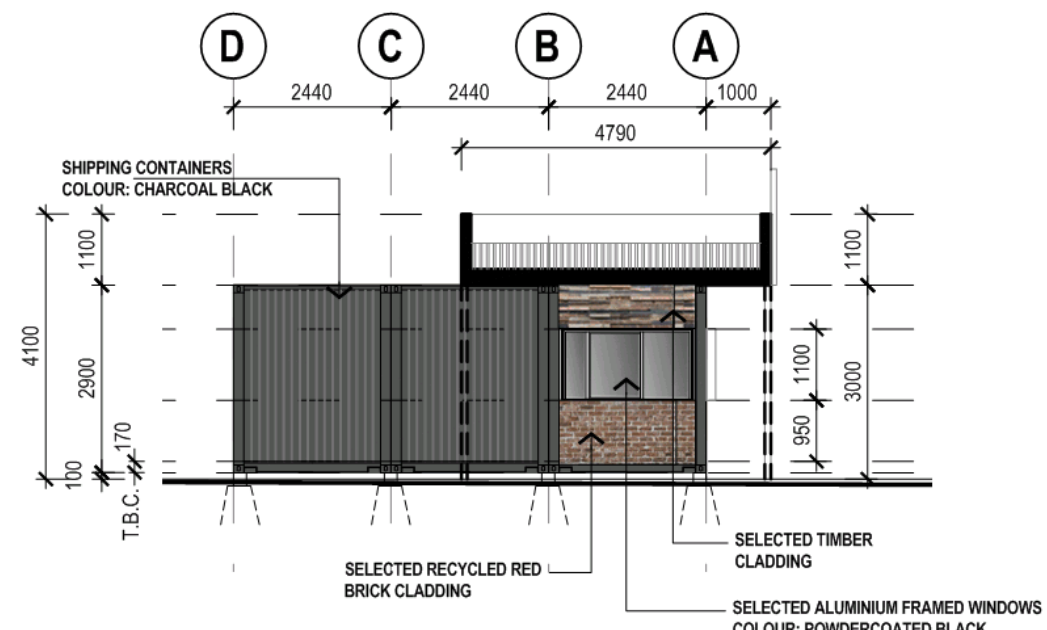
sheet size A3 scale 1:100 drawn GZ
drawing title **ELEVATIONS**
project no **FTF 3588** drawing no **PD05** revision no **B**

PRELIMINARY ISSUE



**NORTH WEST ELEVATION
(SALISBURY HIGHWAY)**

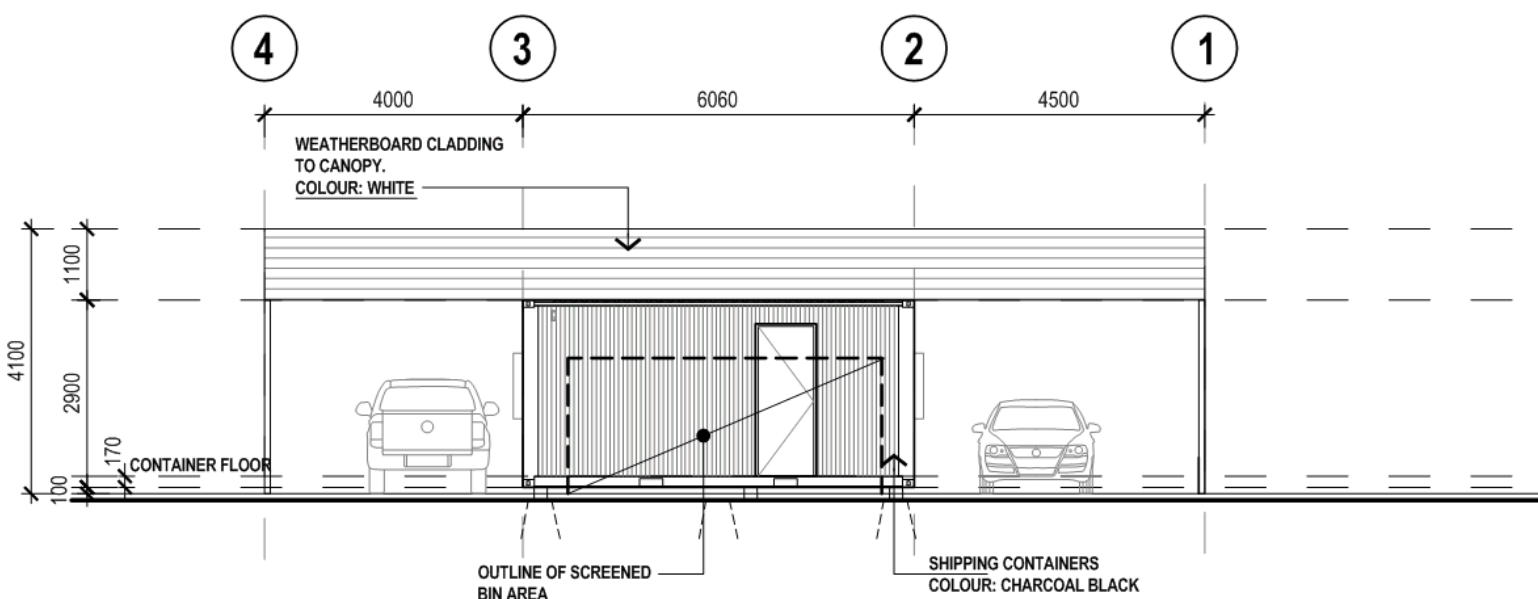
SCALE 1:100



**NORTH WEST ELEVATION
(SALISBURY HIGHWAY)**

(CANOPY REMOVED FOR CLARITY)
SCALE 1:100

A	PRELIMINARY ISSUE - FOR REVIEW	GZ	02/04/19
rev	details	dm	date



NORTH EAST ELEVATION

SCALE 1:100



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project
PROPOSED DRIVE THROUGH COFFEE BAR
address
316 SALISBURY HIGHWAY,
SALISBURY, SA

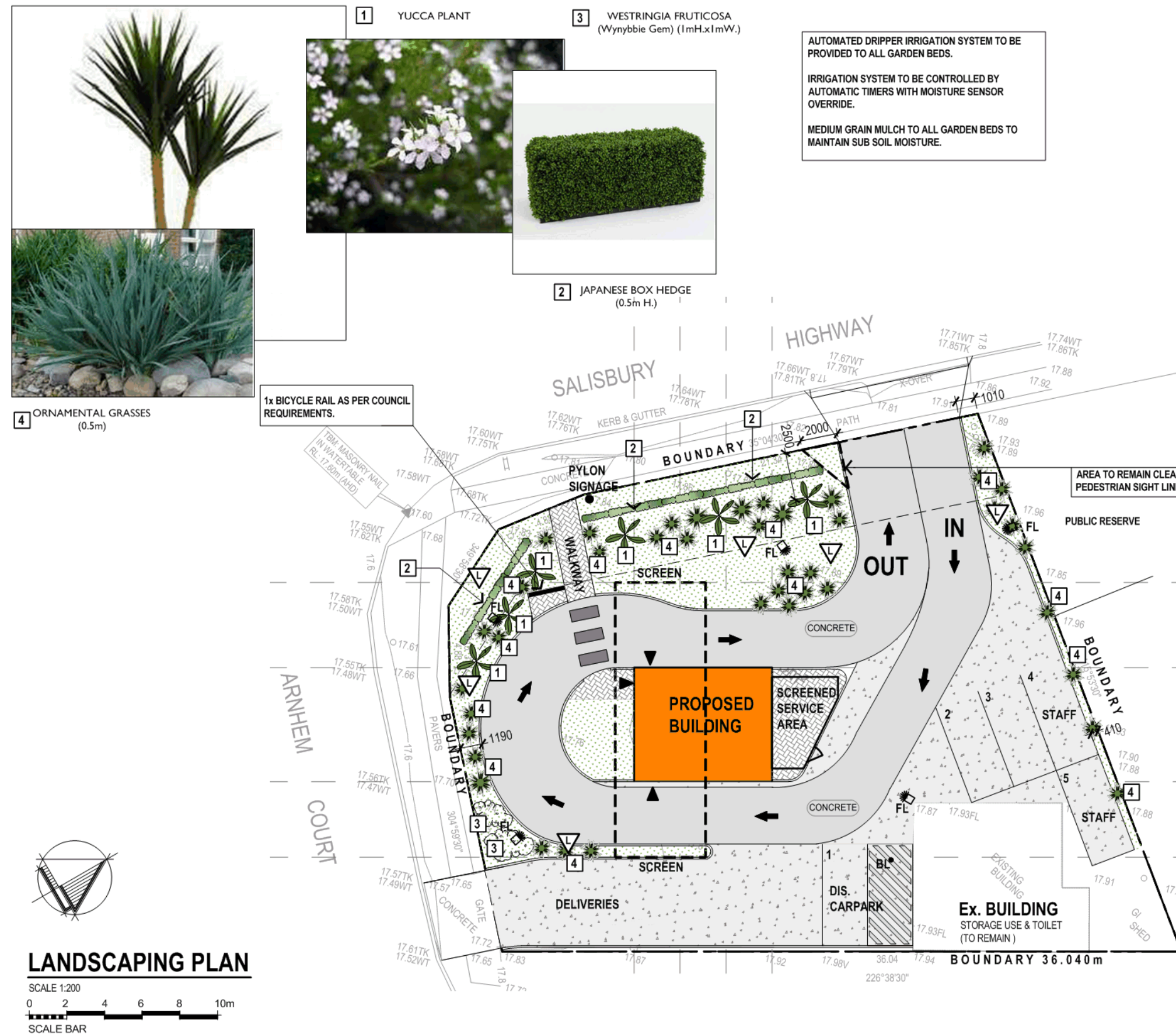
client
FIRST THINGS COFFEE

sheet size scale drawn
A3 1:100 GZ

drawing title
ELEVATIONS

project no drawing no revision no
FTF 3588 PD06

PRELIMINARY ISSUE



LEGEND:

- VEHICULAR ACCESS
- CUSTOMERS ORDER AND PICK-UP AREA
- PROPOSED LANDSCAPING AREA
- CONCRETE TO DRIVEWAY SURFACE.
- POLE MOUNTED FLOOD LIGHT
- HATCH DENOTES EXTENT OF NEW BUILDING WORK

AUTOMATED DRIPPER IRRIGATION SYSTEM TO BE PROVIDED TO ALL GARDEN BEDS.
 IRRIGATION SYSTEM TO BE CONTROLLED BY AUTOMATIC TIMERS WITH MOISTURE SENSOR OVERRIDE.
 MEDIUM GRAIN MULCH TO ALL GARDEN BEDS TO MAINTAIN SUB SOIL MOISTURE.

Boundary information on this drawing has been provided via a detailed survey only. Prior to any building work commencing, it is the builder's responsibility to arrange a boundary identification survey to confirm all dimensions and set outs.

A	PRELIMINARY ISSUE - FOR REVIEW	GZ	02/04/19
rev	details	dm	date



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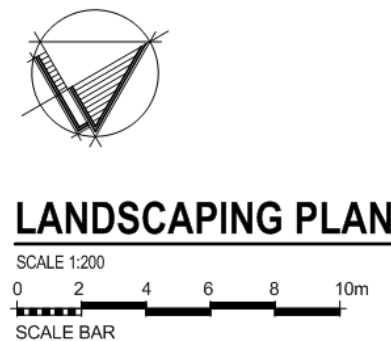
project
PROPOSED DRIVE THROUGH COFFEE BAR
 address
 316 SALISBURY HIGHWAY,
 SALISBURY, SA

client
 FIRST THINGS COFFEE

sheet size scale drawn
 A3 1:200 GZ

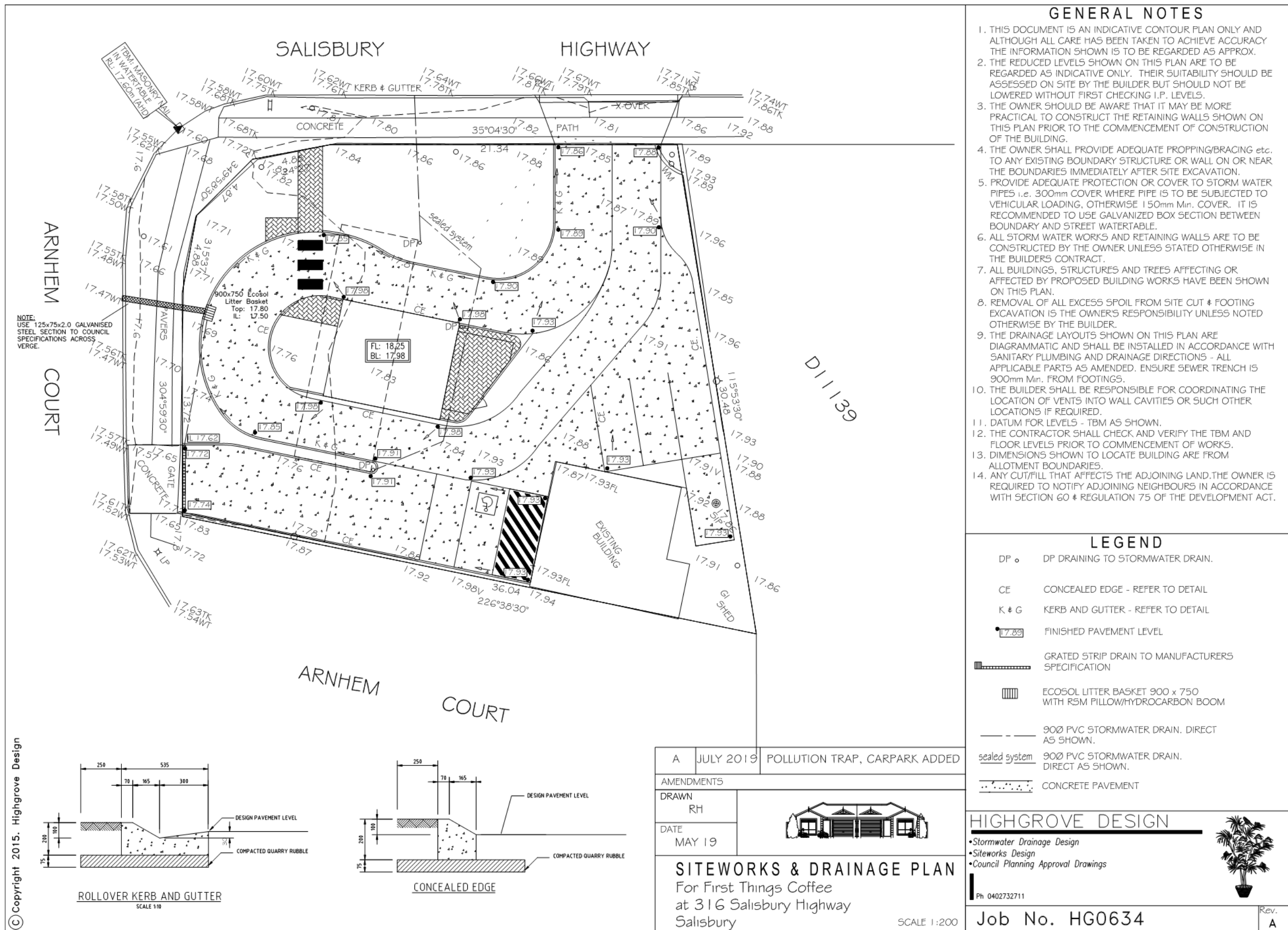
drawing title
LANDSCAPING PLAN

project no drawing revision no
FTF 3588 PD07



PRELIMINARY ISSUE

Item 5.1.2 - Attachment 1 - Proposal plans and supporting documentation including Statement of Effect, Statement of Support and Traffic Report

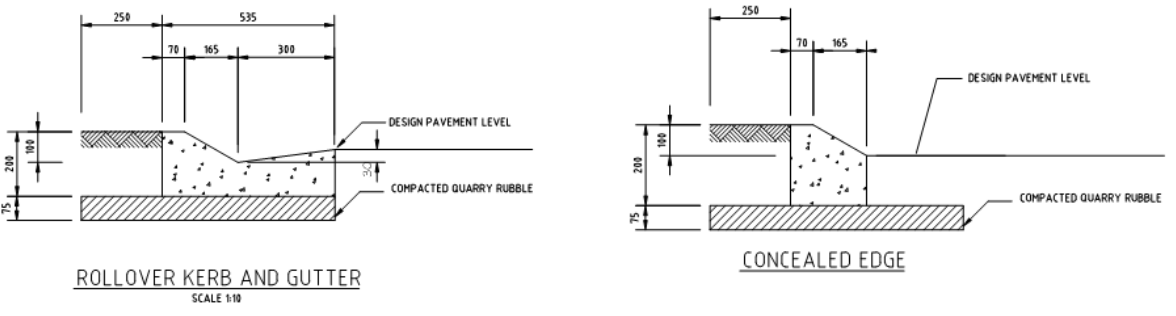


GENERAL NOTES

1. THIS DOCUMENT IS AN INDICATIVE CONTOUR PLAN ONLY AND ALTHOUGH ALL CARE HAS BEEN TAKEN TO ACHIEVE ACCURACY THE INFORMATION SHOWN IS TO BE REGARDED AS APPROX.
2. THE REDUCED LEVELS SHOWN ON THIS PLAN ARE TO BE REGARDED AS INDICATIVE ONLY. THEIR SUITABILITY SHOULD BE ASSESSED ON SITE BY THE BUILDER BUT SHOULD NOT BE LOWERED WITHOUT FIRST CHECKING I.P. LEVELS.
3. THE OWNER SHOULD BE AWARE THAT IT MAY BE MORE PRACTICAL TO CONSTRUCT THE RETAINING WALLS SHOWN ON THIS PLAN PRIOR TO THE COMMENCEMENT OF CONSTRUCTION OF THE BUILDING.
4. THE OWNER SHALL PROVIDE ADEQUATE PROPPING/BRACING etc. TO ANY EXISTING BOUNDARY STRUCTURE OR WALL ON OR NEAR THE BOUNDARIES IMMEDIATELY AFTER SITE EXCAVATION.
5. PROVIDE ADEQUATE PROTECTION OR COVER TO STORM WATER PIPES i.e. 300mm COVER WHERE PIPE IS TO BE SUBJECTED TO VEHICULAR LOADING, OTHERWISE 150mm Min. COVER. IT IS RECOMMENDED TO USE GALVANIZED BOX SECTION BETWEEN BOUNDARY AND STREET WATERTABLE.
6. ALL STORM WATER WORKS AND RETAINING WALLS ARE TO BE CONSTRUCTED BY THE OWNER UNLESS STATED OTHERWISE IN THE BUILDERS CONTRACT.
7. ALL BUILDINGS, STRUCTURES AND TREES AFFECTING OR AFFECTED BY PROPOSED BUILDING WORKS HAVE BEEN SHOWN ON THIS PLAN.
8. REMOVAL OF ALL EXCESS SPOIL FROM SITE CUT & FOOTING EXCAVATION IS THE OWNER'S RESPONSIBILITY UNLESS NOTED OTHERWISE BY THE BUILDER.
9. THE DRAINAGE LAYOUTS SHOWN ON THIS PLAN ARE DIAGRAMMATIC AND SHALL BE INSTALLED IN ACCORDANCE WITH SANITARY PLUMBING AND DRAINAGE DIRECTIONS - ALL APPLICABLE PARTS AS AMENDED. ENSURE SEWER TRENCH IS 900mm Min. FROM FOOTINGS.
10. THE BUILDER SHALL BE RESPONSIBLE FOR COORDINATING THE LOCATION OF VENTS INTO WALL CAVITIES OR SUCH OTHER LOCATIONS IF REQUIRED.
11. DATUM FOR LEVELS - TBM AS SHOWN.
12. THE CONTRACTOR SHALL CHECK AND VERIFY THE TBM AND FLOOR LEVELS PRIOR TO COMMENCEMENT OF WORKS.
13. DIMENSIONS SHOWN TO LOCATE BUILDING ARE FROM ALLOTMENT BOUNDARIES.
14. ANY CUT/FILL THAT AFFECTS THE ADJOINING LAND, THE OWNER IS REQUIRED TO NOTIFY ADJOINING NEIGHBOURS IN ACCORDANCE WITH SECTION 60 & REGULATION 75 OF THE DEVELOPMENT ACT.

LEGEND

- DP ○ DP DRAINING TO STORMWATER DRAIN.
- CE CONCEALED EDGE - REFER TO DETAIL
- K & G KERB AND GUTTER - REFER TO DETAIL
- 17.89 FINISHED PAVEMENT LEVEL
- ▬ GRATED STRIP DRAIN TO MANUFACTURERS SPECIFICATION
- ▬ ECOSOL LITTER BASKET 900 x 750 WITH RSM PILLOW/HYDROCARBON BOOM
- 90Ø PVC STORMWATER DRAIN. DIRECT AS SHOWN.
- sealed system 90Ø PVC STORMWATER DRAIN. DIRECT AS SHOWN.
- ▬ CONCRETE PAVEMENT



A	JULY 2019	POLLUTION TRAP, CARPARK ADDED
AMENDMENTS		
DRAWN	RH	
DATE	MAY 19	
SITWORKS & DRAINAGE PLAN For First Things Coffee at 316 Salisbury Highway Salisbury		
SCALE 1:200		

HIGHGROVE DESIGN

- Stormwater Drainage Design
- Siteworks Design
- Council Planning Approval Drawings

Ph 0402732711

Job No. HG0634

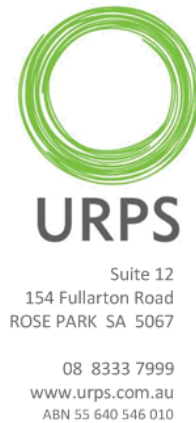
Rev. **A**

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Ref: 2019-0084

14 June 2019

Ms Gabriella Cutri
Development Officer - Planning
City of Salisbury
12 James Street
SALISBURY SA 5108



Dear Gabriella

Response to representations and amendments to plans – Drive-through coffee shop at 316 Salisbury Highway, Salisbury Downs

Thank you for forwarding a copy of the representations received during the Category 3 public notification period.

Two representations from owners/occupiers **support** the development. No representations were received which oppose the development.

Notwithstanding the above, the applicant has prepared the enclosed amended plans to address minor Council concerns. The amendments will further minimise the effects on adjacent owners, occupiers and residential amenity in terms of light spill and visual impact. In particular, the following amendments have been made:

- The height of the freestanding sign has been reduced to 4.8m above ground. The proposed freestanding sign is now entirely consistent with the height and scale of the verandah-mounted sign. We continue to support the height and design of the freestanding sign for the detailed reasons provided in our Statement of Effect.
- The height of the light poles has been reduced to 4m high, which is below the maximum height of the coffee shop building (the shop is 4.1m high to the top of its canopy). In our view, there is likely to be insignificant light spill impact on adjacent land for the detailed reasons given in our Statement of Effect (ie *“Overspill is minimised by the positioning and direction of the lights, whereby the lights face the proposed building rather than directly face adjacent sensitive land. The lights are considered adequately separated and positioned in respect to the adjacent dwelling”*). In addition, with this recent amendment, the height of the light towers is beneath the shop canopy level which ensures that light spill is suitably minimised and obscured, while we also expect there to be negligible direct views of the proposed light sources from within adjacent land.
- In addition to the above, to manage and prevent unreasonable light spill impact on adjacent land, the applicant hereby agrees to accept a condition that would require any light spill from the land to satisfy Australian Standard 4282 – 1997 *‘Control of the obtrusive effects of outdoor lighting*.

shaping great communities

We re-iterate our support for this proposal. We believe the proposal constitutes a desirable and effective use of the land given its non-residential history and its location on a significant arterial road.

We understand the application will be presented to the Council Assessment Panel for a decision. While no representatives will address the panel, the applicant will be available to answer questions if needed.

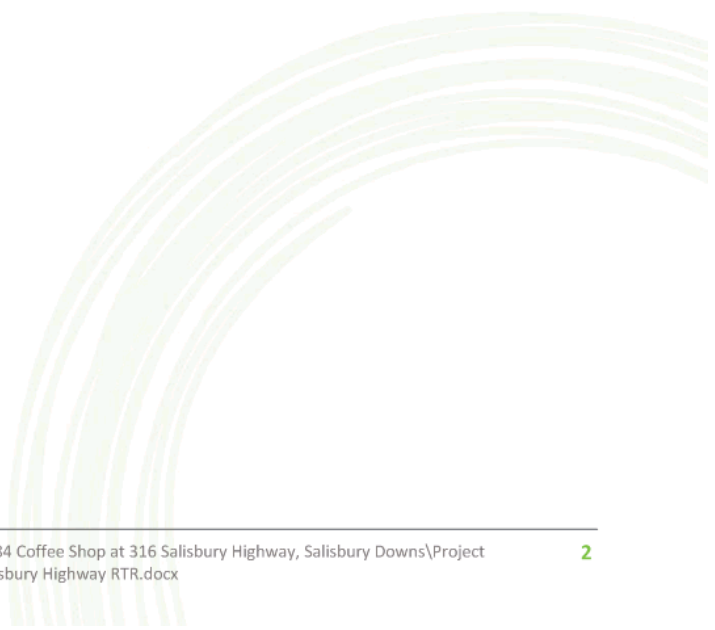
Please contact the undersigned on 8333 7999 if you have any questions.

Yours sincerely



Joshua Skinner RPIA
Associate

Enc



Ref: 2019-0084

13 May 2019

Ms Gabriella Cutri
Development Officer - Planning
City of Salisbury
12 James Street
SALISBURY SA 5108



Dear Gabriella

Statement of Effect – Drive-through coffee shop at 316 Salisbury Highway, Salisbury Downs

Background

URPS is the planning consultant assisting the applicant, First Things First Coffee (FTFC).

This application proposes the construction of, and change of use to, a drive-through coffee shop to replace a car sales yard at 316 Salisbury Highway. The application was lodged 12 April 2019 (DA 361/624/2019/NB).

The proposal is for a non-complying development as it involves a shop with an arterial road frontage.

Council's planning officer confirmed that they would proceed to an assessment of the application on 23 April 2019. Their letter included a 'Request for a Statement of Effect and further information' (RFI).

Purpose of this report

This report includes a description of the development and the nature of its locality. It identifies and assesses the proposal against the relevant planning provisions; and discusses the social, economic and environmental effects of the proposal on the locality. It also addresses matters raised in Council's RFI.

As such, this report satisfies the requirements to be a 'Statement of Effect' in accordance with Regulation 17(5) of the SA *Development Regulations* 2008.

This report has been prepared in conjunction with the following documents:

- Planning Drawings prepared by Aspex Building Designers, comprising amended plans PD01 and PD02 (Revision B, 2 May 2019) and PD03 to PD07 (Revision A, 2 April 2019).
- Siteworks and drainage plan prepared by Highgrove Design (dated May 2019).
- Traffic and car parking report prepared by CIRQA (dated 5 April 2019)
- Amended letter of operational details prepared by First Things First Coffee (dated 6 May 2019)
- Our assessment against the City of Salisbury Development Plan (consolidated 4 April 2019).

shaping great communities

Response to Council RFI

- **Height of pylon sign:** While the pylon sign exceeds 3mH, the height and scale of the sign is considered reasonable and acceptable in the context of the proposed design, site, streetscape and locality. In particular:
 - > The pylon structure is considered to have a 'light' appearance despite its height (it is not bulky). The sign consists of a single pole with one advertisement comprising a relatively small advertising area. In contrast, we note a 3mH pylon could involve a larger advertising area than this proposal.
 - > In accordance with Advertisements PDC 15, the pylon sign constitutes the only freestanding sign for the site; and in our view its scale is compatible with the development and other signage proposed in this application. Specifically, the pylon advertisement matches the size, shape and design of the advertisement attached to the verandah.
 - > The pylon sign is contained within the site, does not require damage to trees and does not obscure views of vistas or objects of "high amenity value" in accordance with Advertisements PDC 5.
 - > The proposed signage is not cluttered, distracting or untidy per Advertisements PDC 2.
 - > The pylon sign is considered acceptable and reasonable in the context of this locality. A variety of signs are observed in the locality facing Salisbury Highway, such as two OTR pylon signs, an advertisement within a bus shelter on the eastern side of Salisbury Highway, medical centre signage, while a multitude of signs and banners were located within the subject land previously.
 - > Further to the point above, the OTR pylon signs are of similar height to the proposed pylon sign, and are considered to be bulkier than the proposed pylon sign.
 - > Based on the above, and because of the absence of adjoining dwellings facing Salisbury Highway on either side of the subject land - the eastern side of Salisbury Highway does not have a residential streetscape character and function. The proposed pylon sign is therefore considered to be sufficiently consistent with the streetscape character.
- **Additional signage:** A note on PD02 states "Except where indicated on the plans, no other signage is proposed as part of this application". Other signage at another site is not relevant to this application.
- **Fencing treatments:** Fencing treatments have been clarified and amended on PD01. The application proposes removal of the existing tubular fencing on the boundaries with the roads and reserve. A 2.1m high Colorbond 'Monument' fence is proposed along the residential boundary to the north (refer notation "F2"). The existing ~3m high fence along the eastern side boundary is to be retained.
- **Effectiveness of fencing treatments:** The proposed Colorbond fence on the northern residential boundary has been increased by 300mm to 2.1m high. We consider there to be minimal visibility of the proposed structures from the adjoining land to the north, particularly because the existing building will be retained and will block direct views into the subject site. Noises from this proposal, mostly comprising vehicles using the drive-through and waste truck activity, are considered reasonable given the volume and nature of existing traffic noise in the locality.
- **Waste collection times:** The applicant previously proposed private twice-weekly waste collection between 3am-5am. The applicant hereby amends the collection hours to 4pm-7pm the same day. The proposed hours are within the *Environmental Protection (Noise) Policy* guidelines.
- **Lighting details:** Additional detail has been added to PD02. Four 6mH pole mounted lights are proposed, and one light attached to the existing storage building. These are low voltage LED lights. Lighting is proposed for security purposes and to light the driveway during operation. Various Development Plan provisions anticipate on-site lighting, particularly to car parking and driveway areas.

Overspill is minimised by the positioning and direction of the lights, whereby the lights face the proposed building rather than directly face adjacent sensitive land. The lights are considered adequately separated and positioned in respect to the adjacent dwelling. Spill/glare from these lights will be obscured by the storage building and adjacent residential shed. We note that existing car yard previously utilised at least 4 pole mounted flood lights, as well as lights attached to the building.

- **Customer car parking:** The supply of on-site car parking has been addressed in our planning statements and in the CIRQA report. In summary:
 - > Customer parking isn't required for this proposed drive-through coffee shop. No dining or indoor customer facilities are proposed. Customers will not be directed to park anywhere outside the drive through lane to wait for their order. Waiting customers will store within the drive-through lane, where 9 vehicles can store between the access point and the second (pick-up) window.
 - > A sufficient number of car parking spaces are provided for the estimated staff numbers (ie 5 parking spaces for up to 5 staff).
 - > The proposal ultimately complies with the parking provisions sought by Table Sal/2.
- **Internal vehicle management:** Customer egress onto Arnhem Court is suitably prevented by the design and layout of the site. Customers will be directed by painted arrows along the drive-through. Customers will pick-up their order from the second window, *after* they have passed the Arnhem Court driveway. In our view, it would be highly unlikely and rare for a customer to exit directly onto Arnhem Court, as the customer will either not travel to the second window and therefore not receive their order, or they will need to reverse from the second window (noting there may be vehicles behind them). Customer ingress from Arnhem Court is to be prevented by a small traffic sign facing Arnhem Court, stating words to the effect "No entry - delivery/service vehicles only".
- **Civil plan:** We enclose a siteworks and drainage plan.

Subject land and locality

The subject land comprises one allotment known as 316 Salisbury Highway, Salisbury Downs (CT 5626/58).

The subject land is a corner allotment, having frontages to Salisbury Highway and Arnhem Court. The land is approximately 840m² in area. The land was most recently used as a car sales yard which is a type of 'service trade premises'¹. This use involved some 15-20 cars arranged in an uncovered area facing Salisbury Highway, with an associated single storey administration building and various advertising signs and flags. The subject land has two crossovers which provide direct vehicle access to Salisbury Highway and Arnhem Court. The majority of the eastern boundary has corrugated fencing which we estimate to be 3m high.

The locality primarily contains residential land uses in the form of detached dwellings however non-residential land uses are present. The subject land is non-residential. An 'On The Run' integrated service station is directly adjacent the subject land on the southern side of Arnhem Court. The 'Europa Medical Centre' consulting rooms are located approximately 50m north of the subject land, on the corner of Salisbury Highway and Thompson Avenue. An open space reserve is situated parallel Salisbury Highway and abuts a portion of the site's northern boundary. There is also a parcel of public open space to the south of the service station.

¹ 'service trade premises' means premises used primarily for the sale, rental or display of— (g) motor vehicles... according to Schedule 1 of the SA Development Regulations 2008.

The report prepared by CIRQA includes a description of the adjacent road network, which includes the following pertinent points (condensed):

- Salisbury Highway is an arterial road, comprising two traffic lanes and a bicycle lane (full time) in each direction, separated by a raised central median. Unrestricted on-street parking is permitted on both sides of Salisbury Highway. Salisbury Highway (adjacent the site) has an Annual Average Daily Traffic (AADT) volume in the order of 36,700 vehicles per day (vpd). A 60 km/h speed limit applies.
- Arnhem Court is a local cul-de-sac. Arnhem Court comprises a 7.8m wide carriageway (approximate) facilitating two-way movements. It is forecast that traffic volumes would be very low (less than 100 vpd) due to only five detached dwellings being accessed from the roadway.

Proposed development

The proposal involves a 'shop' in our view². More particularly, we describe the proposal as:

Construction of, and change of use to, a single storey drive-through coffee shop with associated drive-through facility, on-site car parking, landscaping and advertising. An existing administration building will be retained and used to store dry items associated with the shop and as a staff bathroom facility.

The letter prepared by FTFC provides a detailed description of the proposed operating characteristics. The following important details are extracted from the letter:

- The proposal will operate every day of the week, from:
 - > 5:30am – 4:00pm Monday-Saturday and
 - > 7:30am – 4:00pm Sunday.
- There will be a maximum of 5 staff on-site at any one time.
- The proposal provides a drive-through / takeaway service only. Customers order from their vehicle at one window and pick-up their order at a second window, typically within 2 minutes. No internal seating or dining is to be provided.
- The kitchen and food preparation are of a domestic nature rather than commercial nature. Grease arrestors/traps are not required. An exhaust duct and stack (chimney) is not required.
- Most deliveries are isolated to one day of the week, typically between 8:00am and 1:00pm, using vans and small trucks.
- Waste bins are typically emptied twice per week between 4pm and 7pm by a private contractor.

In regard to built form, the proposed shop is of contemporary design and construction. Three shipping containers are to be attached/integrated forming a floor area of 44m². The proposal seeks to utilise new containers (not used) which will be of a clean and consistent appearance in 'charcoal black'. The containers will be partially clad with recycled timber and brick. A canopy is provided above the building, featuring white weatherboard cladding and a timber panel underside. The canopy is supported by a black framework/screen.

Two advertisement signs are attached to the canopy and to the framework/screen facing Salisbury Highway. A 6m high pylon sign is proposed in the corner of the site. All three signs are of a consistent

² 'Shop' means— (a) premises used primarily for the sale by retail, rental or display of goods, foodstuffs, merchandise or materials; or (b) a restaurant... according to Schedule 1 of the SA *Development Regulations* 2008

design, will identify the name of the business with its branding, and will be internally illuminated - but will not flash, blink, or involve changing messages.

The proposed building, layout and signage closely follows the design and construction approach used at the FTFC shop at Enfield, pictured in Figure 1.

Figure 1: FTFC Enfield



Procedural matters

The subject land is located within the **Residential Zone** in the City of Salisbury (Development Plan consolidated 4 April 2019).

Shop development in the zone is non-complying except where the gross leasable area is less than 250 square metres and the site does not front an arterial road. In this case, the site has a frontage to an arterial road in the form of Salisbury Highway. The proposed development is therefore **non-complying**.

As a non-complying development, the proposal defaults to the highest level of public notification, being **Category 3**.

A **DPTI referral** is anticipated in accordance with Schedule 8 as the land is subject to road widening.

Approach to assessment of non-complying applications

The ERD Court has said the following about non-complying developments³:

The fact that a particular development is non-complying means that, procedurally, it is more difficult to gain development consent than it is to obtain a consent to a development which is neither complying nor non-complying. However, while a non-complying development stands to be assessed differently from a procedural standpoint, the development in other respects stands to be assessed upon its merits as a matter of planning judgment.

Therefore, while this application is subject to the rigours of the non-complying assessment pathway, the proposal demonstrates significant planning merit in our view, as we discuss later in this statement.

Relevant Development Plan provisions

A list of the Development Plan provisions which are considered relevant follows:

<p><u>Council Wide, Advertisements</u></p> <p>Objectives 1, 2, 3</p> <p>Principles 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 18, 21</p>	<p><u>Council Wide, Centres and Retail Development</u></p> <p>Objectives 1, 5</p> <p>Principles 4, 10, 11, 12</p>
<p><u>Council Wide, Crime Prevention</u></p> <p>Objectives 1</p> <p>Principles 1, 2, 3, 5, 6, 7, 8, 10, 11</p>	<p><u>Council Wide, Design and Appearance</u></p> <p>Objectives 1</p> <p>Principles 1, 2, 3, 4, 5, 6, 7, 9, 11, 12, 14, 15, 19, 20, 21, 22, 23, 24, 25, 26</p>
<p><u>Council Wide, Energy Efficiency</u></p> <p>Objectives 1, 2</p> <p>Principles 1, 2, 3</p>	<p><u>Council Wide, Interface between Land Uses</u></p> <p>Objectives 1, 2, 3</p> <p>Principles 1, 2, 3, 6, 7</p>
<p><u>Council Wide, Landscaping, Fences and Walls</u></p> <p>Objectives 1, 2</p> <p>Principles 1, 2, 3, 4</p>	<p><u>Council Wide, Natural Resources</u></p> <p>Objectives 1, 2, 3, 5, 6, 7, 10</p> <p>Principles 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 36, 38</p>
<p><u>Council Wide, Orderly and Sustainable Development</u></p> <p>Objectives 1, 2, 3, 4</p> <p>Principles 1, 3, 4, 5, 6, 7, 8</p>	<p><u>Council Wide, Transportation and Access</u></p> <p>Objectives 1, 2, 3, 5</p> <p>Principles 1, 2, 8, 10, 11, 13, 17, 18, 22, 23, 25, 26, 27, 28, 29, 30, 32, 33, 34, 35, 37, 38, 39, 40</p>
<p><u>Council Wide, Residential Zone</u></p> <p>Objectives 1, 2, 3, 4, 5, 6</p> <p>Principles 1, 2, 3, 4</p>	<p><u>Table Sa1/2, Off street vehicle parking</u></p> <p>Shops: 7 spaces per 100 square metres of gross leasable area for shops outside of centre zones.</p>

³ Reichelt & Ors v City of Charles Sturt & Anor [2016] SAERDC 38

Planning assessment

We believe the main planning issues relate to:

- Land use.
- Interface between land uses.
- Car parking and traffic.
- Design, appearance and character.
- Advertisements.

Land use

The following provisions are considered pertinent to this subheading:

Residential Zone

Desired Character The zone is suitable for a range of low to medium density housing, with higher density in appropriate locations. In addition to housing and open space, the zone will also contain a variety of community related, non-residential land uses that contribute to the creation of pleasant, connected, well serviced and socially inclusive neighbourhoods.

Objective 1 A residential zone comprising a range of dwelling types, including a minimum of 15 per cent affordable housing.

Objective 3 A zone primarily accommodating a range of dwellings to meet the diverse needs and preferences of the community.

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

- small scale non-residential use that serves the local community, for example:
 - child care facility
 - health and welfare service
 - open space
 - primary or secondary school

PDC 4 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:

- (a) serves the local community
- (b) is consistent with the character of the locality
- (c) does not detrimentally impact on the amenity of nearby residents
- (d) will not undermine the efficient operation of nearby centres

(Our emphasis underlined)

Based on our reading of the above, while the Zone is “primarily” intended to be developed with residential land uses, non-residential land uses are anticipated and desirable in appropriate circumstances.

We support the proposed land use, and we contend a shop is an appropriate use of the subject land, for the following reasons:

- “Small scale non-residential uses that serve the local community” are envisaged by Zone PDC 1. While a shop is not one of the land uses suggested by this part of PDC 1, the listed land uses are stated to be “examples” only. We therefore contend other non-residential land uses may be appropriate if they are small scale and serve the local community. In these regards:

- > The proposal involves a small-scale, single-storey building. The floor area of the proposed shop building is much smaller than a typical detached dwelling, at some 44.3m² excluding the canopy. The proposal is approximately 3m high to the top of the main structure, and 4.1m high to the top of the canopy, which is considerable comparable to the wall and peak heights of typical single storey detached dwellings.
- > The proposed drive-through coffee shop is considered to be a relatively low intensity and low scale use of the land, particularly in comparison to a child care facility or primary/secondary school which are envisaged uses in the Residential Zone.
- > The proposal is also considered small scale in terms of the limited trade it offers (coffee and a small range of café foods, as opposed to a wide variety of retail offerings).
- > In our view, the use of the words “local community” in PDC 1 does not necessarily refer solely to those living or working within close proximity of the subject land. Customers of this proposal will largely involve passing traffic. In our view the proposal provides a service to the local community, being those which use this portion of Salisbury Highway. The proposed shop is not considered to be a final destination in itself for the majority of its customers. The proposal is unlikely to cause a meaningful amount of additional/new traffic to the locality.
- The subject land was previously used as a ‘service trade premises’, which is a non-complying kind of development in the Residential Zone. Therefore, while Zone PDC 2 suggests “development listed as non-complying is *generally* inappropriate”, the proposed shop:
 - > Replaces an existing non-complying use.
 - > Involves a more tidy, landscaped and attractive use of the land in our opinion.
 - > Involves an appropriately low level of impact on adjacent land, particularly residential land.
 - > It provides a retail service to the local community.
- Residential Zone PDC 4 contemplates “shops” occurring in the Zone, provided “the nature and scale” of the development meets 4 tests. In respect to these 4 tests, we consider the following:
 - > The proposal serves the local community for the reasons previously explained.
 - > The proposal is suitably consistent with the character of the locality. We expand on this in a later subsection.
 - > The proposal does not detrimentally impact on the amenity of nearby residents in terms of noise, traffic, car parking, odours, fumes and hours of operation. We expand on this in a later subsection.
 - > The proposal will not undermine the efficient operation of nearby centres. There are many reasons to support this:
 - The shop has a small floor area which is significantly below the non-complying threshold of 250m²
 - The shop offers a very limited level of service/trade.
 - The shop primarily caters to passing traffic and is therefore unlikely to cause any meaningful reduction to trade in nearby centres.
 - Two nearest local centres are located 280m north-west and 400m east. Neither of these centres directly capture passing trade from Salisbury Highway. The local centre to the east only appears to contain a medical centre and dwellings, so its existing business will not be compromised by this proposal.

- A Neighbourhood Centre is situated 800m west on Kings Road, and contains a supermarket, football club, hotel and swim school. There is unlikely to be any noticeable impact upon those uses, or the overall function and hierarchy of that centre.
- We note the adjacent service station is not located in a Centre Zone, but is also located in the same Residential Zone.
- The non-complying list discourages shops fronting arterial roads in the Residential Zone. We suspect the intent of this provision is to minimise disruption to the function of arterial roads, and to minimise non-residential ribbon development (which is also discouraged due to traffic reasons). In these respects:
 - > The proposal has been designed to suitably minimise its impact upon the function of Salisbury Highway, as confirmed in the report prepared by CIRQA.
 - > The proposal largely relies on passing trade from Salisbury Highway in any event.
 - > The subject land has previously been used for non-residential purposes anyway. The proposal does not constitute ribbon development in our view.
 - > The proposal improves the appearance and character of the site in our view.

Interface between land uses

The following provisions are considered pertinent to this subheading:

Interface between Land Uses

- Objective 1** Development located and designed to minimise adverse impact and conflict between land uses.
- 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
- PDC 2** Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.
- PDC 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.

Design and Appearance

- PDC 15** Outdoor lighting should not result in light spillage on adjacent land.

Transportation and Access

- PDC 37** Parking areas that are likely to be used during non-daylight hours should provide floodlit entrance and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.
- (Our emphasis underlined)

The proposal complies with Interface Between Land Uses (IBLU) PDC 1 in our view as the coffee shop is unlikely to detrimentally affect the amenity of the locality. In particular:

- Negligible odour/fumes are created. The proposal does not involve a commercial kitchen, grease trap/arrestor, or a chimney.
- Noise generated within the coffee shop is of a domestic nature and is very unlikely to be heard outside the building.
- The creation of occasional traffic noises and vibrations on the site, adjacent a busy road in the form of Salisbury Highway, is acceptable in our view and is likely to be compatible with existing background noise levels.
- The trading hours are modest overall and do not extend into the night. While the shop will begin trade from 5:30am on 6 days of the week, the business will not experience peak use until approximately 7am-9am, which are considered 'daylight' hours.
- The *Environment Protection (Noise) Policy 2007*, referenced by IBLU PDC 7, specifically addresses rubbish collection. Division 3 of the Policy suggests limiting rubbish collection to 9am-7pm (Sundays or public holidays), and 7am-7pm on any other day. The proposed waste collection times of 4pm-7pm are within the Policy guidelines and do not conflict with the trading hours of the business.

Further, the proposal is considered to satisfy IBLU PDC 2 as it has been designed and sited to minimise negative impacts on existing and potential future land uses desired in the locality. In particular:

- The proposal retains a tall solid 3m fence along the eastern boundary of the land, which minimises visual impact upon the dwellings in Arnhem Court and also minimises noise overspill into Arnhem Court.
- As explained earlier in this statement, outdoor lighting is positioned and directed in a manner that is anticipated to result in negligible light overspill and glare into adjacent land (also in accordance with Design and Appearance PDC 15 and Transportation and Access PDC 37).
- A new 2.1m Colorbond fence is proposed along a portion of the northern boundary (the portion shared with the adjoining residential allotment). This will be constructed at the developer's cost, and will assist with minimising interface impacts.
- Vehicle movements are directed to/from Salisbury Highway rather than adjacent residential streets.
- Sufficient vehicle parking and vehicle storage is provided on-site.
- The proposed building is centrally sited. The proposed building will not overlook or overshadow adjacent land. Activity on the site is well separated from the nearest residential boundaries.

Car parking and traffic

The following provisions are considered pertinent to this subheading:

Table Sal/2 - Off Street Vehicle Parking Requirements

Shop **7 spaces per 100 square metres of gross leasable area for shops outside of centre zones.**

Transportation and Access

PDC 11 **Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.**

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) ...
- (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 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.

PDC 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.

(Our emphasis underlined)

We support the proposal in respect to car parking and traffic matters. The enclosed CIRQA report and plans confirms the following:

- The proposed drive-through has been designed based upon the swept paths of a B99 design vehicle.
- Sufficient car parking is provided, of suitable design/layout. The proposal provides 5 car parking spaces which complies with Table Sal/2 of the Development plan, which suggests 4 spaces in total for this proposal (ie 7 spaces per 100m² of shop floor area). In reality, the vast majority of customers will utilise the drive-through facility rather than on-site parking.
- Sufficient bicycle parking is provided. The proposal provides 2 bicycle parking spaces, in accordance with the Development Plan guideline.
- Traffic impact is low and reasonable. In peak hour, the proposal is estimated to generate approximately 50/50 in/out vehicle movements, which will have little impact on existing traffic volumes within Salisbury Highway and will have negligible impact on residential side streets.
- Up to 9 vehicles can store between the access point and the second (pick-up) window, with up to 8 of those stored within the boundaries of the subject land. CIRQA notes that “Such an accommodation is in line with the recommended storage provisions for a KFC restaurant identified in the NSW RMS Guide”. It is also noted that survey data has previously shown similarity between the peak traffic generation of another drive through coffee shop in Adelaide with the KFC (RMS) guideline.

While Transportation and Access PDC 25 seeks for access points to be located away from arterial roads and on local roads “where possible”, the proposed access to/from Salisbury Highway is reasonable in our view because:

- There is an existing crossover onto Salisbury Highway in nearly the same location.
- The proposal does not unreasonably impede traffic flow on Salisbury Highway per the CIRQA report.
- Our client is an experienced drive-through coffee shop operator. They advise that from a business perspective, it is unwise, if not unviable, for a drive-through shop of this nature to rely solely on side street access.
- Zone PDC 8 suggests “Direct vehicular access should not be provided onto Smith Road, Barker Road or Bridge Road “. The proposal does not involve access to any of these roads.

We note that CIRQA consulted with DPTI prior to lodgement, and we understand the proposal has been designed to satisfy the requirements of the *Metropolitan Adelaide Road Widening Plan (MARWP)*. In particular, the portions of the site that may potentially be acquired as part of the MARWP have been shown hatched on the planning drawings. The proposed built-form and drive-through avoids the MARWP land.

Design, appearance and character

The following provisions are considered pertinent to this subheading:

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.
- 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.
- PDC 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
- PDC 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.
- PDC 11** Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.
- PDC 12** Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.

(Our emphasis underlined)

The site is currently non-residential, is located along an arterial road, does not have adjoining residential neighbours facing Salisbury Highway, and is in fact adjacent a large service station and a strip of reserve land facing Salisbury Highway. In this context, this portion of Salisbury Highway does not have a dominant or high-quality residential character.

We consider the overall form, scale, materiality and appearance of the proposed building and its site to be appropriate in this context. The proposed shop building features residential textures and materials including brick, timber and weatherboard. The proposed building is not bulky, and exhibits ample visual interest, in accordance with Design and Appearance PDC 3.

While the proposed building is of contemporary design and construction methodology, its design is attractive; it is of a scale which is either smaller than or equal to the majority of buildings in the locality; and its rectilinear form is compatible with the existing building on the site and in the locality. As mentioned above, the use of brick, timber and weatherboard will provide a residential character to the design. Appearance PDC 1 is considered to be satisfied.

In accordance with Design and Appearance PDC 6, the proposed building exhibits a permanent appearance - it will not look transportable or temporary. The building is not elevated above ground; its footings will be enclosed; its exterior will be clad with brick, timber and weatherboard materials; and it will be provided with a large canopy/verandah and screening. The service / bin storage area is screened.

The site will be landscaped along both frontages, constituting a substantial improvement to the site's current condition. In our view, the site's appearance will be suitably coordinated in accordance with Design and Appearance PDC 11.

The proposed building will address both Salisbury Highway and Arnhem Court. The Salisbury Highway elevation comprises a verandah and screen with integrated sign; a service window; a front garden; and an internal pedestrian path connecting to the public footpath. Design and Appearance PDC 12 is considered to be satisfied.

For all the reasons above, our view is that the proposal achieves a suitably high design standard as sought by Design and Appearance Objective 1.

Advertisements

We have addressed the proposed pylon sign in detail earlier in this statement ("Response to RFI" section).

In addition, we have considered the overall suite of signage proposed.

We acknowledge that the Development Plan generally discourages signs extending above parapets/walls and freestanding signs of more than 3m high in this location (Advertisements PDCs 7, 15(d) and 18). While the proposal departs from these guidelines, the proposed signage exhibits planning merit for the following reasons:

- The signs are attractively and consistently designed, uncluttered in terms of their appearance and number/location, feature only 2 colours, and convey only the business name and associated branding. The proposed signage satisfies Advertisements PDCs 2, 5, 9, 10 in our view.
- The verandah signs only extend partially above the verandah roof line and are considered to be well integrated into the overall design and form of the building.
- While the signs are internally illuminated, they are not considered distracting. They do not flash, blink, rotate or change message. The signs have been located in a position that is not inline with the nearest traffic signals and are considered unlikely to interfere with reading those traffic signals.
- While the freestanding sign is more than 3m high, it is of comparable height to the adjacent OTR sign, and is considered to be less bulky. There is only 1 freestanding sign on the site, in accordance with Advertisements PDC 15.
- The adjacent road network has speed limits of 50 and 60 km/h. The proposal thus satisfies Advertisements PDC 21.

Social, economic and environmental effects

An assessment of the likely social, economic and environmental effects of the proposal is provided below.

Social

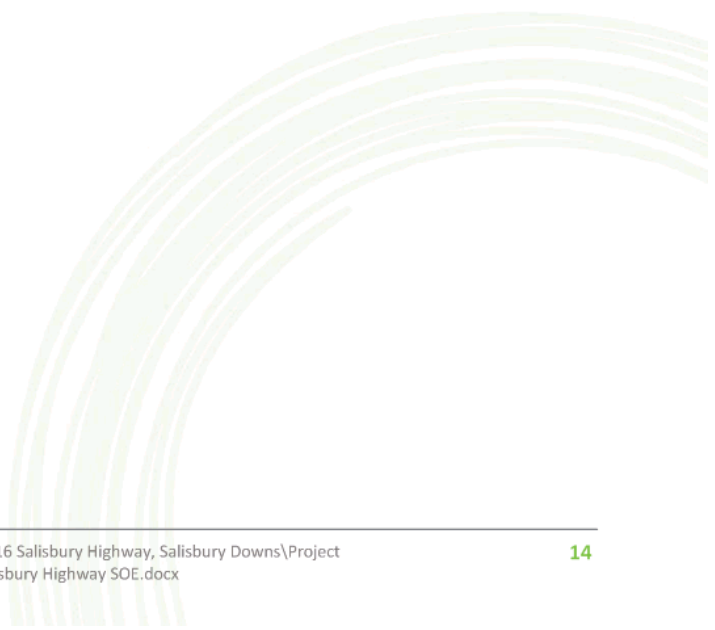
- The visual amenity and appearance of the site and locality is not considered to be compromised by the proposal. The proposal improves the current appearance and condition of the site.
- The proposed development is low-impact, well separated from residential land and will not detrimentally affect residential amenity in our view.

Economic

- The proposal will utilise existing services and infrastructure.
- The proposal does not result in any appreciable cost imposed upon the public or ratepayers.
- The development provides a functional and economic use of existing non-residential land.
- The proposal will add to the number and type of convenience/retail services available in the locality.
- The development will not materially prejudice the continuation of surrounding land uses and businesses in our estimation. While an 'On The Run' facility is located adjacent, there appears to be a significant differences between the two businesses in terms of their nature (one is a drive-through), clientele, and the core retail services they offer etc – As such, the economic effect on the adjacent site is not expected to be significant or prejudicial.
- The proposal provides employment opportunity for a small number of people during construction, and post construction.

Environmental

- The proposal does not alter natural land form to any meaningful degree.
- The proposal not directly impact vegetation, trees, creeks, drainage lines or other natural resources.
- The proposal will not lead to material impacts in terms of noise, fumes, odour or traffic in our view.



Conclusion

This proposal involves the construction and change of use to a drive through coffee shop at 316 Salisbury Highway. The subject land was previously used as a service trade premises, selling cars.

The shop is a form of non-complying development as the subject site has a frontage to an arterial road. That said, the proposed shop does not exceed the other non-complying trigger in that its gross leasable area does not exceed 250m² (it is some 44m² excluding the drive-through canopy).

While the proposal is a non-complying form of development, we believe it demonstrates sufficient planning merit to warrant planning consent.

We respectfully request that you proceed to public notification.

Please contact the undersigned on 8333 7999 if you have any questions.

Yours sincerely



Joshua Skinner RPIA
Associate

Enc



PROPOSED DRIVE-THROUGH COFFEE SHOP
316 SALISBURY HWY, SALISBURY DOWNS
TRAFFIC AND PARKING REPORT





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1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for a First Things First Coffee shop at 316 Salisbury Highway, Salisbury Downs. Specifically, CIRQA has provided advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development (and its associated operation), its access and parking provisions and the associated traffic impact on the adjacent road network. The traffic and parking assessments have been based upon plans prepared by Aspex Building Designers (project no. FTF 3588, drawing no. 3588 PD01 to PD07, dated 02 April 2019, refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located on the south-eastern side of Salisbury Highway, Salisbury Downs. The site is bound by detached dwellings to the north-east, Arnhem Court to the south-east and south-west, and Salisbury Highway to the north-west. The City of Salisbury's Development Plan identifies that the site is located within a Residential Zone.

The subject site is currently used as a 'second-hand car yard'. The site comprises a large hard-stand area, with an office building in the eastern corner. Vehicle access to the site is currently provided via a crossover on Salisbury Highway and a crossover on Arnhem Court. All turning movements are permitted at each crossover. Pedestrian and cyclist access are provided via the site's frontages to Salisbury Highway and Arnhem Court.

2.2 ADJACENT ROAD NETWORK

Salisbury Highway is an arterial road under the care and control of the Department of Planning, Transport and Infrastructure (DPTI). Adjacent the site, Salisbury Highway comprises two traffic lanes and a bicycle lane (full time) in each direction, separated by a raised central median. On-street parking (unrestricted) is permitted on both sides of Salisbury Highway. Sealed footpaths are provided on both sides of Salisbury Highway, facilitating both pedestrian and cyclist movements.

Traffic data obtained from DPTI indicates Salisbury Highway (adjacent the site) has an Annual Average Daily Traffic (AADT) volume in the order of 36,700 vehicles per day (vpd), of which approximately 5.0% are commercial vehicles. A 60 km/h speed limit applies on Salisbury Highway adjacent the site.



Arnhem Court is a local cul-de-sac under the care and control of the City of Salisbury. Arnhem Court comprises a 7.8 m wide carriageway (approximate) facilitating two-way movements. On-street parking is permitted on both sides of Arnhem Court. A sealed footpath is provided on the northern/western side of Arnhem Court, facilitating both pedestrian and cyclist movements. Bicycle movements are also accommodated on-street under a standard shared arrangement.

Traffic data has not been supplied for Arnhem Court, albeit it is forecast that traffic volumes would be very low (less than 100 vpd) due to only five detached dwellings being access from the roadway. A 50 km/h speed limit applies on Arnhem Court.

Figure 1 illustrates the location of the subject site and associated access with respect to the adjacent road network.



Figure 1 – Location of the subject site and existing access with respect to the adjacent road network



2.3 PUBLIC TRANSPORT

Numerous public transport (bus) services operate along Salisbury Highway adjacent the site. Specifically, bus stops are located 50 m walking distance from the subject site, from which the following services operate:

- **Route 224, 224F, 224X** – Elizabeth Interchange to City;
- **Route 224M** – Elizabeth Interchange to Mawson Interchange;
- **Route 482** (school service) – Elizabeth Interchange to Roma Mitchell Secondary College; and
- **Route N224** (night service) – Gawler to City.

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises the retention of the existing office building (albeit it is not proposed to use this component) and the construction of a drive-through 'First Things First Coffee' shop. The proposal comprises a 45 m² building and associated drive-through, parking area and landscaping.

3.2 ACCESS AND PARKING DESIGN

The site will be serviced by five parking spaces (inclusive of one space exclusively for use by people with disabilities). A further two bicycle parking spaces (one bicycle rail capable of accommodating two bicycles) are also proposed on the subject site. The parking spaces will comply with the requirements of the Australian/New Zealand Standard for "Parking Facilities Part 1: Off-street car parking" (AS/NZS 2890.1:2004) and the Australian/New Zealand Standard for "Parking Facilities Part 6: Off-street parking for people with disabilities" (AS/NZS 2890.6:2009) in that:

- regular parking spaces will be at least 2.4 m wide and 5.4 m long, with an adjacent parking aisle of at least 5.8 m;
- disabled parking spaces will be 2.4 m wide and 5.4 m long (with an adjacent shared space of the same dimension), with an adjacent parking aisle of at least 5.8 m;
- circulation aisles (i.e. the drive-through) will be at least 3.0 m wide;
- 0.3 m clearance will be provided to all objects greater than 0.15 m in height; and
- pedestrian sightlines will be provided at the site's property boundary.



Vehicle access to the site is proposed to remain via the site's existing access points (albeit the Salisbury Highway access point will be widened). Specifically, the site's Salisbury Highway access will be utilised as the primary site access (i.e. to/from the drive-through in order to capture passing trade), while the site's Arnhem Court access will be used as an egress only for commercial vehicle movements (associated with loading and refuse collection). Simultaneous turning movements will be accommodated at the access. All vehicles will be able to enter and exit the site in a forward direction.

The proposed drive-through has been designed based upon the swept paths of a B99 design vehicle using AutoCAD Vehicle Tracking software. The drive-through design will accommodate up to eight vehicles within the property boundary (four of which are behind a vehicle stopped at the ordering point). Such an accommodation is in line with the recommended storage provisions for a KFC restaurant (see Section 5.1 for a comparison between a KFC restaurant and a similar development) identified in the NSW Roads and Maritime Services' *"Guide to Traffic Generating Developments"* (the RMS Guide). A plan illustrating the storage of vehicles within the proposed drive-through is attached in Appendix B (C19059_01D-SH02, dated 05 April 2019).

3.3 REFUSE COLLECTION/DELIVERIES

Refuse collection is proposed to occur on-site through a private contractor, with a maximum vehicle length of 8.8 m (i.e. a Medium Rigid Vehicle). Such vehicles are proposed to enter the site in a forward direction from Salisbury Highway (left-in) and store within the site's loading area, before exiting (in a forward direction) onto Arnhem Court. Refuse collection will occur outside of regular operating hours.

Deliveries to the site will be undertaken by Small Rigid Vehicles (SRVs) up to 6.4 m in length. Such vehicles will undertake the same movements as identified above (i.e. the same as refuse vehicles).

A plan illustrating the refuse collection and delivery vehicle movements is attached in Appendix C (C19059_01D-SH03, dated 05 April 2019).

4. PARKING ASSESSMENT

4.1 CAR PARKING

The City of Salisbury's Development Plan identifies a parking requirement of seven spaces per 100 m² for floor area identified as 'shop'.

However, such a rate is considered to be high and over-representative of the actual parking demand of typical 'shop' uses. Surveys undertaken across metropolitan Adelaide indicate that rates in the order of 4.5 to 5.5 spaces per 100 m² are more representative of the actual parking demand associated with



such uses. Furthermore, such a rate has been used by numerous traffic engineering consultants for proposed and approved 'shop' developments across metropolitan Adelaide. Nonetheless, for the purposes of this assessment, a rate of seven spaces per 100 m² has been adopted.

Furthermore, due to the drive-through facility, it is not anticipated that the proposed development will operate in the same way as that of a regular 'shop'. In reality, the proposed drive-through will significantly reduce the site's parking demand due to no on-site seating/dining being provided. As such, it would be expected that the vast majority of patrons would utilise the drive-through rather than the walk-up window.

Nevertheless, on the basis of the above rate, the proposed development would have a theoretical requirement for four parking spaces. Given that five spaces will be provided on-site (in addition to the drive-through capacity identified in Section 3.2), the conservative requirements of Council's Development Plan will be satisfied.

4.2 BICYCLE PARKING

The City of Salisbury's Development Plan identifies the following bicycle parking requirements relevant to the proposed 'shop' development:

- **Employee** – 1 space per 300 m² of gross floor area; and
- **Visitor** – 1 space per 600 m² of gross floor area.

On the basis of the above rate, the proposed development would have a theoretical requirement for one employee and one visitor bicycle parking space. Given that one bicycle rail (capable of accommodating two bicycles) will be provided on-site, the bicycle parking requirements of Council's Development Plan will be satisfied.

5. TRAFFIC ASSESSMENT

5.1 TRAFFIC GENERATION AND DISTRIBUTION

The NSW Roads and Maritime Services' *"Guide to Traffic Generating Developments"* (the RMS Guide) does not identify a traffic generation rate relevant to drive-through coffee shops. However, the RMS Guide does identify a traffic generation rate of 100 vehicles during the peak hour for KFC restaurants with a drive-through facility.

In comparison, it is noted that Mr Phil Weaver (of Phil Weaver and Associates) undertook traffic surveys at a similar drive-through coffee development located at 380 North East Road, Windsor Gardens, on Monday, 16 March 2015. The survey



identified that during the peak hour (7:00 am to 8:00 am), 56 vehicles entered and 54 vehicles exited the site.

On the basis of the above, the traffic generation rate identified by the RMS Guide is considered to be representative of the traffic movements forecast to be associated with the proposed development. As such, it is forecast that the proposed development would generate in the order of 100 peak hour vehicle movements. Assuming a 50/50 in/out distribution, the 50 ingress (left-in) and 50 egress (left-out) movements are forecast to use the site's Salisbury Highway access during the am peak hour.

However, it should be noted that drive-through facilities commonly capture passing trade movements along the adjacent frontage road (i.e. vehicles which are already on the adjacent road network). The RMS Guide identifies a typical passing trade percentage of 50% for KFC restaurants with drive-through facilities. Assuming that 50% of movements associated with the proposal are passing trade, it is forecast that the site will generate 50 new vehicle movements along Salisbury Highway. Such a volume would be readily accommodated on the Salisbury Highway without impacting upon its operation or classification.

5.2 TRAFFIC IMPACT

In order to determine the site's potential impact traffic impact, an analysis of the site's Salisbury Highway access has been undertaken using SIDRA Intersection modelling software. The analysis indicates that queues and delays at the site's access will be negligible upon completion of the proposed development. On this basis, the traffic generated by the proposed development will be readily accommodated at the site's access with minimal impact upon through-bound movements on Salisbury Highway.

6. SUMMARY

The proposal comprises the construction of a drive-through coffee shop at 316 Salisbury Highway, Salisbury Downs. The proposed development will comprise a 45 m² shop, a drive-through facility capable of accommodating up to eight vehicles, five parking spaces (including one space for use by people with disabilities) and two bicycle parking spaces. The drive-through and parking spaces will satisfy the requirements of the relevant Australian Standards.

Access to the site will be provided via the site's existing access points (albeit the Salisbury Highway access will be widened to accommodate simultaneous turning movements). The site's Salisbury Highway access will serve as the site's primary access (left-in/left-out only), while the Arnhem Court access will provide egress movements only from the site's loading area (MRV refuse collection vehicles and SRV delivery vehicles).



Based upon Council's Development Plan, the proposed development requires four on-site vehicle and two bicycle spaces to be provided. Given that five vehicle and two bicycle spaces will be provided, the parking requirements of Council's Development Plan will be satisfied.

With regard to traffic, the proposed development is forecast to generate in the order of 50 ingress and 50 egress movements during the peak period. Such movements will readily be accommodated at the site's left-in/left-out access on Salisbury Highway, with minimal impact on through-bound traffic.



APPENDIX B

STORAGE OF VEHICLES WITHIN DRIVE-THROUGH

(19059_01D-SH02, DATED 05 APRIL 2019)



ABN: 12 681 029 983 | PO Box 144, Glenside SA 5065 | E: info@cirqa.com.au

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DRAWING AMENDMENTS				
REV	DATE	DESCRIPTION	DWN	CHK
A	27/03/2019	FOR REVIEW	TAW	BNW
B	1/04/2019	MINOR AMENDMENT	TAW	BNW
C	1/04/2019	ADDED BICYCLE RAIL	TAW	BNW
D	5/04/2019	FOR SUBMISSION	TAW	BNW

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PROPOSED FIRST THINGS FIRST COFFEE

316 SALISBURY HIGHWAY, SALISBURY DOWNS
DRIVE-THROUGH MOVEMENT

PROJECT # 19059 SHEET # 01_SH02



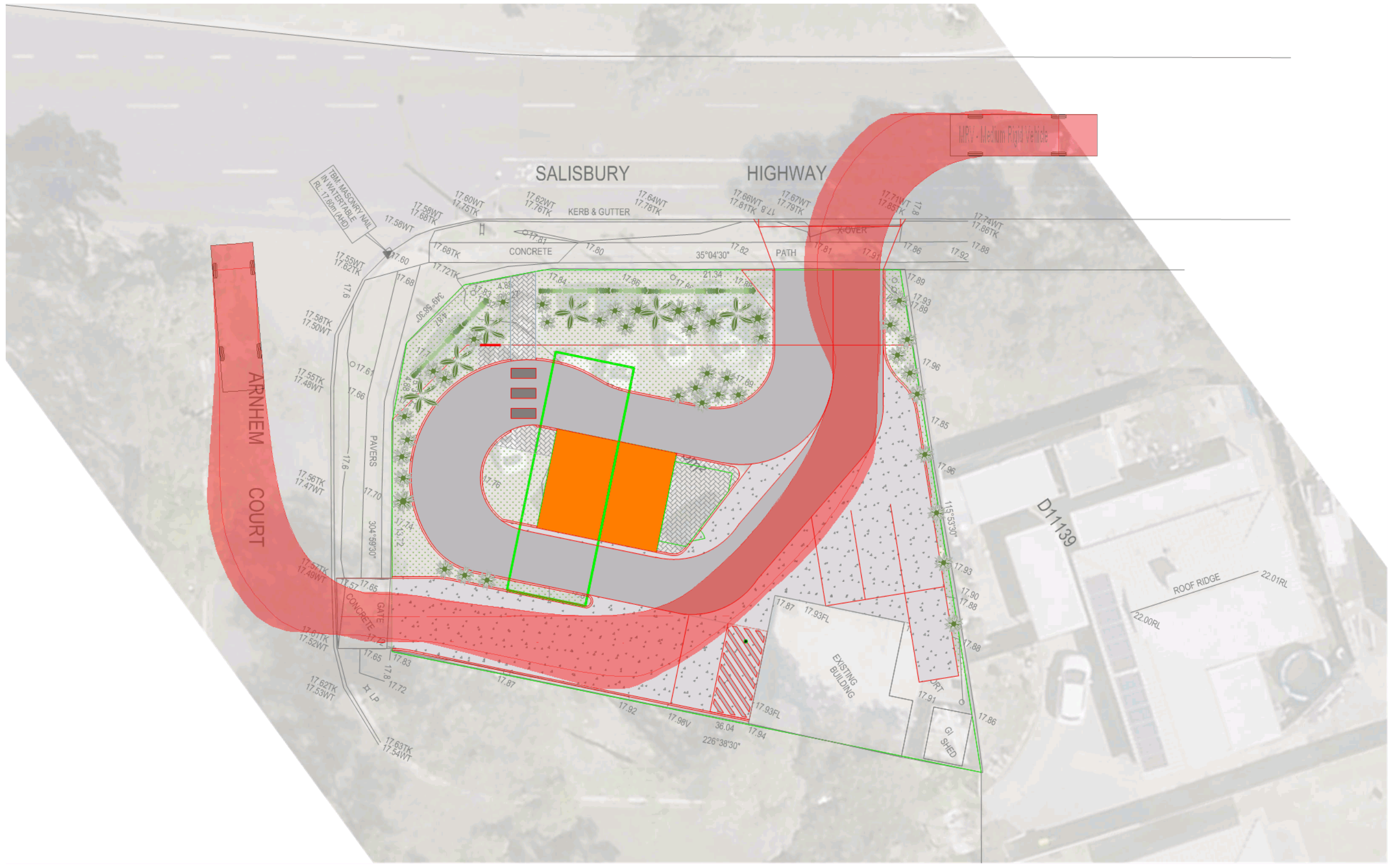
APPENDIX C

REFUSE COLLECTION AND DELIVERY VEHICLE MOVEMENTS

(19059_01D-SH03, DATED 05 APRIL 2019)

CIRQA\Projects\19059 Drive-through Coffee Shop 316 Salisbury Hwy 05Apr19 V1

Appendix C



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C	1/04/2019	ADDED BICYCLE RAIL	TAW	BNW
D	5/04/2019	FOR SUBMISSION	TAW	BNW

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PROPOSED FIRST THINGS FIRST COFFEE

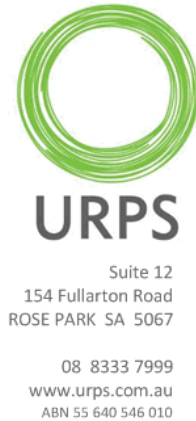
316 SALISBURY HIGHWAY, SALISBURY DOWNS
REFUSE COLLECTION/SERVICE VEHICLE MOVEMENT

PROJECT # 19059 SHEET # 01_SH03

Ref: 2019-0084

12 April 2019

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



Dear Chris

Statement of Support – Drive-through coffee shop at 316 Salisbury Highway, Salisbury Downs

Introduction

URPS is the planning consultant assisting the applicant, First Things First Coffee (FTFC).

We submit this letter as a 'Statement of Support' for a non-complying development in accordance with Regulation 17(1) of the SA Development Regulations 2008.

This statement has been prepared in conjunction with:

- Planning Drawings prepared by Aspex Building Designers (Revision A, dated 2 April 2019).
- Traffic and car parking report prepared by CIRQA (dated 5 April 2019)
- Letter of operational details prepared by First Things First Coffee (dated 4 April 2019)
- Our assessment against the City of Salisbury Development Plan (consolidated 4 April 2019).

Subject land and locality

The subject land comprises one allotment known as 316 Salisbury Highway, Salisbury Downs (CT 5626/58).

The subject land is a corner allotment, having frontages to Salisbury Highway and Arnhem Court. The land is approximately 840m² in area. The land was most recently used as a car sales yard which is a type of 'service trade premises'¹. This use involved some 15-20 cars arranged in an uncovered area facing Salisbury Highway, with an associated single storey administration building and various advertising signs and flags. The subject land has two crossovers which provide direct vehicle access to Salisbury Highway and Arnhem Court. The majority of the eastern boundary has corrugated fencing which we estimate to be 3m high.

The locality primarily contains residential land uses in the form of detached dwellings however non-residential land uses are present. The subject land is non-residential. An 'On The Run' integrated service

¹ 'service trade premises' means premises used primarily for the sale, rental or display of— (g) motor vehicles... according to Schedule 1 of the SA Development Regulations 2008.

shaping great communities

station is directly adjacent the subject land on the southern side of Arnhem Court. The 'Europa Medical Centre' consulting rooms are located approximately 50m north of the subject land, on the corner of Salisbury Highway and Thompson Avenue. An open space reserve is situated parallel Salisbury Highway and abuts a portion of the site's northern boundary. There is also a parcel of public open space to the south of the service station.

The report prepared by CIRQA includes a description of the adjacent road network, which includes the following pertinent points (condensed):

- Salisbury Highway is an arterial road, comprising two traffic lanes and a bicycle lane (full time) in each direction, separated by a raised central median. Unrestricted on-street parking is permitted on both sides of Salisbury Highway. Salisbury Highway (adjacent the site) has an Annual Average Daily Traffic (AADT) volume in the order of 36,700 vehicles per day (vpd). A 60 km/h speed limit applies.
- Arnhem Court is a local cul-de-sac. Arnhem Court comprises a 7.8m wide carriageway (approximate) facilitating two-way movements. It is forecast that traffic volumes would be very low (less than 100 vpd) due to only five detached dwellings being accessed from the roadway.

Proposed development

The proposal involves a 'shop' in our view². More particularly, we describe the proposal as:

Construction of, and change of use to, a single storey drive-through coffee shop with associated drive-through facility, on-site car parking, landscaping and advertising. An existing administration building will be retained and used to store dry items associated with the shop and as a staff bathroom facility.

The letter prepared by FTFC provides a detailed description of the proposed operating characteristics. The following important details are extracted from the letter:

- The proposal will operate every day of the week, from:
 - > 5:30am – 4:00pm Monday-Saturday and
 - > 7:30am – 4:00pm Sunday.
- There will be a maximum of 5 staff on-site at any one time.
- The proposal provides a drive-through / takeaway service only. Customers order from their vehicle at one window and pick-up their order at a second window, typically within 2 minutes. No internal seating or dining is to be provided
- The kitchen (and food preparation within it) is of a domestic nature rather than commercial nature. Grease arrestors/traps are not required. An exhaust duct and stack (chimney) is not required.
- Most deliveries are isolated to one day of the week, typically between 8:00am and 1:00pm, using vans and small trucks.
- Waste bins are typically emptied twice per week between 3:00am and 5:00am by a private contractor.

In regard to built form, the proposed shop is of contemporary design and construction. Three shipping containers are to be attached/integrated forming a floor area of 44m². The proposal seeks to utilise new containers (not used) which will be of a clean and consistent appearance in 'charcoal black'. The containers will be partially clad with recycled timber and brick. A canopy is provided above the building, featuring

² 'Shop' means— (a) premises used primarily for the sale by retail, rental or display of goods, foodstuffs, merchandise or materials; or (b) a restaurant... according to Schedule 1 of the SA *Development Regulations* 2008

white weatherboard cladding and a timber panel underside. The canopy is supported by a black framework/screen.

Two advertisement signs are attached to the canopy and to the framework/screen facing Salisbury Highway. A 6m high pylon sign is proposed in the corner of the site. All three signs are of a consistent design, will identify the name of the business with its branding, and will be internally illuminated (but will not flash, blink, or involve changing messages).

The proposed building, layout and signage closely follows the design and construction approach used at the FTFC shop at Enfield, pictured in Figure 1.

Figure 1: FTFC Enfield



Procedural matters

The subject land is located within the **Residential Zone** in the City of Salisbury (Development Plan consolidated 4 April 2019).

Shop development in the zone is non-complying except where the gross leasable area is less than 250 square metres and the site does not front an arterial road. In this case, the site has a frontage to an arterial road in the form of Salisbury Highway. The proposed development is therefore **non-complying**.

As a non-complying development, the proposal defaults to the highest level of public notification, being **Category 3**.

A **DPTI referral** is anticipated in accordance with Schedule 8 as the land is subject to road widening.

Approach to assessing non-complying applications

The ERD Court has said the following about non-complying developments³:

The fact that a particular development is non-complying means that, procedurally, it is more difficult to gain development consent than it is to obtain a consent to a development which is neither complying nor non-complying. However, while a non-complying development stands to be assessed differently from a procedural standpoint, the development in other respects stands to be assessed upon its merits as a matter of planning judgment.

Therefore, while this application is subject to the rigours of the non-complying assessment pathway, the proposal demonstrates planning merit in our view, as we discuss further below.

Planning assessment

We believe the main planning issues relate to:

- Land use.
- Interface between land uses.
- Car parking and traffic.
- Design, appearance and character.
- Advertisements

Land use

We support the proposed land use, and we contend a shop is an appropriate use of the subject land, for the following reasons:

- “Small scale non-residential uses that serve the local community” are envisaged by Zone PDC 1. While a shop is not one of the land uses suggested by this part of PDC 1, the listed land uses are stated to be “examples” only. We therefore contend other non-residential land uses may be appropriate if they are small scale and serve the local community. In these regards:
 - > The proposal involves a small-scale, single-storey building. The floor area of the proposed shop building is much smaller than a typical detached dwelling, at some 44.3m² excluding the canopy. The proposal is approximately 3m high to the top of the main structure, and 4.1m high to the top of the canopy, which is considerable comparable to the wall and peak heights of typical single storey detached dwellings.

³ Reichelt & Ors v City of Charles Sturt & Anor [2016] SAERDC 38

- > The proposed drive-through coffee shop is considered to be a relatively low intensity and low scale use of the land, particularly in comparison to a child care facility or primary/secondary school which are envisaged uses in the Residential Zone.
- > The proposal is also considered small scale in terms of the limited trade it offers (coffee and a small range of café foods, as opposed to a wide variety of retail offerings).
- > In our view, the use of the words “local community” in PDC 1 does not necessarily refer only to those living or working within close proximity of the subject land. Customers of this proposal will largely involve passing traffic. As such, in our view the proposal provides a service to the local community, being those which use this portion of Salisbury Highway. The proposed shop is not considered to be a final destination in itself for the majority of its customers. The proposal is unlikely to cause a meaningful amount of additional/new traffic to the locality.
- The subject land was previously used as a ‘service trade premises’, which is a non-complying kind of development in the Residential Zone. Therefore, while Zone PDC 2 suggests “development listed as non-complying is *generally* inappropriate”, the proposed shop:
 - > Replaces an existing non-complying use.
 - > Involves a more tidy, landscaped and attractive use of the land in our opinion.
 - > Involves an appropriately low level of impact on adjacent land, particularly residential land
 - > It provides a retail service to the local community.
- Residential Zone PDC 4 contemplates “shops” occurring in the Zone, providing “the nature and scale” of the development meets 4 tests. In respect to these 4 tests, we consider the following:
 - > The proposal serves the local community for the reasons previously explained.
 - > The proposal is suitably consistent with the character of the locality. We expand on this in a later subsection.
 - > The proposal does not detrimentally impact on the amenity of nearby residents in terms of noise, traffic, car parking, odours, fumes and hours of operation. We expand on this in a later subsection.
 - > The proposal will not undermine the efficient operation of nearby centres. There are many reasons to support this:
 - The shop has a small floor area which is significantly below the non-complying threshold of 250m²
 - The shop offers a very limited level of service/trade.
 - The shop primarily caters to passing traffic and is therefore unlikely to cause any meaningful reduction to trade in nearby centres.
 - Two local centres are located 280m north-west and 400m east. Neither of these centres directly capture passing trade from Salisbury Highway. The local centre to the east only appears to contain a medical centre and dwellings, so its existing business will not be compromised by this proposal.
 - A Neighbourhood Centre is situated 800m west on Kings Road, and contains a supermarket, football club, hotel and swim school. There is unlikely to be any noticeable impact upon those uses and the overall function and hierarchy of that centre.
 - We note the adjacent service station is not located in a Centre Zone, but is also located in the same Residential Zone.
- The non-complying list discourages shops fronting arterial roads in the Residential Zone. We suspect the intent of this provision is to minimise disruption to the function of arterial roads, and to minimise

non-residential ribbon development (which is also discouraged due to traffic reasons). In these respects:

- > The proposal has been designed to suitably minimise its impact upon the function of Salisbury Highway, as confirmed in the report prepared by CIRQA.
- > The proposal largely relies on passing trade from Salisbury Highway in any event.
- > The subject land has previously been used for non-residential purposes anyway. The proposal does not constitute ribbon development in our view.
- > The proposal improves the appearance and character of the site in our view.

Interface between land uses

The proposal complies with Interface Between Land Uses (IBLU) PDC 1 in our view as the coffee shop is unlikely to detrimentally affect the amenity of the locality. In particular:

- Negligible odour/fumes are created. The proposal does not involve a commercial kitchen, grease trap/arrestor, or a chimney.
- Noise generated within the coffee shop is of a domestic nature and is very unlikely to be heard outside the building.
- The creation of occasional traffic noises and vibrations on the site, adjacent a busy road in the form of Salisbury Highway, is acceptable in our view and is likely to be compatible with existing background noise levels.
- The operating hours are modest overall and do not extend into the night. While the shop will begin trade from 5:30am on 6 days of the week, the business will not experience peak use until 'daylight hours' from 7am to 9am.

Further, the proposal is considered to satisfy IBLU PDC 2 as it has been designed and sited to minimise negative impacts on existing and potential future land uses desired in the locality. In particular:

- The proposal retains a tall solid 3m fence along the eastern boundary of the land, which minimises visual impact upon the dwellings in Arnhem Court and also minimises noise overspill into Arnhem Court.
- A new 1.8m Colorbond fence is proposed along a portion of the northern boundary (the portion shared with the adjoining residential allotment). This will be constructed at the developer's cost, and will assist with minimising interface impacts.
- Vehicle movements are directed to/from Salisbury Highway rather than adjacent residential streets.
- Sufficient vehicle parking and vehicle storage is provided on-site.
- The proposed building is centrally sited. The proposed building will not overlook or overshadow adjacent land. Activity on the site is well separated from the nearest residential boundaries.

Car parking and traffic

We support the proposal in respect to car parking and traffic matters. The enclosed CIRQA report and plans confirms the following:

- The proposed drive-through has been designed based upon the swept paths of a B99 design vehicle.
- Sufficient car parking is provided, of suitable design/layout. The proposal provides 5 car parking spaces which complies with the Development Plan, which suggests 4 spaces in total for this proposal

(ie 7 spaces per 100m² of shop floor area). In reality, the vast majority of customers will utilise the drive-through facility rather than on-site parking.

- Sufficient bicycle parking is provided. The proposal provides 2 bicycle parking spaces, in accordance with the Development Plan guideline.
- Traffic impact is low and reasonable. In peak hour, the proposal is estimated to generate approximately 50/50 in/out vehicle movements, which will have little impact on existing traffic volumes within Salisbury Highway and will have negligible impact on residential side streets.
- Up to 9 vehicles can store between the access point and the second (pick-up) window, with up to 8 of those stored within the boundaries of the subject land. CIRQA notes that “Such an accommodation is in line with the recommended storage provisions for a KFC restaurant identified in the NSW RMS Guide”. It is also noted that survey data has previously shown similarity between the peak traffic generation of another drive through coffee shop in Adelaide with the KFC (RMS) guideline.

Further to the above, Zone PDC 8 suggests “Direct vehicular access should not be provided onto Smith Road, Barker Road or Bridge Road “. The proposal does not involve access to any of these roads.

We note that CIRQA consulted with DPTI prior to lodgement, and we understand the proposal has been designed to satisfy the requirements of the *Metropolitan Adelaide Road Widening Plan (MARWP)*. In particular, the portions of the site that may potentially be acquired as part of the MARWP have been shown hatched on the planning drawings. The proposed built-form and drive through avoids the MARWP land.

Design, appearance and character

The site is currently non-residential, is located along an arterial road, does not have adjoining residential neighbours facing Salisbury Highway, and is in fact adjacent a large service station and a strip of reserve land facing Salisbury Highway. In this context, this portion of Salisbury Highway does not have a dominant or high-quality residential character.

We consider the overall form, scale, materiality and appearance of the proposed building and its site to be appropriate in this context. The proposed shop building features residential textures and materials including brick, timber and weatherboard.

The site will be landscaped along both frontages, constituting a substantial improvement to the site’s current condition.

Advertisements

We acknowledge that the Development Plan generally discourages signs extending above parapets/walls and freestanding signs of more than 3m high in this location (Advertisements PDCs 7, 15(d) and 18). While the proposal departs from these guidelines, we support the proposed signage and the identified departures for the following reasons:

- The signs are attractively and consistently designed, uncluttered in terms of their appearance and number/location, feature only 2 colours, and convey only the business name and associated branding. The proposed signage satisfies Advertisements PDCs 2, 5, 9, 10 in our view.
- The verandah signs only extend partially above the verandah roof line and are considered to be well integrated into the overall design and form of the building.

- While the signs are internally illuminated, they are not considered distracting. They do no flash, blink, rotate or change message. The signs have been located in a position that is not inline with the nearest traffic signals and is unlikely to interfere with reading those traffic signals.
- While the freestanding sign is more than 3m high, it is of comparable height to the adjacent OTR sign, and is considered to be less bulky. There is only 1 freestanding sign on the site, in accordance with Advertisements PDC 15.
- The adjacent road network has speed limits of 50 and 60 km/h. The proposal thus satisfies Advertisements PDC 21.

Conclusion

This proposal involves the construction and change of use to a drive through coffee shop at 316 Salisbury Highway. The subject land was previously used as a service trade premises, selling cars.

The shop is a form of non-complying development as the subject site has a frontage to an arterial road. That said, the proposed shop does not exceed the other non-complying trigger in that its gross leasable area does not exceed 250m² (it is some 44m² excluding the drive-through canopy).

While the proposal is a non-complying form of development, we believe it demonstrates sufficient planning merit to warrant further assessment.

We respectfully request that you proceed to a full assessment of the application. Following this, we will prepare a Statement of Effect.

Please contact the undersigned on 8333 7999 if you have any questions.

Yours sincerely



Joshua Skinner RPIA
Associate

Enc

Attachment 2:

Category 3 Notice 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:	361/624/2019/NB
APPLICANT:	First Things First Coffee 373 Main North Rd ENFIELD SA 5085
NATURE OF DEVELOPMENT:	DRIVE THROUGH COFFEE SHOP, ASSOCIATED ADVERTISING SIGNAGE (INCLUDING 6M HIGH ILLUMINATED PYLON SIGN), ACCESS, CAR PARKING, LIGHT POLES, AND LANDSCAPING (NON-COMPLYING)
LOCATION:	316 Salisbury Highway , Salisbury Downs SA 5108
CERTIFICATE OF TITLE:	CT-5626/58
ZONE:	Residential

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 (10 business days)**.

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: Gabriella Cutri, Development Officer

Date: 17 May 2019

Received 27 May 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:	361/624/2019/NB
Applicant	First Things First Coffee
Nature of Development:	DRIVE THROUGH COFFEE SHOP, ASSOCIATED ADVERTISING SIGNAGE (INCLUDING 6M HIGH ILLUMINATED PYLON SIGN), ACCESS, CAR PARKING, LIGHT POLES, AND LANDSCAPING (NON-COMPLYING)
Location:	316 Salisbury Highway , Salisbury Downs SA 5108

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

NAME(S): CARLOS R. ZAVALA W.
ADDRESS: 303 SALISBURY Hwy SALISBURY Downs
PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 303 SALISBURY Hwy
- 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.

BUSINESS IS PROGRESS.
I SUPPORT BUSINESSES IN THE NORTH
SUBURBS
CARLOS

PTO

Item 5.1.2 - Attachment 2 - Category 3 Notice and Representations received

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:

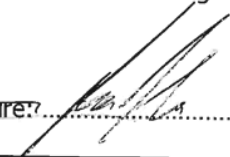
- Do not wish to be heard in support of my representation.
- Wish to be heard in support of my representation, and I will be:
 - Appearing personally,
 - OR**
 - Represented by the following person:
 - Contact details:

(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 Wednesday 5th June 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: 22/5/19

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 **Wednesday 5th June 2019**.

Item 5.1.2 - Attachment 2 - Category 3 Notice and Representations received

Received 5 June 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:	361/624/2019/NB
Applicant	First Things First Coffee
Nature of Development:	DRIVE THROUGH COFFEE SHOP, ASSOCIATED ADVERTISING SIGNAGE (INCLUDING 6M HIGH ILLUMINATED PYLON SIGN), ACCESS, CAR PARKING, LIGHT POLES, AND LANDSCAPING (NON-COMPLYING)
Location:	316 Salisbury Highway , Salisbury Downs SA 5108

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

NAME(S): Ouyen Duong

ADDRESS: 203 Salisbury Highway, Salisbury Downs

PHONE NO: [REDACTED] EMAIL:

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

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

YOUR COMMENTS:

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

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

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

There's no reason for me to

oppose the development.

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PTO

Item 5.1.2 - Attachment 2 - Category 3 Notice and Representations received

361/624/2019/NB

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

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PTO

Item 5.1.2 - Attachment 2 - Category 3 Notice and Representations received

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 Wednesday 5th June 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: [Handwritten Signature] Date: 26 / 5 / 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 **Wednesday 5th June 2019**.

Attachment 3:

Schedule 8 Referral Response from Commissioner of Highways

In reply please quote 2019/00351, Process ID: 573305
 Enquiries to Annie Liu
 Telephone (08) 8343 2586
 E-mail dpti.luc@sa.gov.au



Government of South Australia

Department of Planning,
 Transport and Infrastructure

POLICY, STRATEGY AND
 PROGRAM DEVELOPMENT

Transport Assessment and
 Policy Reform

GPO Box 1533
 Adelaide SA 5001

ABN 92 366 288 135

5 June 2019

Mr Chris Carrey
 City of Salisbury
 PO Box 8
 SALISBURY SA 5108

Dear Mr Carrey

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	361/624/19
Applicant	First Things First Coffee
Location	316 Salisbury Highway (corner Arnhem Court), Salisbury
Proposal	Drive-through coffee shop, associated advertising signage (including 6 metres high illuminated pylon sign), access, car parking and landscaping (non-complying)

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

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

CONSIDERATION

Access and carparking

The subject site abuts Salisbury Highway, an arterial road under the care, control and management of the CoH, as well as Arnhem Court, a local road under the care, control and management of the City of Salisbury. At this location, Salisbury Highway carries approximately 36,700 vehicles per day (5% commercial vehicles) and has a posted speed limit of 60 km/h.

The subject site currently has two access points, one on each abutting road. The application proposes to widen the Salisbury Highway access to cater for simultaneous two-way vehicle movements and to utilise the access to Arnhem Court for exit movements by delivery vehicles.

The Department of Planning, Transport and Infrastructure's (DPTI's) preference is that all access to/from the site be gained via Arnhem Court only. However, DPTI acknowledges Council's comments to the applicant dated 23 April 2109 regarding internal vehicle management and the requirement to prevent vehicle entry/egress (customers) via Arnhem Court.

#13970419

DPTI has assessed the proposal and is satisfied that:

- The widened Salisbury Highway access, shown on the Overall Site Plan provided by Aspex Building Designers Pty Ltd, Project No. FTF 3588, Drawing No. PD02, Revision A dated 2 April 2019, can cater for simultaneous two-way vehicle movements.
- All vehicles can enter and exit the site in a forward direction.
- The drive-through design will accommodate up to eight vehicles within the property.

In view of the above, DPTI would not object to Council approving the proposed access arrangements. Nevertheless, Council should be satisfied that the proposed development provides sufficient off-street car parking, designed in accordance with *AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2009* and that any facilities for commercial vehicles conform with *AS/NZS 2890.2:2018*.

Signage

The application proposes two internal illuminated signs and a 6 metres high pylon sign with a round illuminated signage box. DPTI has released the '*Advertising Signs Assessment Guidelines for Road Safety*' publication to assist with the review and assessment of advertising signs abutting the arterial road network. DPTI has assessed the proposed signage against the above guidelines and recommends that appropriate conditions be applied to any approval in the interests of road safety. Furthermore, any external lighting should be appropriately located and shielded in order to minimise the potential for driver distraction or discomfort.

Road Widening

The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 4.5 metres in width from the Salisbury Highway frontage of this site for the possible future upgrading of the Salisbury Highway/Kings Road intersection, together with a 4.5 metres x 4.5 metres cut-off from the Salisbury Highway/Arnhem Court corner. The consent of the CoH under *the Metropolitan Adelaide Road Widening Plan Act 1972* is required to all new building works located on or within 6 metres of the possible requirements.

DPTI raises no objections in-principle with the location of the proposed building and drive-through as these are clear of the above requirements.

ADVICE

Whilst DPTI does not object in-principle to the proposed land use, DPTI's preference is that all access to/from the site be gained via Arnhem Court. However, should Council approve the proposed development in its current form, the following conditions should be applied:

1. All vehicles shall enter and exit the site in a forward direction.
2. All access shall be in general accordance with the Overall Site Plan provided by Aspex Building Designers Pty Ltd, Project No. FTF 3588, Drawing No. PD02, Revision A dated 2 April 2019.
3. The proposed exit to Arnhem Court shall be used by delivery vehicles only and be signed appropriately.
4. The largest vehicle permitted on-site shall be an 8.8 metres long Medium Rigid Vehicle, which shall only be permitted to access the site outside of the regular operating hours.

#13970419

5. The off-street car parking shall be designed in accordance with *AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2009*.
6. The off-street commercial vehicle facilities shall be designed in accordance with *AS 2890.2-2018*.
7. The illuminated signage shall be permitted to use LED lighting for internal illumination of a light box only.
8. The illuminated signs shall be limited to a low level of illumination so as to minimise distraction to motorists (< 150Cd/m²).
9. The signs shall not contain any element that flashes, scrolls, moves, changes or imitates a traffic control device.
10. External lighting shall be appropriately located and shielded in order to minimise the potential for driver distraction or discomfort.
11. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

The following note provides important information for the benefit of the applicant and is required to be included in any approval:

- The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 4.5 metres in width from the Salisbury Highway frontage of this site for the possible future upgrading of the Salisbury Highway/Kings Road intersection, together with a 4.5 metres x 4.5 metres cut-off from the Salisbury Highway/Arnhem Court corner. The consent of the Commissioner of Highways under *the Metropolitan Adelaide Road Widening Plan Act 1972* is required to all new building works located on or within 6 metres of the possible requirements.

Should Council approve the application in its current form, the attached consent form should be completed by the applicant and forwarded to DPTI via email (dpti.luc@sa.gov.au), together with a copy of the Decision Notification Form and a copy of the approved site plan.

Yours sincerely,



**A/MANAGER, TRANSPORT ASSESSMENT AND POLICY REFORM
for COMMISSIONER OF HIGHWAYS**

Encl: Application for consent of the Commissioner of Highways for building work

A copy of the decision notification form should be forwarded to dpti.developmentapplications@sa.gov.au

#13970419

Attachment 4:

Relevant Development Plan extracts and Location Maps

Advertisements

OBJECTIVES

- 1 Urban and rural landscapes that are not disfigured by advertisements and/or advertising hoardings.
- 2 Advertisements and/or advertising hoardings that do not create a hazard.
- 3 Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:
 - (a) consistent with the predominant character of the urban or rural landscape
 - (b) in harmony with any buildings or sites of historic significance or heritage value in the area
 - (c) co-ordinated with and complement the architectural form and design of the building they are to be located on.
- 2 The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:
 - (a) clutter
 - (b) disorder
 - (c) untidiness of buildings and their surrounds
 - (d) driver distraction.
- 3 Buildings occupied by a number of tenants should exhibit co-ordinated and complementary advertisements and/or advertising hoardings to identify the tenants and their type of business.
- 4 The content of advertisements should be limited to information relating to the legitimate use of the associated land.
- 5 Advertisements and/or advertising hoardings should:
 - (a) be completely contained within the boundaries of the subject allotment
 - (b) be sited to avoid damage to, or pruning or lopping of, on-site landscaping or street trees
 - (c) not obscure views to vistas or objects of high amenity value.
- 6 Advertisements and/or advertising hoardings should not be erected on:
 - (a) a public footpath or veranda post
 - (b) a road, median strip or traffic island
 - (c) a vehicle adapted and exhibited primarily as an advertisement

Salisbury Council
General Section
Advertisements

- (d) residential land.
- 7 Advertisements and/or advertising hoardings attached to buildings should not be sited on the roof or higher than the walls of a building.
- 8 Advertisements and/or advertising hoardings erected on a veranda or that project from a building wall should:
 - (a) have a clearance over a footway, of at least 2.5 metres, to allow for safe and convenient pedestrian access
 - (b) where erected on the side of a veranda, not exceed the width of the veranda or project from the veranda
 - (c) where erected on the front of a veranda, not exceed the length of the veranda or project from the veranda
 - (d) where projecting from a wall, have the edge of the advertisement or advertising hoarding abutting the surface of the wall.
- 9 Advertisements should be designed to conceal their supporting advertising hoarding from view.
- 10 Advertisements should convey the owner/occupier and/or generic type of business, merchandise or services using simple, clear and concise language, symbols, print style and layout and a small number of colours.
- 11 Advertisements which perform a secondary role in identifying the business, goods or services should only be readable in the immediate vicinity of the site.
- 12 Outside of townships and country settlements advertisements other than traffic signs, tourist signs or advertisements on an existing tourist information bay display board, should not be erected in road reserves.

Safety

- 13 Advertisements and/or advertising hoardings should not create a hazard by:
 - (a) being so highly illuminated as to cause discomfort to an approaching driver, or to create difficulty in the driver's perception of the road or persons or objects on the road
 - (b) being liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals
 - (c) distracting drivers from the primary driving task at a location especially where the demands on driver concentration are high
 - (d) obscuring a driver's view of other road or rail vehicles at/or approaching level crossings, or of pedestrians or of features of the road that are potentially hazardous (eg junctions, bends, changes in width, traffic control devices).
- 14 Any internally illuminated advertising signs and/or advertising hoardings which utilise LED, LCD or other similar technologies should be located a minimum of 80 metres from traffic signals, level crossings and other important traffic control devices.

Freestanding Advertisements

- 15 Freestanding advertisements and/or advertising hoardings should be:
 - (a) limited to only one primary advertisement per site or complex

(b) of a scale and size in keeping with the desired character of the locality and compatible with the development on the site.

16 Freestanding advertisements and/or advertising hoardings for multiple-business tenancy complexes should:

- (a) incorporate the name or nature of each business or activity within the site or complex in a single advertisement
- (b) be integrally designed and mounted below the more predominant main complex or site identity advertisement.

17 Portable, easel or A-frame advertisements should be displayed only where:

- (a) no other appropriate opportunity exists for an adequate co-ordinated and permanently erected advertisement and/or advertising hoarding
- (b) they do not obstruct or compromise the safety of pedestrians or vehicle movement
- (c) there is no unnecessary duplication or proliferation of advertising information
- (d) there is no damage to, or removal of, any landscaping on the site
- (e) they are restricted to 1 per site, or 1 per major road frontage if located upon a large corner site
- (f) each sign does not exceed 1 square metre in advertisement area per face, and 1.2 metres in height.

18 Freestanding advertisements should not exceed the total height (measured from natural ground level) as specified within the following table:

Location of freestanding advertisement	Total height (in metres)
Mixed Use (Bulky Goods, Entertainment and Leisure) Zone Precinct 8 Retail Core (within the Ingle Farm Policy Area 2) Core area within the Urban Core (Salisbury) Zone Precinct 17 Retail Core (within the Salisbury Downs Policy Area 4) Bulky Goods Zone Precinct 23 Greenfields Commercial (within the Commercial Zone)	8
Industry Zone Neighbourhood Centre Zone Precinct 21 Para Hills West Commercial (within the Commercial Zone) Precinct 24 Pooraka Commercial (within the Commercial Zone)	6
Commercial Zone (Except within Precinct 23 Greenfields Commercial, Precinct 21 Para Hills West Commercial or Precinct 24 Pooraka Commercial) Precinct 5 Education (within the Ingle Farm Policy Area 2) Precinct 7 Recreation (within the Ingle Farm Policy Area 2) Local Centre Zone Precinct 15 Community (within the Salisbury Downs Policy Area 4) Precinct 16 Mixed Use (within the Salisbury Downs Policy Area 4) Transition area within the Urban Core (Salisbury) Zone	4
In all other locations	3

19 Portable, easel or A-frame advertisements associated with a development should be displayed only during the hours the development is open for trading.

Crime Prevention

OBJECTIVES

- 1 A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.
- 3 Development should provide a robust environment that is resistant to vandalism and graffiti.
- 4 Development should provide lighting in frequently used public spaces including those:
 - (a) along dedicated cyclist and pedestrian pathways, laneways and access routes
 - (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.
- 5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.
- 6 Landscaping should be used to assist in discouraging crime by:
 - (a) screen planting areas susceptible to vandalism
 - (b) planting trees or ground covers, rather than shrubs, alongside footpaths
 - (c) planting vegetation other than ground covers a minimum distance of two metres from footpaths to reduce concealment opportunities.
- 7 Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.
- 8 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.
- 9 Public toilets should be located, sited and designed:
 - (a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)
 - (b) near public and community transport links and pedestrian and cyclist networks to maximise visibility.
- 10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

Salisbury Council
General Section
Crime Prevention

- 11 Development should be designed to maximise surveillance of open space, pedestrian routes, centres and residential areas by:
- (a) orienting the frontages and entrances of buildings towards the public street
 - (b) avoiding screens, high walls, carports and landscaping that obscure direct views to public areas
 - (c) placing the entrances of buildings opposite each other across a street, or group entrances of multiple dwelling developments onto a commonly visible area to provide maximum mutual surveillance
 - (d) arranging living areas, windows, access ways and balconies to overlook open space and recreation areas and provide observation points to all areas of a site, particularly entrances and car parks.

Energy Efficiency

OBJECTIVES

- 1 Development designed and sited to conserve energy.
- 2 Development that provides for on-site power generation including photovoltaic cells and wind power.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should provide for efficient solar access to buildings and open space all year around.
- 2 Buildings should be sited and designed:
 - (a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings
 - (b) so that open spaces associated with the main activity areas face north for exposure to winter sun.

On-site Energy Generation

- 3 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:
 - (a) taking into account overshadowing from neighbouring buildings
 - (b) designing roof orientation and pitches to maximise exposure to direct sunlight.
- 4 Public infrastructure and lighting, should be designed to generate and use renewable energy.

Design and Appearance

OBJECTIVES

- 1 Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.
- 2 Roads, open spaces, buildings and land uses laid out and linked so that they are easy to understand and navigate.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 2 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 3 Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:
 - (a) articulation
 - (b) colour and detailing
 - (c) small vertical and horizontal components
 - (d) design and placing of windows
 - (e) variations to facades.
- 4 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
 - (a) the visual impact of the building as viewed from adjoining properties
 - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.
- 6 Transportable buildings and buildings which are elevated on stumps, posts, piers, columns or the like, should have their suspended footings enclosed around the perimeter of the building with brickwork or timber, and the use of verandas, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.
- 7 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.
- 8 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.
- 9 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.

Salisbury Council
General Section
Design and Appearance

- 10 Development should provide clearly recognisable links to adjoining areas and facilities.
- 11 Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.
- 13 Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.
- 14 Development should be designed and sited so that outdoor storage, loading and service areas are screened from public view by an appropriate combination of built form, solid fencing and/or landscaping.
- 15 Outdoor lighting should not result in light spillage on adjacent land.
- 16 Balconies should:
 - (a) be integrated with the overall architectural form and detail of the building
 - (b) be sited to face predominantly north, east or west to provide solar access
 - (c) have a minimum area of 2 square metres.

Development Adjacent Heritage Places

- 17 The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in [Table Sal/4 - State Heritage Places](#).
- 18 Development on land adjacent to a State or local heritage place, as listed in [Table Sal/4 - State Heritage Places](#) should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

Overshadowing

- 19 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:
 - (a) windows of habitable rooms
 - (b) upper-level private balconies that provide the primary open space area for a dwelling
 - (c) solar collectors (such as solar hot water systems and photovoltaic cells).

Visual Privacy

- 20 Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:
 - (a) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct
 - (b) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms
 - (c) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.
- 21 Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes

Building Setbacks from Road Boundaries

- 22 The setback of buildings from public roads should:
- (a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality
 - (b) contribute positively to the streetscape character of the locality
 - (c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.

- 23 Except where specified in a particular zone, policy area or precinct, the main face of a building should be set back from the primary road frontage in accordance with the following table:

Setback difference between buildings on adjacent allotments	Setback of new building
Up to 2 metres	The same setback as one of the adjacent buildings, as illustrated below:
<p style="text-align: center;">When $b - a \leq 2$, setback of new dwelling = a or b</p>	
Greater than 2 metres	At least the average setback of the adjacent buildings.

- 24 Except where specified in a particular zone, policy area, or precinct, buildings and structures should be set back from road boundaries having regard to the requirements set out in [Table Sal/1 - Building Setbacks from Road Boundaries](#).
- 25 Except where specified in a zone, policy area or precinct, the setback of development from a secondary street frontage should reflect the setbacks of the adjoining buildings and other buildings in the locality.
- 26 Development likely to encroach within a road widening setback under the *Metropolitan Adelaide Road Widening Plan Act 1972* should be set back sufficiently from the boundary required for road widening.

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.

Landscaping, Fences and Walls

OBJECTIVES

- 1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.
- 2 Functional fences and walls that enhance the attractiveness of development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:

- (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
- (b) enhance the appearance of road frontages
- (c) screen service yards, loading areas and outdoor storage areas
- (d) minimise maintenance and watering requirements
- (e) enhance and define outdoor spaces, including car parking areas
- (f) maximise shade and shelter
- (g) assist in climate control within and around buildings
- (h) minimise heat absorption and reflection
- (i) maintain privacy
- (j) maximise stormwater re-use
- (k) complement existing vegetation, including native vegetation
- (l) contribute to the viability of ecosystems and species
- (m) promote water and biodiversity conservation.

- 2 Landscaping should:

- (a) include the planting of locally indigenous species where appropriate
- (b) be oriented towards the street frontage
- (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.

- 3 Landscaping should not:

- (a) unreasonably restrict solar access to adjoining development
- (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding

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Landscaping, Fences and Walls

- (c) introduce pest plants
- (d) increase the risk of bushfire
- (e) remove opportunities for passive surveillance
- (f) increase leaf fall in watercourses
- (g) increase the risk of weed invasion
- (h) obscure driver sight lines
- (i) create a hazard for train or tram drivers by obscuring sight lines at crossovers.

4 Fences and walls, including retaining walls, should:

- (a) not result in damage to neighbouring trees
- (b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality
- (c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance
- (d) incorporate articulation or other detailing where there is a large expanse of wall facing the street
- (e) assist in highlighting building entrances
- (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites
- (g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land
- (h) be constructed of non-flammable materials.

Salisbury Council
 General Section
 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.

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 Natural Resources

13 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.

14 Stormwater management systems should:

- (a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source
- (b) utilise, but not be limited to, one or more of the following harvesting methods:
 - (i) the collection of roof water in tanks
 - (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks
 - (iii) the incorporation of detention and retention facilities
 - (iv) aquifer recharge.

15 Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.

16 Artificial wetland systems, including detention and retention basins, should be sited and designed to:

- (a) ensure public health and safety is protected
- (b) minimise potential public health risks arising from the breeding of mosquitoes.

Water Catchment Areas

17 Development should ensure watercourses and their beds, banks, wetlands and floodplains are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.

18 No development should occur where its proximity to a swamp or wetland will damage or interfere with the hydrology or water regime of the swamp or wetland.

19 A wetland or low-lying area providing habitat for native flora and fauna should not be drained, except temporarily for essential management purposes to enhance environmental values.

20 Along watercourses, areas of remnant native vegetation, or areas prone to erosion, that are capable of natural regeneration should be fenced off to limit stock access.

21 Development such as cropping, intensive animal keeping, residential, tourism, industry and horticulture, that increases the amount of surface run-off should include a strip of land at least 20 metres wide measured from the top of existing banks on each side of a watercourse that is:

- (a) fenced to exclude livestock
- (b) kept free of development, including structures, formal roadways or access ways for machinery or any other activity causing soil compaction or significant modification of the natural surface of the land
- (c) revegetated with locally indigenous vegetation comprising trees, shrubs and other groundcover plants to filter run-off so as to reduce the impacts on native aquatic ecosystems and to minimise soil loss eroding into the watercourse.

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.

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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.

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 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.

- 37 Parking areas that are likely to be used during non daylight hours should provide floodlit entrance and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.
- 38 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.
- 39 To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.
- 40 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

Vehicle Parking for Residential Development

- 41 On-site vehicle parking should be provided having regard to:
- (a) the number, nature and size of proposed dwellings
 - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
 - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons.
- 42 Vehicle parking areas servicing more than one dwelling should be of a size and location to:
- (a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely
 - (b) provide adequate space for vehicles, including emergency service vehicles, to manoeuvre between the street and the parking area
 - (c) reinforce or contribute to attractive streetscapes.

Vehicle Parking for Mixed Use and Corridor Zones

- 43 Loading areas and designated parking spaces for service vehicles should:
- (a) be provided within the boundary of the site
 - (b) not be located in areas where there is parking provided for any other purpose.
- 44 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
- (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages
 - (b) complement the surrounding built form in terms of height, massing and scale
 - (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.
- 45 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.

Undercroft and Below Ground Garaging and Parking of Vehicles

- 46 Undercroft and below ground garaging of vehicles should only occur where envisaged in the relevant zone or policy area or precinct and ensure:
- (a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties

Waste

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

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 Waste

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

Wastewater

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

Waste Treatment Systems

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

Noise and Air Emissions Overlay

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

The following policies apply to the 'designated area' marked on the relevant *Overlay Map(s) – Noise and Air Emissions*.

INTERPRETATION

Where the Objectives and / or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

- 1 Protect community health and amenity from adverse impacts of noise and air emissions.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:
 - (a) shield sensitive uses and areas through one or more of the following measures:
 - (i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas
 - (ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source
 - (iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met
 - (b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable
 - (c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source.

Salisbury Council
Overlay Section
Strategic Transport Routes Overlay

Strategic Transport Routes Overlay

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

INTERPRETATION

Where the Objectives and / or Principles of Development Control that apply in relation to this overlay are in conflict with the relevant General Objectives and/or Principles of Development Control in the Development Plan, the overlay will prevail.

OBJECTIVES

- 1 Development that recognises the importance of strategic transport routes and does not impede traffic flow or create hazardous conditions for pedestrians, cyclists or drivers of vehicles, including emergency services vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development adjacent to a strategic transport route should:
 - (a) avoid the provision of parking on the main carriageway
 - (b) be accessible via service roads, where possible, that provide:
 - (i) parking off the main carriageway
 - (ii) a buffer from the main carriageway for pedestrian and cycle activity
 - (c) not impede the potential for overhead cabling and associated infrastructure to be established in an existing or proposed tram corridor.
- 2 Vehicular site access should not be provided along the main street frontage where an alternative access is available.
- 3 Development adjacent kerbside bus stops should be set back to provide sufficient space for indented bus bays with associated hard stand area, shelter and a 1.2 metre wide continuous accessible path behind the bus shelter.

Salisbury Council
Zone Section
Residential Zone

Residential Zone

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

OBJECTIVES

- 1 A residential zone comprising a range of dwelling types, including a minimum of 15 per cent affordable housing.
- 2 Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.
- 3 A zone primarily accommodating a range of dwellings to meet the diverse needs and preferences of the community.
- 4 Revitalisation of under-utilised suburbs, particularly public housing areas, to facilitate the provision of a greater mix of housing types and improved residential amenity.
- 5 Residential development designed and insulated to minimise effects of predicted aircraft noise and industrial noise.
- 6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone covers a substantial portion of the Council area and is home to a large and diverse population. The zone is suitable for a range of low to medium density housing, with higher density in appropriate locations. In addition to housing and open space, the zone will also contain a variety of community related, non-residential land uses that contribute to the creation of pleasant, connected, well serviced and socially inclusive neighbourhoods.

A full range of dwelling types on a variety of allotment sizes will be provided, including affordable housing, special needs housing and housing for the aged in appropriate locations. Housing form will be diverse and cater for different household sizes, life cycle stages and housing preferences and will be cost-effective, energy efficient and will make efficient use of available sites. Older neighbourhoods will experience change through turnover in population and ageing of existing residents which will generate a need for more housing diversity as well as changes in density and different services and facilities to complement these changes.

Residential development will reflect a variety of building styles, yet where a consistent character exists, new buildings will be designed to harmonise with that which is existing in terms of form, mass, scale, colours and textures of materials and setback distances. A cohesive built form will be achieved through design elements such as interesting roof forms, articulated buildings, recessed vehicle garaging, and landscaped spaces between buildings and the public road. Buildings will include windows, doors and balconies that overlook the street and areas of public open space to promote surveillance and community interaction.

Setbacks to local streets will be used to enable landscaping to be provided to soften the built form and improve amenity for residents and pedestrians. The visual and physical impact of vehicle access points will be minimised by reducing both the number of access points and the width of associated crossovers and driveways. Sealed surfaces will be minimised to reduce stormwater run-off and to also provide opportunities for landscaping to improve visual amenity. Development will seek to protect and retain regulated trees that contribute to the character of the area.

In order to achieve a compact urban form an overall increase in the residential density is desirable in select locations, in keeping with the objectives for development in the Zone, although it is anticipated that the predominant form of housing will remain detached dwellings at low to medium density throughout much of the zone. Co-ordinated infill housing, redevelopment and refurbishment of existing housing are encouraged

to maximise use of the community investment in facilities and services in existing residential areas that are located close to centres and community services. Opportunities exist to gradually develop under-utilised and vacant land within established areas, particularly when a specific housing need arises within the population, but also as an opportunity for improving access to existing services and facilities. Co-ordinated and efficient development of larger sites containing multiple allotments is encouraged in order to achieve greater housing density and diversity.

Medium density forms of housing including semi-detached dwellings, row dwellings, residential flat buildings and group dwellings are encouraged in areas with good access to services and facilities. Concentrated nodes of medium density development of up to 4 storeys in height are anticipated in areas close to centres, public transport and significant public open space, and are to be developed in a co-ordinated and orderly manner. Typically this will involve the amalgamation of sites and will result in development that compliments the prevailing character. A transition in building height will be necessary to ensure issues of overlooking is minimised and solar access maintained.

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

Development of land with a known history of a potentially contaminating activity will occur once the site has been assessed and remediated to the standard necessary to ensure it is safe and suitable for the proposed use.

Development in areas which adjoin industrial land uses and areas affected by aircraft noise as identified in [Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure](#) should be designed, sited and constructed to minimise the effects of noise.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - domestic outbuilding in association with a dwelling
 - domestic structure
 - dwelling
 - dwelling addition
 - small scale non-residential use that serves the local community, for example:
 - child care facility
 - health and welfare service
 - open space
 - primary or secondary school
 - recreation area
 - supported accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible in form, scale and design with adjoining residential development.
- 4 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:
 - (a) serves the local community
 - (b) is consistent with the character of the locality

Salisbury Council
Zone Section
Residential Zone

- (c) does not detrimentally impact on the amenity of nearby residents
- (d) will not undermine the efficient operation of nearby centres.

5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

Form and Character

6 Development should be undertaken in accordance with the following Concept Plan Maps:

- (a) [Concept Plan Map Sal/21 - Parlowie Residential Area 3](#)
- (b) [Concept Plan Map Sal/22 - Burton Residential Area 1](#)
- (c) [Concept Plan Map Sal/23 - Direk Residential Area](#)
- (d) [Concept Plan Map Sal/24 - Frost Road/Brown Terrace Salisbury](#)
- (e) [Concept Plan Map Sal/25 - Parlowie Residential Area 1](#)
- (f) [Concept Plan Map Sal/26 - Parlowie Residential Area 2](#)
- (g) [Concept Plan Map Sal/27 - Salisbury Downs Residential Area 1.](#)

7 Residential development should only occur within the area marked 'Lot 23' or 'Lot 24' on [Concept Plan Map Sal/24 - Frost Road/Brown Terrace Salisbury](#) where it is developed in accordance with all of the following:

- (a) the construction of a 2.4 metre high acoustical fence, which is comprised of double-sided fibre cement sheeting that has a density of not less than 12.5 kilograms per square metre, along the north-west and south-west boundaries of the land
- (b) service areas are located between the noise source and the living areas of the dwelling
- (c) dwellings utilise suitable sound insulation methods such as double-glazing to windows, roof and wall insulation
- (d) the number of wall openings facing the noise source are minimised.

8 Direct vehicular access should not be provided onto Smith Road, Barker Road or Bridge Road.

9 Where remnant vegetation is located within road reserves it should be preserved and protected against loss, damage and disfigurement.

10 Garages and carports facing the street (other than an access lane way) should be designed with a maximum width of 6 metres or 50 per cent of the allotment or building site frontage width, whichever is the lesser distance.

11 Sheds, garages and similar outbuildings should be designed within the following parameters:

Parameter	Value
Maximum floor area for allotments less than 450 square metres	60 square metres
Maximum floor area for allotment greater than 450 square metres	72 square metres
Maximum building height (from natural ground level)	5 metres
Maximum wall height (from natural ground level)	3 metres

Table Sal/2 - Off Street Vehicle Parking Requirements

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](#).

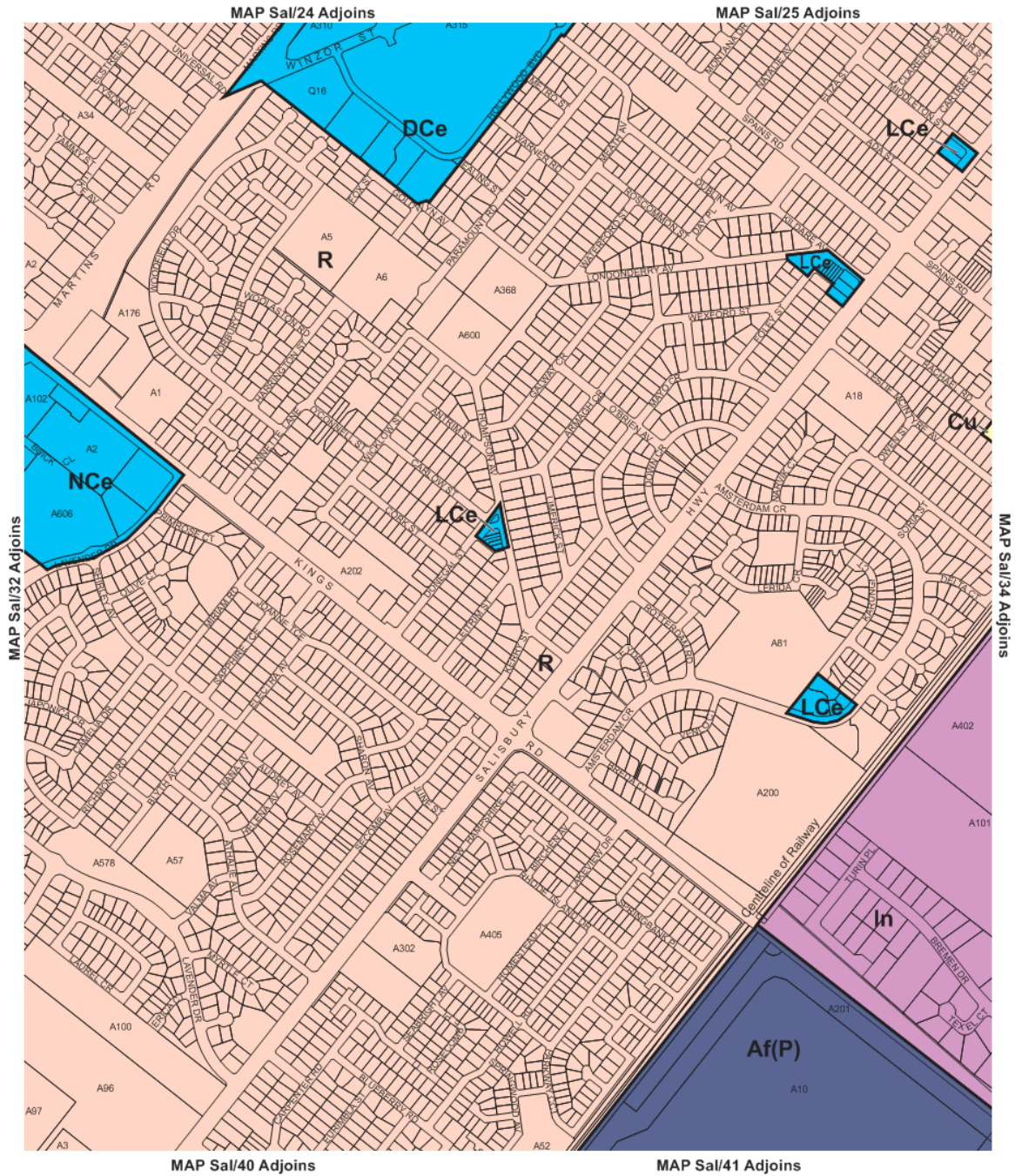
Form of Development	Number of Required Car Parking Spaces
Accommodation	
Aged Care / retirement home	1 space per unit
Serviced apartment	1 space per unit plus 1 space per employee
Motel	1 space per unit
Commercial	
Bulky goods outlet	3 spaces per 100 square metres of gross leasable floor area
Cinema	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 6 square metres of floor area available to the public
Gaming room	1 space per 2 machines
Office	1 space per 25 square metres, with a minimum of 4 spaces per office
Restaurant	Greater of 1 space for every 3 seats or 1 space for every 15 square metres of dining area
Service trade premises	3 spaces per 100 square metres
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	

Table Sal/3 - Off Street Bicycle Parking Requirements

Table Sal/3 - Off Street Bicycle Parking Requirements

Form of development	Employee/resident (bicycle parking spaces)	Visitor/shopper (bicycle parking spaces)
Residential component of multi-storey building/residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Office	1 for every 200 square metres of gross leasable floor area	2 plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area
Tourist accommodation	1 for every 20 employees	2 for the first 40 rooms plus 1 for every additional 40 rooms

Item 5.1.2 - Attachment 4 - Relevant Development Plan extracts and Location Maps



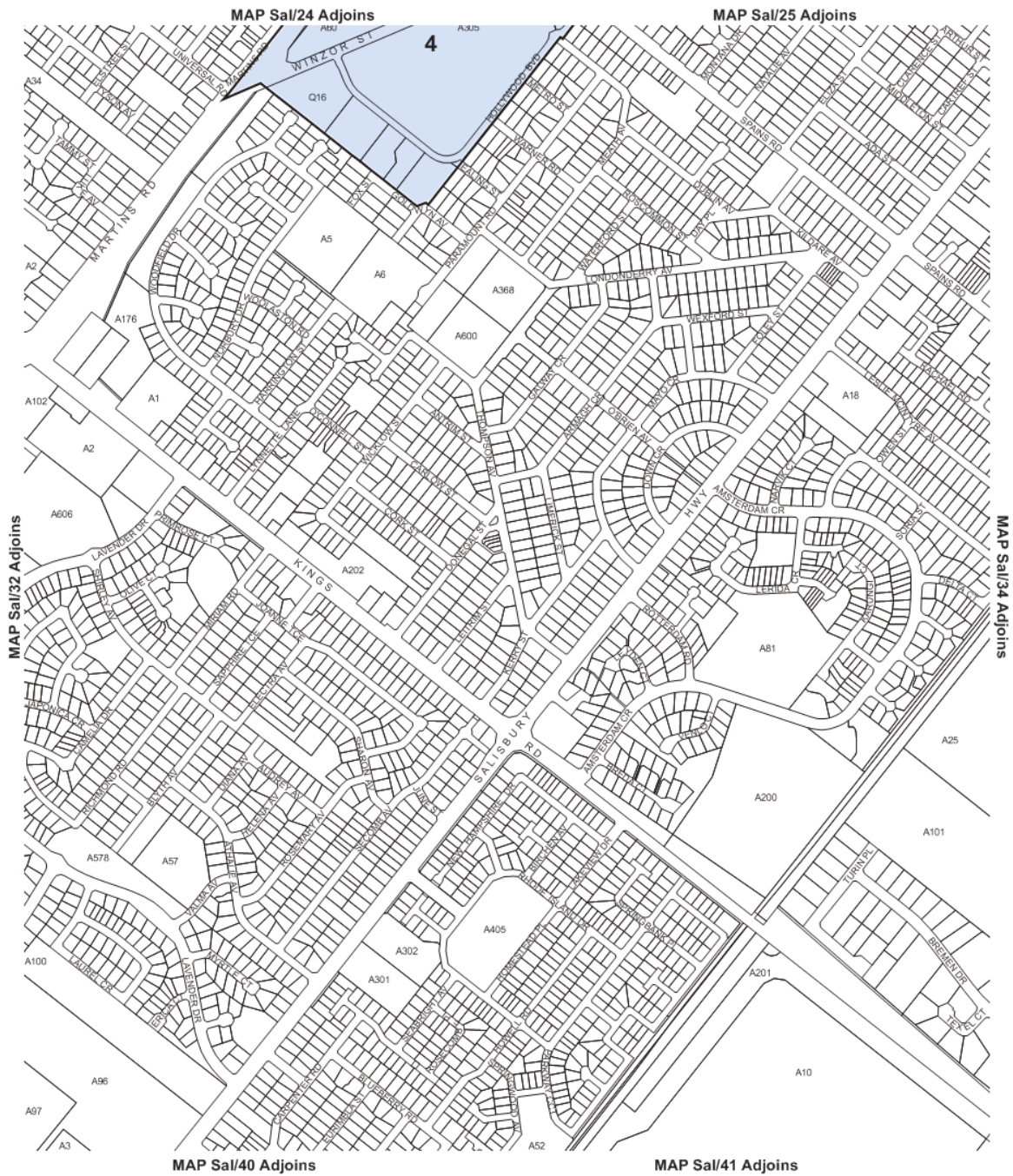
Lamberts Conformal Conic Projection, GDA94



- Zones**
- Af(P) Airfield (Parafield)
 - Cu Community
 - DCe District Centre
 - In Industry
 - LCe Local Centre
 - NCe Neighbourhood Centre
 - R Residential
 - Zone Boundary

Zone Map Sal/33

SALISBURY COUNCIL
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Lamberts Conformal Conic Projection, GDA94
Policy Area
4 Salisbury Downs

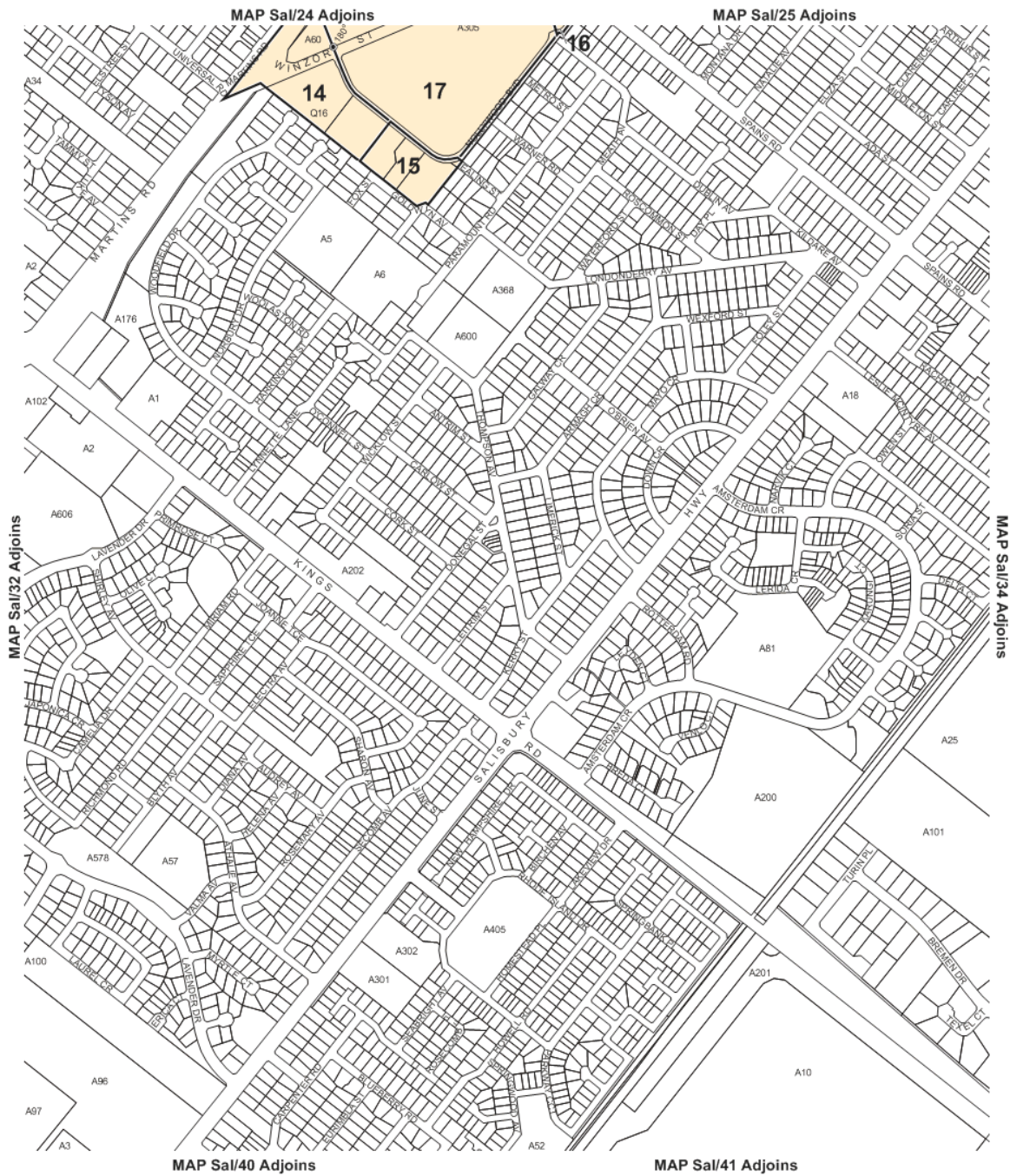


Policy Area Map Sal/33

Policy Area Boundary

SALISBURY COUNCIL
 Consolidated - 4 April 2019

Item 5.1.2 - Attachment 4 - Relevant Development Plan extracts and Location Maps



Lamberts Conformal Conic Projection, GDA94

- Precinct**
- 14 Bulky Goods
 - 15 Community
 - 16 Mixed Use
 - 17 Retail Core



Precinct Boundary

Precinct Map Sal/33

SALISBURY COUNCIL
Consolidated - 4 April 2019

ITEM	5.2.1
	COUNCIL ASSESSMENT PANEL
DATE	23 July 2019
HEADING	Appointment of Deputy Presiding Member
AUTHOR	Chris Zafiroopoulos, Manager Development Services, City Development
CITY PLAN LINKS	4.3 Have robust processes that support consistent service delivery and informed decision making.

SUMMARY The Council Assessment Panel is required to appoint a Deputy Presiding Member.

RECOMMENDATION

1. That _____ be appointed as the Deputy Presiding Member to the Council Assessment Panel for the term to 31 May 2021, and the General Operating Procedures be updated to reflect the appointment.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 The Planning, Development and Infrastructure Act 2016 provides that Council should establish a process for appointing a Deputy Presiding Member to the Council Assessment Panel. The Council has resolved that the CAP determine the appointment of the Deputy Presiding Member in its Operating Procedures.
- 1.2 The Panel has established a procedure in clauses 3.6 and 3.7 of its General Operating Procedures. The procedure requires the appointment of the Deputy Presiding Member by resolution of the Panel. In the event both the Presiding Members and Deputy Presiding Member are absent, the appointment will be made by resolution of those members present.

2. REPORT

- 2.1 The Deputy Presiding Member has the same powers and duties of the Presiding Member when required to undertake the role. The role is important in the chairing of the meeting, including providing guidance to the other members on the Panel, representors and the gallery in respect to the considerations of the Panel. The Panel should give consideration to the appointment of a person with the knowledge and experience for this role.
- 2.2 As the term of the Independent Members on the Council Assessment Panel will conclude on 31 May 2021, it is recommended that the Deputy Presiding Member be appointed for this period.

3. CONCLUSION / PROPOSAL

- 3.1 That the Panel appoints the Deputy Presiding Member to the Council Assessment Panel.

CO-ORDINATION

Officer: GMCiD MDS
Date: 05.07.19 07.06.2019