



AGENDA

FOR COUNCIL ASSESSMENT PANEL MEETING TO BE HELD ON

26 NOVEMBER 2019 AT 6:30 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 Zafiropoulos (Assessment Manager)
Planning Consultant, Mr M Atkinson

APOLOGIES

LEAVE OF ABSENCE

ENDORSED MINUTES FROM PREVIOUS MINUTES

Copy of the Endorsed Minutes of the Council Assessment Panel Meeting held on 22 October 2019.

DECLARATIONS OF CONFLICTS OF INTEREST

REPORTS

Development Applications

5.1.1 361/799/2019/2B 11

361-369 Diment Road, Direk SA 5110

Scrap metal recycling facility (container and truck storage, weighbridge, bin storage, office/amenities, storage and processing shed, fencing and associated carparking, stormwater detention and landscaping) (staged development) for Ferris Metal Recyclers

OTHER BUSINESS

5.2.1 Status of Current Appeal Matters and Deferred Items

5.2.2 Policy Issues is Arising from Consideration of Development Applications

5.2.3 Future Meetings & Agenda Items

CLOSE

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

22 OCTOBER 2019

MEMBERS PRESENT

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

STAFF

General Manager City Development, Mr T Sutcliffe
Manager Development Services, Mr C Zafiropoulos (Assessment Manager)
Development Officer – Planning, Ms G Cutri
Team Leader Business Services, City Development, Ms H Crossley

The meeting commenced at 6.32pm

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

APOLOGIES

Apologies were received from Mr M Canny.

LEAVE OF ABSENCE

Nil

ENDORSED MINUTES FROM PREVIOUS MEETING

The Minutes of the Council Assessment Panel Meeting held on 24 September 2019, be taken and read as confirmed.

DECLARATIONS OF CONFLICTS OF INTEREST

Nil

REPORTS

Development Applications

5.1.1 361/1279/2019/2B

Change of use to Place of Worship and associated internal and external building alterations, landscaping, carparking, acoustic fencing and demolition of outbuildings. at 30-36 Woodyates Ave, Salisbury North for Stimson Consulting.

REPRESENTORS

Mr Ivan Iankov and Ms Tina Iankov spoke to their representation.

Ms Helen Frazer spoke to their representation.

Ms Margaret Deeble spoke to their representation.

APPLICANT

John Stimson, John Stimson Consulting, spoke on behalf of the applicant.

Ms Gill moved and Mr Bateup seconded, and the Council Assessment Panel resolved that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1279/2019/2B for Change of use to Place of Worship and associated internal and external building alterations, landscaping, carparking, acoustic fencing and demolition of outbuildings. in accordance with the plans and details submitted with the application and subject to the following conditions:

Reserved Matters:

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

- 1) A civil site works and drainage plan prepared by suitably qualified civil engineer which shall include the following:
 - a) Finished floor level for driveways and impervious surfaces;
 - b) Cut/fill details;
 - c) Retaining walls;
 - d) Closure of all redundant inverts and crossovers and reinstatement with upright kerb;
 - e) Car parking dimension and aisle widths; and
 - f) Storm water management system including all sumps, drains, pipes, etc, their sizes and fall to ensure appropriate stormwater management of the site.
- 2) An amended site plan shall be provided to modify the existing access gate to 6.4m and to straighten the angle of parking bays 1-3 (closest to the entrance gate in relation to driveway to better facilitate vehicle access.

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
SK01-Rev D	Site Plan	23/09/2019	Mavtech Designs
SK02 – Rev D	Existing floor plan/demolition plan	23/09/2019	Mavtech Designs
SK03 –Rev D	Floor Plan – Option 1	23/09/2019	Mavtech Designs
SK04 –Rev D	Elevations	23/09/2019	Mavtech Designs
	Environmental Acoustic Assessment	August 2019	Sonus Pty Ltd
	Floor Plan	Received 3/10/2019	

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

2. The herein approved use shall be limited to 100 attendees at any one time.

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

3. The herein approved use shall operate the following hours:
 - Monday to Saturday, 8:00am and 9:00pm
 - Sunday, 8am to 2pm

Reason: To maintain the amenity of the area.

4. Christmas Eve (6th of January) and Easter Eve shall operate as the following extended hours only:
- 8pm to 3:00am (the following day)
 - Quiet worship (no singing, music, amplification or instruments) is to occur after 10pm on the above days.

Reason: To maintain the amenity of the area.

5. Stage 2 of the development (sealing of the carpark) shall be completed within 12 months:

Reason: To maintain the amenity of the area .

4. Except where otherwise approved, the external finishes of the building shall:

- (a) Be finished in new non-reflective materials;
- (b) Be finished in natural tones, in accordance with the approved plans; and
- (c) Be maintained in good condition at all times.

Reason: To achieve the building achieves a high standard of appearance.

5. All waste and other rubbish shall be contained and stored pending removal in covered containers which shall be contained within the building or otherwise screened from public view.

Reason: To maintain the amenity of the locality.

7. Designated landscaping areas shall be established and maintained at all times (including the replacement of diseased or dying plants and the removal of weeds and pest plants) in accordance with the landscaping/site plan prepared by Mavtech Designs dated 23/09/2019.

Reason: To ensure the site is landscaped so as to enhance the visual and environmental amenity of the locality.

8. Noise measured at the nearest residential property boundary shall achieve compliance with the Environmental Noise Assessment (reference S6134C1), dated August 2019, prepared by Sonus (based on requirements of the Environment Protection Authority (EPA) and World Health Organisation guidelines for development adjacent to a residential area).

Reason: To ensure that noise does not cause nuisance to adjoining residential occupiers or owners.

9. The glazed areas to the northern façade of the auditorium space shall be infilled with brick consistent to the remainder of the building (as shown in **GREEN** in Figure 2 of the Environmental Noise Assessment (reference S6134C1), dated August 2019, prepared by Sonus) prior to occupation of the building.

Reason: To ensure that noise does not cause nuisance to adjoining residential occupiers or owners.

10. Acoustic seals *Raven “RP10/RP10Si” with “RP99Si” and ‘RP71Si”* or equivalent are to installed to doors as herein conditioned.

Reason: To ensure that noise does not cause nuisance to adjoining residential occupiers or owners.
11. All external doors to the rear of the premises are to be a minimum 35mm solid core doors fitted with acoustic seals and shall be maintained at all times.

Reason: To ensure that noise does not cause nuisance to adjoining residential occupiers or owners.
12. External doors shall remain close except when required for egress/access.

Reason: To ensure that noise does not cause nuisance to adjoining residential occupiers or owners.
13. All windows to the rear (southern) façade of the premises shall comprise a minimum of 6.38mm laminated glazing.

Reason: To ensure that noise does not cause nuisance to adjoining residential occupiers or owners.
14. An fence shall be constructed along the site boundary to a minimum of 2.4m to the extent shown as **BLUE** in Figure 2 of the Environmental Noise Assessment (reference S6134C1), dated August 2019 prepared by Sonus. The fence shall be constructed from a minimum of 0.42 BMT sheet steel (“Colorbond” or similar) or a material with the same or greater surface density (kg/m²). Ensure the fence achieves an airtight seal at all junctions, including at the ground and with the roof.

Reason: To ensure that noise does not cause nuisance to adjoining residential occupiers or owners.
15. All new mechanical plants (such as air-conditioner condenser/outdoor units) shall be located at ground level.

Reason: To ensure that noise does not cause nuisance to adjoining residential occupiers or owners.
16. All driveways, manoeuvring areas and hardstand areas shall be constructed of 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 commencement of use (as hereby approved) 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.

17. The car parking layout and associated aisle widths and car park manoeuvring area shall 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.

18. The developer shall employ measures to eliminate dust emission from the site during the construction period so as not to cause nuisance to adjacent or nearby properties.

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

19. The car parking layout including car park spaces and aisle widths are to be designed and constructed to comply with AS 2890.1-2009 - Off-Street Car Parking and AS 2890.6-2009 - Parking Facilities - Part 6: Off-street parking for people with disabilities’.

Reason: To ensure access and car parking is provided on the site in a safe and equitable manner and to ensure compliance with the Disability Discrimination Act 1992.

20. Except where otherwise approved, 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 lighting 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.

21. No amplified music shall be played from the site in accordance with the Environmental Noise Assessment (reference S6134C1), dated August 2019, prepared by Sonus.

Reason: To ensure that noise does not cause nuisance to adjoining residential occupiers or owners.

22. The Annual Feast and Special Events shall not be conducted at the subject site, except where otherwise approved.

Reason: To ensure that the proposal is conducted in accordance with plans and details submitted to Council.

Advice Notes

1. This is not a building consent, and a satisfactory application for Building Rules Consent must be submitted and approved before the Council can issue a Development Approval.
2. Advertisements and advertising displays are not included in the consent granted. It will be necessary to make a fresh and separate application for any future proposed advertising signage.

OTHER BUSINESS

5.2.1 Status of Current Appeal Matters and Deferred Items

Nil

5.2.2 Policy Issues is Arising from Consideration of Development Applications

Nil

5.2.3 Future Meetings & Agenda Items

Next meeting scheduled for Tuesday 26 November 2019.

ADOPTION OF MINUTES

Mr Brug 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 8.00pm.

PRESIDING MEMBER:

Mr T Mosel

DATE:

22 October 2019

(refer to email approving minutes registered in Dataworks Document Number 5646937)

ITEM	5.1.1
	COUNCIL ASSESSMENT PANEL
DATE	26 November 2019
APPLICATION NO.	361/799/2019/2B
APPLICANT	Ferris Metal Recyclers
PROPOSAL	Scrap metal recycling facility (container and truck storage, weighbridge, bin storage, office/amenities, storage and processing shed, fencing and associated carparking, stormwater detention and landscaping) (staged development)
LOCATION	361-369 Diment Road, Direk SA 5110
CERTIFICATE OF TITLE	CT-6000/333
AUTHOR	Matt Atkinson, Planning Consultant

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Urban Employment Zone
Application Type	On-Merit
Public Notification Category	2
Public Notification	Representations received: 2 Representations to be heard: 1
Referrals - Statutory	Environment Protection Authority (EPA)
Referrals – Internal	Environmental Health Parks and Open Space Assets (Tree Services) Landscape Development Engineering Economic Development and Urban Policy
Development Plan Version	Salisbury Council Development Plan 4 April 2019
Recommendation	Grant Development Plan Consent subject to a reserved matter and conditions
Meeting Date	26 November 2019

2. REPORT CONTENTS

Assessment Report

Attachment 1:	Proposal plans and supporting documentation
Attachment 2:	Notice of Category 2 development, copies of representations and Applicant's response
Attachment 3:	Sonus Environmental Noise Assessment Acoustic Report
Attachment 4:	CIRQA Traffic and Car Parking Report
Attachment 5:	Environment Protection Authority (EPA) Response
Attachment 6:	Relevant Development Plan extracts and location maps (Consolidated 4 April 2019)

3. EXECUTIVE SUMMARY

The proposed development was notified as a Category 2 development. Two (2) representations were received, with one (1) in favour and one (1) opposed to the development. The Applicant has made amendments to the proposal in order to overcome some of the issues raised during the notification period.

The Application was referred to the EPA to determine whether noise emanating from the site will be within recommended levels. The EPA have advised that the resulting noise will be within recommended levels, provided that acoustic barriers are installed in accordance with the Applicant's Acoustic Engineering advice.

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 scrap metal recycling facility is an anticipated land use within the Urban Employment Zone;
- b) The proposed built form will complement other development within the locality;
- c) Acoustic barriers will ensure that noise levels will remain within EPA guidelines;
- d) High quality landscaping is proposed around the perimeter of the site, which will assist in screening the acoustic barriers and scrap metal yard to provide a pleasant outlook when viewed from adjacent land;
- e) Adequate on-site car parking is available for all likely users of the land;
- f) Vehicle manoeuvring can occur on-site, with all vehicles able to enter and exit the land in a forward direction; and
- g) Stormwater can be appropriately collected and drained to the proposed retention basin before being discharged to the Diment Road water table.

Given the above, it is recommended that Development Plan Consent be granted, subject to conditions and a reserved matter relating to the provision of a final Civil Plan.

4. SUBJECT SITE

The subject site is located at 361-369 Diment Road, Direk, which is comprised of one (1) allotment; Lot 41, Filed Plan 113425, Certificate of Title, Volume 6000; Folio 333. No easements or encumbrances are registered to the Title.

The site has a primary frontage to Diment Road of 112.5 metres and a secondary frontage to Edinburgh Road of 108.9 metres. The depth of the site ranges from 366.9 metres on the western side to 384.4 metres on the eastern side, resulting in an overall site area of 40,469 square metres (approximately 4 hectares).

The subject land is currently vacant and devoid of any vegetation.

Vehicular access to the site is available via driveway crossovers from both Diment Road and Edinburgh Road. The subject land is relatively flat.

Site photos are provided below.

Photo 1.
Looking south east towards the site from Edinburgh Road.



Photo 2.
Looking south west towards the site from Edinburgh Road.



Photo 3.
*Looking north
west towards
the site from
Diment Road.*



Photo 4.
*Looking north
east towards
the site from
Diment Road.*



Photo 5.
Looking south east towards the existing access point from Edinburgh Road.



Photo 6.
Looking north west towards the existing access point from Diment Road.



5. LOCALITY

The subject land is located within the Urban Employment Zone, as identified within the Council's Development Plan.

The locality is generally characterised by horticultural market gardens and industrial land uses, with the notable exception of a golf course, which abuts the entire length of the western boundary of the subject land. A market garden with greenhouses, sheds and a detached dwelling is located on the land abutting the eastern boundary of the land at 351 Diment Road.

To the south of the land, on the opposite side of Diment Road, land uses include a range of industry, warehousing, transport depots and wreckers.

To the north of the land, on the opposite side of Edinburgh Road, land uses include large scale transport depots and distribution centres. Further north is the Edinburgh RAAF Base and Airfield.

A list of the nearest dwellings in the locality and their proximity to the subject land is provided below:

1. 351 Diment Road – 80 metres;
2. 385 Diment Road – 120 metres;
3. 387 Diment Road – 140 metres;
4. 316 Diment Road – 145 metres;
5. 93 Edinburgh Road – 155 metres
6. 389 Diment Road – 170 metres;
7. 47 Helps Road – 250 metres;
8. 41 Helps Road – 270 metres;
9. 39 Helps Road – 280 metres;
10. 35 Helps Road – 270 metres.

All of the dwellings listed above are located in the Urban Employment Zone and most are associated with non-residential land uses.



Both Diment Road and Edinburgh Road are identified as local roads within the Council's Development Plan. Edinburgh Road is identified as a Strategic Transport Route and the subject land is identified as being within a Strategic Transport Route Designated Area (Overlay Map Sal/9).

Locality and contextual plans are provided below.






Locality Plan - Aerial



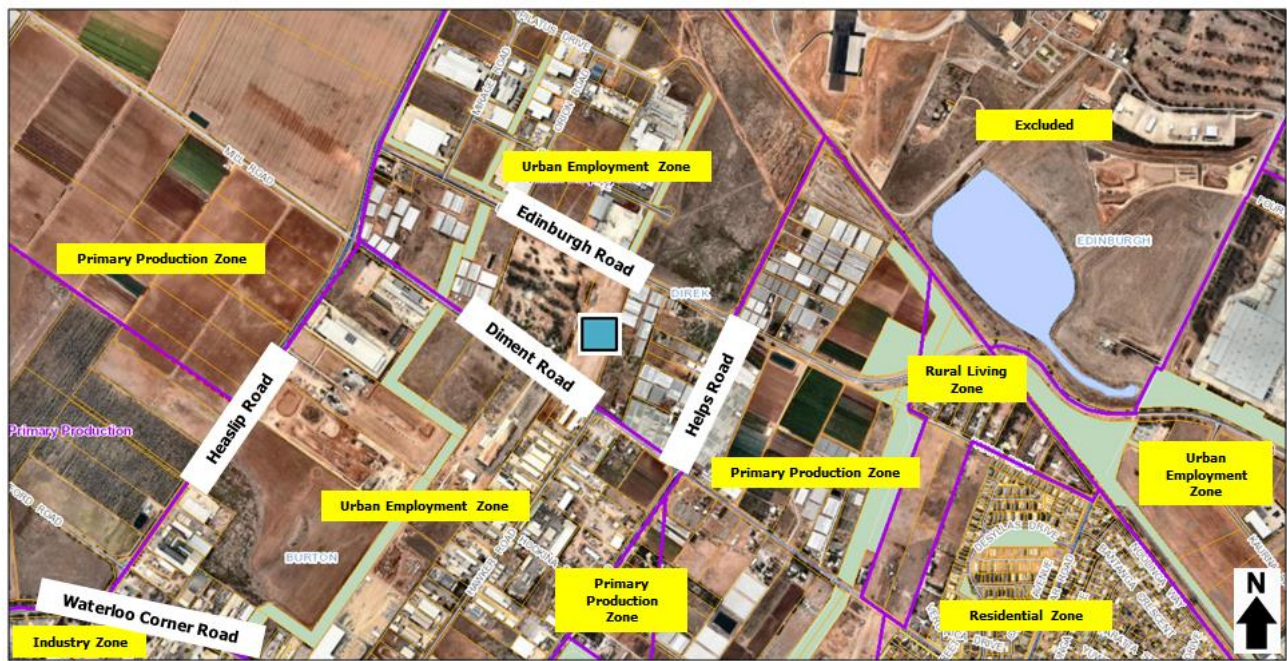
Legend (Source: Geocortex)

	Subject site
	Locality boundary



Locality Plan – Cadastre

Legend (Source: Geocortex)	
	Subject site
	Locality boundary
	Properties notified (occupiers within the subject site were also notified)
	Valid representations received
	Invalid representation received

Contextual Plan



Legend (Source: Geocortex)

	Subject site
	Zone boundary

6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Applicant seeks Development Plan Consent to establish a scrap metal recycling facility. The facility includes container and truck storage, a weighbridge, bin storage, an office/amenities building, a storage and processing shed, carparking, stormwater detention, acoustic screening, fencing and landscaping at 361-369 Diment Road, Direk.

The proposed office/amenities building includes administration offices, a board room, a lunch room, changing facilities and toilets. The building is a simple rectilinear form with a low pitch roof concealed by the building parapets. The building has an external wall height of 4.0 metres and a total floor area of 350 square metres. The front of the building includes a cantilevered verandah. The building is to be constructed with painted tilt-up concrete panels.

The proposed storage and processing shed is a simple gable roof form with Colorbond external walls and roofing. A 1.5-metre high concrete ‘dado’ wall provides some additional articulation around the base of the building. The shed has an external wall height of 6.0 metres and a total floor area of 960 square metres.

A central access driveway is proposed to run through the site, from Diment Road to Edinburgh Road. A thirty-five (35) bay car parking area is proposed adjacent to the Diment Road entry.

The western side of the proposed central driveway will accommodate (from south to north), the car parking area, the office building, the storage and processing shed, product storage bays, a bin storage area, an oily-waste concrete pad, a truck turnaround area and a shipping container storage area.

The eastern side of the proposed central driveway will accommodate (from south to north), a stormwater detention basin, a weighbridge and additional product storage bays, a ferrous scrap yard and a truck parking area.

A concrete crushed rubble base is proposed to a minimum depth of 300mm for all internal access roadways and the ferrous yard.

Acoustic barriers are proposed in the form of three (3) engineered and stacked shipping containers. The acoustic barriers will have an overall height of 7.8 metres and will be setback from the side boundaries to enable landscaping to be planted between the side boundaries and the acoustic screens. The proposed acoustic screens will be painted Pale Eucalypt.

Landscaping is proposed around the perimeter of the site and the stormwater detention basin, which will include a range of trees, shrubs, groundcovers, swales and mounds. 3.0m-high tubular security fencing is proposed along the Diment Road and Edinburgh Road boundaries. 3.0-metre high cyclone fencing is proposed along the side boundaries of the land.

Whilst the Applicant anticipates that the business will operate between 6:00am and 7:00pm, Monday to Saturday, no time restrictions are sought. The business will employ 12 full-time equivalent staff with up to four (4) additional truck drivers on-site at any given time.

The development is proposed to be constructed in three (3) stages, with Stage 1 comprising the car parking area, the stormwater detention basin, the weighbridge, product storage bays, a portion of the ferrous scrap yard, acoustic screen and associated landscaping. Stage 2 includes the two (2) main buildings (office and processing buildings) and additional product storage bays and acoustic screening; and Stage 3 includes the remainder of the development on the northern side of the allotment.

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

7. CLASSIFICATION

The subject site is located within the Urban Employment Zone, as identified within the Council's Development Plan (consolidated 4 April 2019). The proposed scrap metal recycling facility is considered to be a form of industry, as defined within Schedule 1 of the *Development Regulations 2008*.

In this Zone, general industry is not listed as a complying or non-complying form of development (light industry and service industry is listed as complying; however, the proposed form of industry was not considered to be a form of light industry or service industry). As such, the application has been assessed as a merit form of development.

8. PUBLIC NOTIFICATION

All kinds of development are prescribed as Category 1 development within the Urban Employment Zone, except where the site of the proposed development is within 60 metres of a Residential Zone or a Mixed-Use Zone boundary. The subject land is not located within 60 metres of a Residential or Mixed-Use zone boundary and, as such, the proposed development would usually be a Category 1 form of development.

However, Section 38 (2a) of the *Development Act 1993* prevents the assignment of any form of development to Category 1 where the development involves, is for the purpose of, a prescribed activity of environmental significance as defined by the *Environment Protection Act 1993*.

In this instance, the proposed development is a form of “waste recycling centre”, which is a prescribed activity of environmental significance in the *Environment Protection Act 1993*.

In such circumstances, Regulation 32 (3) of the *Development Regulations 2008* assigns the proposal to Category 2 for notification purposes.

Category 2 notification took place between 27 May and 7 June 2019. The Council received two (2) representations during the notification period, with one (1) representation in support of the proposal and one (1) representation opposing the proposal. An additional representation was received by a person that was not entitled to comment on the proposal (i.e. they were not adjacent property owners) and, as such, the detail of that representation has not been considered in this report.

The representors are listed in the table below.

Representations received		
Representations received		Wish to be Heard
1	Sally Lewis Walker Corporation (Vicinity Industrial Estate) Edinburgh Road DIREK SA 5110	
2	Rocco Caruso 371-387 Diment Road DIREK SA 5110	✓

A copy of the Category 2 public notice, submissions received, and the applicant’s response are contained in **Attachment 2**. The content of the representation and the applicant’s response are summarised in the table below.

Summary of Representations	
<i>Issues raised</i>	<i>Applicant's response (prepared by Calabrese Partners)</i>
Landscaping	
A 3.0-metre high open steel fence should be erected along the Edinburgh Road frontage. An additional row of trees should be planted along the Edinburgh Road boundary to complement the existing trees.	<ul style="list-style-type: none"> The applicant agrees to this request. Accordingly, the Site Plan has been amended to include the 3m high open steel fencing along Edinburgh Road and a Landscape Schedule prepared in liaison with Council to include additional trees along the Edinburgh Road frontage.
Hours of Operation	
The proposed hours of operation (6:00am to 7:00pm - Monday to Saturday) will have an unreasonable impact on the amenity of nearby residents. Hours should be limited to between 7:30am and 5:00pm – Monday to Friday and between 7:30am and 12:00pm on Saturdays.	<ul style="list-style-type: none"> The applicant has noted that the Zone allows for 24 x 7 operating hours in appropriate areas. The proposal limits operating hours to Monday to Friday 6am to 7pm to suit the applicant's operational demands including export activities and maintenance requirements. Notwithstanding, an acoustic assessment will be provided with appropriate technical information to confirm the proposed operating hours.
Noise	
The proposed shredding and crushing of metal will create significant noise, which will impact on nearby residents and other sensitive land uses such as the golf links, which hosts weddings and functions on weekends. Stage 2 appears to include the noise buffers; however, no timeframe is mentioned. Noise issues could be overcome by amended hours of operation; locating Stage 1 adjacent Edinburgh Road; swapping the truck parking and holding bays; establishing the noise buffers prior to production commencing; limiting 'B-double' truck access/egress to Edinburgh Road; and locating all holding and shredding bays on the eastern side of the development.	<ul style="list-style-type: none"> The proposed operations do not include a shredder and therefore no shredding of material is proposed. In addition, there is no crushing of material to be undertaken on site. The activities occurring on site, apart from general scrap deposition and stacking, include metal cutting (i.e. shearing) of ferrous scrap via mobile shears and a centralised metal shear, and the cutting of steel by oxy welding. In addition, baling i.e. compaction of non-ferrous scrap is proposed via an on-site baler. The proposed site activities are generally regarded as less acoustically intrusive compared with shredding or crushing. Nonetheless, an acoustic engineer has been engaged to provide an

	<p>acoustic report assessing potential noise impacts from the proposed activities and whether any mitigation measures are required to achieve compliance. The acoustic report will form part of the application.</p> <ul style="list-style-type: none"> • The Acoustic Report is to include an assessment of Stage 1 in order to achieve acoustic compliance. • Development Approvals have regulatory defined time frames, namely not open ended. An approved development needs to be substantially commenced by 12 months and completed within three years of the operative date. • The representor seeks the relocation of the storage bays to the eastern side boundary away from their common boundary, presumably based on adverse noise levels to the neighbour. The commissioned Acoustic Report is to examine the proposed development including all potential noise generating activities. The technical information obtained will allow for either confirmation or refinement of the proposed site plan and associated proposed site activities. • The proposal does not seek B-Double access from Diment Road given that it is currently not gazetted for B-Doubles. The application proposes the few B-Doubles to ingress and egress the proposed access off Edinburgh Road which is gazetted for B-Doubles.
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9. REFERRALS – STATUTORY

The application was subject to the following statutory referrals in accordance with Schedule 8 of the *Development Regulations 2008*.

DIVISION	SUMMARISED COMMENT
Environment Protection Authority (EPA)	Provided the acoustic barrier is constructed as per the conditions directed the EPA is satisfied the proposed development is unlikely to result in unacceptable impacts to the environment.

10. REFERRALS – INTERNAL

A summary of the internal referrals and responses is provided below.

DIVISION	SUMMARISED COMMENT
Environmental Health	A sewer connection point is available at the front of the property. As such, an on-site wastewater system should not be required.
Parks and Open Space Assets (Tree Services)	A street tree in the Edinburgh Road verge would need to be removed to accommodate the proposed driveway. Tree Services have approved the removal of this tree, subject to the Applicant meeting the cost of the tree removal.
Landscape	A landscaping plan has been provided. The extent of landscaping and the proposed species are considered to be consistent with the advice provided and therefore acceptable.
Development Engineering	<p>Development Engineering have reviewed the proposed development and provide the following comments:</p> <ol style="list-style-type: none"> 1) The Cirqa report is supported in full. B-double access to Edinburgh Road is reasonable and is expected to have minimal impact on existing traffic volumes. Access driveway aprons are to be constructed in accordance with the dimensions recommended in the Cirqa report. The Calabrese Partners site plans should be revised to be consistent with the recommendations of the Cirqa report. 2) Part construction of the stormwater swales is proposed in stage 1 with the swales being extended to the northern portion of the site as stages 2 and 3 develop. This seems reasonable given that the site is currently undeveloped and therefore runoff from unconstructed areas will not change until works commence. It's noted that the detention basin is to be constructed as part of stage 1. 3) The runoff coefficients used are generous as they are lower than those sought by Council for the majority of surfaces associated with this application. Runoff coefficient of 0.8 is acceptable for asphalt but not for concrete. 0.9 - 1.0 should be

	<p>used for concrete area. Likewise, run off coefficients for roof areas should be 0.9 - 1.0. Hard compacted concrete rubble should be at least 0.75 (not 0.5). Site runoff should be reviewed with corrected coefficients.</p> <p>4) No justification is provided in the Stormwater Assessment as to the selection of the 10yr ARI 3hr rain event to determine the size of the basin. Whilst this may be the ultimate event, supporting calculations are required. The 3hr 10% AEP will not be the critical event for the roof and carpark runoff given this is to be piped directly to the road.</p> <p>5) Council requires no visible oil and grease for all events up to the 3 month ARI. The specified Ecosol 4200 GPT is not able to meet Council's water quality targets for suspended solids, phosphorus or nitrogen reduction on its own. It may be suitable to use as part of a treatment train to provide adequate water quality measures. Detail regarding the planting of the detention basin should be provided as well as a MUSIC model to show that Council's water quality targets are achieved. Detail of the proposed GPT downstream of the detention basin is to be specified.</p> <p>6) Substantial onsite detention is provided in the basin and swales however the report only refers to the 10% AEP storm events. The 1% AEP rain event is not mentioned in the report. Council requires that pre development flows be maintained for both the 10% AEP and 1% AEP storm events. In addition, the detention basin is to have a depth of 2.0m but the outlet invert is only 300mm below the proposed top of embankment. As such it is effectively a retention (not detention) basin and once full will provide minimal storage capacity for subsequent events. The proposal needs to show how the basin will be drained to ensure capacity is returned to the basin in a timely manner.</p>
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	<p>7) Roof water doesn't need to go via the GPT and may be discharged directly to the external system or to the detention basin if capacity is available (subject to detention requirements being met). Time of concentration of the roof and carpark areas of 27 minutes appears excessively long given the runoff is to be piped to the road. This should be reviewed.</p> <p>8) Basin side slope of 2:1 is not recommended as it will create maintenance issues given the 2.0m swale depth. A larger shallower basin may be necessary. The basin will be unable to gravity drain to the surrounding stormwater system at the proposed depth. Issues noted in the</p> <p>9) I note that the EPA is generally satisfied with the proposal.</p> <p>In principle, the proposed development is supported. Traffic is acceptable and there is plenty of area available onsite to address the water quality concerns flagged above.</p>
Economic Development and Urban Policy	<p>The Strategic transport overlay applies to Edinburgh Road.</p> <p>The proposal shows a boundary fencing height of 3.0m and its appearance should be considered for its impacts and appearance to and from the neighbouring properties, Edinburgh Rd and Diment Road and whether that is something that can be improved.</p> <p>The site is in the aircraft noise contours between 20 and 25 ANEF for the current airfield noise map 2022 for Edinburgh airfield. Industrial developments are also required to have regard to the AS2021. The proposal may require consideration of acoustic treatments for office buildings.</p> <p>The subject site is outside of the draft Rural Aircraft Noise and Direk Industry and Residential Interface DPA and is not impacted by the proposed policies should it be approved by the Minister. (DPA status is</p>

	<p>that a traffic network study needs to occur to update information for DPTI).</p> <p>The noise contours are subject to review on a regular basis and there may be changed future operations which alter the noise contours.</p> <p>During the DPA consideration after consultations had occurred, the Federal level National Airports Safeguarding Group released a draft Guideline “Managing the Risk in Public Safety Zones at the Ends of Runways” which has now been approved by the Federal Government. Each State planning authority is required to adopt it into its respective planning system.</p> <p>At the moment it is unknown how the state will adopt it in the new Planning and Design Code.</p> <p>In any case, the site is adjacent the identified safety area.</p>
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11. DEVELOPMENT DATA

Site Characteristics	Guideline	Proposed
Site Area	N/A	40,469m ²
Site Dimensions	N/A	108.9m x 366.9m
Site Gradient	N/A	Relatively flat
Easement	N/A	None
Design Characteristics	Guideline	Proposed
<i>Site Coverage</i>		
Buildings only	50% (Zone PDC 18)	3%
<i>Building Height</i>		
Storeys	N/A	6.0 metres
<i>Set-backs</i>		
Primary street	N/A	45.0 metres
Secondary street	N/A	N/A
Side(s)	N/A	9.0 metres
<i>Car Parking & Access</i>		
Number of parks	11.5 – office building 12.8 – industrial building 24.3 – Total (Zone PDC 19)	35 car parks proposed + on-site truck parking
Driveway width	N/A	8.0 metres
Access gradient	1 : 5 maximum	Near flat
<i>Affected Trees</i>		
Significant	Nil	Nil
Regulated	Nil	Nil
<i>Street Infrastructure</i>		

Crossover	N/A	Existing crossovers to be widened
SEP	N/A	None affected
Electricity pole	N/A	None affected
Telecommunication pit	N/A	None affected
Gas	N/A	None affected
Water	N/A	None affected
Trees	N/A	One (1) street tree has been approved for removal by Tree Services
<i>Flooding</i>		
	N/A	N/A

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 4 April 2019. The following reasons are given in support of this recommendation:

- a) The proposed development is of a form and type that is envisaged within the Urban Employment Zone; and
- b) The development, as proposed, will not have an unreasonable impact on the character or amenity of the 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 4 April 2019, is contained in **Attachment 6**. The relevant provisions are also highlighted in the Attachment.

Zoning and Land Use

The subject land is located within the Urban Employment Zone. Urban Employment Zone Objective 1 states:

- 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.*

The proposed scrap metal recycling facility is considered to be a form of industry, as defined within Schedule 1 of the Development Regulations 2008. Industry is a specifically anticipated land use within the Urban Employment Zone. The proposed development will employ twelve (12) full-time equivalent staff with many more flow-on jobs such as truck drivers. The proposed development is considered to be consistent with the land uses envisaged by Objective 1 of the Zone.

The land uses anticipated by Objective 1 of the Urban Employment Zone is reiterated by Principle of Development Control (PDC) 1 of the Zone, which also lists Industry as an anticipated land use.

Land Use Conflict

In relation to noise and other potential interface issues, the following provisions of the Council's Development Plan are most relevant.

Urban Employment Zone PDC 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.

The proposed development is not expected to impede the operation of established land uses in the locality in terms of encroachment, over development, noise or any other nuisance-creating impact. Noise will be discussed in further detail under the relevant Noise section below.

General Section: Interface Between Land Uses module PDC 1 states:

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.*

An analysis has been undertaken of the likely impacts of the proposed development on adjacent land, using Interface Between Land Uses PDC 1 as a guide. Commentary has been provided under relevant headings

Noise

The impact of noise on nearby residents was raised by one of the representors.

Waste Management Facilities module PDC 5 states:

- 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.*

Interface between Land Uses module PDC 7 provides further guidance. PDC 7 states:

- 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 Applicant has engaged an Acoustic Engineering firm, Sonus, to undertake an Environmental Noise Assessment to review the proposed development and to make recommendations to ensure that the proposed development does not exceed the Environment Protection (Noise) Policy criteria, as prescribed by PDC 7.

Sonus have reviewed and assessed the proposal based on their experience with other similar facilities and concluded that in order to achieve the Environment Protection (Noise) Policy criteria, the following noise attenuation measures are required:

- Ensuring that handling of ferrous metals occurs between the hours of 7:00am and 10:00pm only;
- Constructing acoustic barriers to a minimum height of 7.8 metres at specific locations (comprised of the stacking of shipping containers three (3) high); and
- Providing acoustic absorption to the faces of the acoustic barriers for reflection control.
- With the recommended acoustic measures incorporated, the predicted noise level at the adjacent dwellings achieves the conservatively applied goal noise levels of the Environment Protection (Noise) Policy 2007. In doing so, it is considered that all the relevant environmental noise provisions in the City Salisbury Development Plan are satisfied.

A full copy of the Sonus Environmental Noise Assessment is contained in **Attachment 3**.

Provided that the above noise attenuation measures are undertaken by the Applicant, Sonus have advised that the proposed development will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* at the nearest noise sensitive locations.

The Applicant has advised that they will adopt all of the recommended measures. If the Panel determines to grant Development Plan Consent to the proposal, it is recommended that a condition be imposed requiring the implementation of the acoustic measures contained within the Sonus Environmental Noise Assessment.

Given the proposed noise attenuation measures, it is considered that any additional noise generated from activities proposed will not detrimentally affect the amenity of the locality or cause unreasonable interference, consistent with Interface between Land Uses module PDC 7.

Vibration

The proposed development does not include any activities that could cause any discernable vibration on adjacent land.

Electrical Interference

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

Traffic Impacts

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

Having considered all of the above impacts, the proposed development is not considered to result in an unreasonable impact on the amenity of the locality, consistent with Interface Between Land Uses module PDC 1.

Built Form

The proposed development includes the construction of two (2) buildings, an office/amenities building and a storage/processing shed. The proposed office/amenities building includes administration offices, a board room, a lunchroom, changing facilities and toilets. The building is a simple rectilinear form with a low pitch roof concealed by the building parapets. The building has an external wall height of 4.0 metres and a total floor area of 350 square metres. The front of the building includes a cantilevered verandah. The building is to be constructed with painted tilt-up concrete panels.

The proposed storage and processing shed is a simple gable roof form with Colorbond external walls and roofing. A 1.5-metre high concrete 'dado' wall provides some additional articulation around the base of the building. The shed has an external wall height of 6.0 metres and a total floor area of 960 square metres.

Urban Employment Zone Objective 5 states:

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.

The proposed development will result in a reasonable standard of built form, typical within an industrial area. However, as with most industrial developments, much of the character and visual amenity will rely on high quality landscaping. The proposed development includes substantial landscaping around the perimeter of the site and the stormwater detention basin, which will assist in providing a reasonable level of amenity.

The Desired Character Statement for the Urban Employment Zone states (in part):

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, facade 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.

The proposed built form is of a reasonable quality and will be adaptable and flexible to accommodate future changes of use. The buildings utilise varied building materials and comprise low reflective materials. Outdoor storage areas and service areas are located away from major roads and will be screened from public view by the acoustic barriers, fencing and landscaping.

The proposed acoustic barriers are comprised of painted shipping containers, stacked three (3) high with an overall height of 7.8 metres. The acoustic barriers will be painted in a Pale Eucalypt colour and will be screened by landscaping, including evergreen trees with a mature height of ten (10) metres.

The proposed acoustic barriers will also assist in screening the stockpiles and processing areas. The resulting visual impact of the acoustic barriers is considered to be reasonable within the Urban Employment Zone, where industrial development is anticipated.

In terms of building setbacks, Design and Appearance PDC 22 is of most relevance. PDC 22 states:

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.*

The proposed building work has been sited to complement other development on adjoining land and other buildings in the locality. The proposed building setbacks will not detrimentally impact upon the function, appearance or character of the locality.

Car Parking

The proposed development includes a bitumen sealed car parking area adjacent to the Diment Road entry, which can accommodate thirty-six (36) vehicles. Open unmarked truck parking areas are also proposed on the subject land.

In terms of car parking demand, Urban Employment Zone PDC 19 provides car parking rates for industrial land uses, as set out below.

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

<i>Building component</i>	<i>No. of required vehicle parking spaces</i>
<i>Part of development used as office space</i>	<i>3.3 spaces per 100 square metres</i>
<i>Part of development used as non-office space</i>	<i>2 spaces per 100 square metres where industrial building area is under 200 square metres</i>

	<i>1.33 spaces per 100 square metres where industrial building area is between 200 – 2,000 square metres</i>
	<i>0.67 spaces per 100 square metres where industrial building area is greater than 2,000 square metres</i>
<i>Service Trade Premises</i>	<i>2 spaces per 100 square metres</i>

The theoretical demand for on-site car parking has been calculated below.

Office Building – $350\text{m}^2 @ 3.3\text{spaces}/100\text{m}^2 = 11.6 \text{ spaces}$; and
 Non-office building – $960\text{m}^2 @ 1.33\text{spaces}/100\text{m}^2 = 12.8 \text{ spaces}$.

The proposed building floor areas result in a theoretical demand for a total of 24.4 car parking spaces. Thirty-five (35) on-site car parking spaces are proposed, which exceeds the Development Plan requirements associated with the proposed floor area.

It is noted that there are substantial outdoor areas that have the potential to create additional demand for on-site car parking. However, the Applicant's description of the proposed operations makes it clear that they only expect 12 full-time equivalent staff and that additional staff will be limited to truck drivers that will be able to utilise separate on-site truck parking areas.

The nature of the development is such that few visitors would be expected. As such, the provision of on-site car parking is considered to be acceptable.

Traffic and Access

Access to the site is proposed via a central two-way driveway, which access provided from Diment Road and Edinburgh Road. Edinburgh Road is identified as a Strategic Transport Route and the subject land is identified as being within a Strategic Transport Route Designated Area (Overlay Map Sal/9).

The Applicant has engaged a qualified Traffic Engineering firm, CIRQA, to review the proposed traffic and car parking layout. A summary of the CIRQA advice is provided below.

Diment Road will accommodate the majority of movements associated with the site. The proposal's parking area, weighbridges and offices will be located in close proximity to the Diment Road access which will reinforce its nature as the primary access point for the site. The Edinburgh Road access will form a secondary access to accommodate infrequent B-Double movements (given no alternative access is available for such vehicles).

The access points have been designed to safely and appropriately accommodated the movements associated with the anticipated vehicle types.

The internal layout provides sufficient area for manoeuvring of all vehicles (including B-Doubles). The provisions will enable all vehicles to be driven into and out of the site in a foreword direction.

A total of 35 parking spaces are proposed to be provided to service the development (based on the recommended layout prepared by CIRQA). This number of parking spaces will satisfy the requirements of the City of Salisbury's Development Plan. The parking areas will be provided in accordance with the requirements of the relevant Australian Standards.

The proposal will be a low traffic generating use (particularly relative to other uses contemplated within the site's zoning). Based on typical generation rates, it is forecast that in the order of 16 peak hour movements could be generated by the proposal. Such volumes are very low. The additional movements will be readily accommodated at the access points on Diment Road and Edinburgh Road with negligible impact. Importantly, there will be no change in the nature and function of the adjacent roads.

On the basis of the assessments undertaken, the proposal is consistent with the relevant transport, access and parking provisions of the Development Plan. From a transport perspective, it is considered that there is sufficient merit to warrant approval of the proposal.

A full copy of the CIRQA traffic report is contained in **Attachment 4**.

The provision of on-site car parking and traffic generation is considered to be acceptable.

Landscaping

The Desired Character Statement for the Urban Employment Zone recognises the importance of landscaping in associated with industrial development. An excerpt of the Desired Character Statement is provided below.

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.

The Applicant provided a detailed landscaping plan and planting schedule. The landscaping plan and planting schedule contains a mix of trees, shrubs and groundcovers and was developed in consultation with Council staff and, as such, is considered acceptable.

Waste Management

Having considered the Objectives and PDC's contained within the Waste Management Facilities module, it is noted that many of these relate to landfill and composting activities which are not relevant to this application. The most relevant PDC's are set out below.

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

The impact of potential groundwater pollution is discussed in detail in the Stormwater Management section below. The other issues relating noise, odours, dust and the like have been discussed in the Interface between Land Uses section above. In summary, the proposed waste management facility has been designed to minimise adverse impacts on the site and the surrounding 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.*

The subject land can be accessed without the need for trucks and other transport vehicles to drive through residential areas.

Whilst the function of the proposed facility is to recycle scrap metal for reuse, other residual waste can be a by-product of the recycling process.

General Section: Waste module Objective 1 states:

- 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.*

The Applicant has advised that any associated residual waste associated with the scrap metal such as plastics, tyres, vinyl and timber are snipped away from the scrap metal and deposited into residue waste bins for regular off-site licensed disposal. Flammable items are stored separately in metal bins and transported off-site on a regular basis thereby reducing the potential for fire out break and fuelling risks.

As such, the proposed development is unlikely to result in the generation of any significant additional amounts of residual waste.

Stormwater Management

The proposed Scrap Metal Recycling Facility utilises processes that have the potential to contaminate stormwater if not appropriately managed. Waste Management Facilities module PDC 6 states:

- 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.*

Council's Development Engineers are satisfied that the proposed stormwater management system can appropriately treat and dispose of stormwater via the proposed stormwater basin, before being discharged to the Council stormwater system.

The Natural Resources module contains a range of PDC's that guide the appropriate treatment, reuse and disposal of stormwater. The most relevant principles are set out below.

- 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.*
- 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.*

The Applicant has demonstrated that the proposed development can capture and reuse stormwater and minimise run-off through the establishment of the stormwater retention basin. Council's Development Engineers have recommended conditions and a Reserved matter to ensure that water quality is maintained and that there is adequate capacity in the system to cater for both a 10% Annual Exceedance Probability (AEP) and 1% AEP storm events.

The proposed stormwater management systems will 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.

Council's Development Engineer has advised that the proposed stormwater basin side slope (2:1) is not recommended as it will create maintenance issues given the 2.0m swale depth. A larger shallower basin will be necessary as the basin will be unable to gravity drain to the surrounding stormwater system at the proposed depth.

It is recommended that an amended Civil and Stormwater Plan be provided as a Reserved matter to enable the Applicant to address a range of design issues.

In principle, Council's Development Engineer is satisfied that the proposed development can comfortably accommodate all of the requested stormwater design changes and, as such, is comfortable that they can be provided as a Reserved matter.

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:

- a) The proposed scrap metal recycling facility is an anticipated land use within the Urban Employment Zone;
- b) The proposed built form will complement other development within the locality;
- c) Acoustic barriers will ensure that noise levels will remain within EPA guidelines;
- d) High quality landscaping is proposed around the perimeter of the site, which will assist in screening the acoustic barriers and scrap metal yard to provide a pleasant outlook when viewed from adjacent land;
- e) Adequate on-site car parking is available for all likely users of the land;
- f) Vehicle manoeuvring can occur on-site, with all vehicles able to enter and exit the land in a forward direction; and
- g) Stormwater can be appropriately collected and drained to the proposed retention basin before being discharged to the Diment Road water table.

Accordingly, it is recommended that Development Plan Consent be granted, subject to conditions and a reserved matter relating to the provision of a final Civil Plan.

14. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated 4 April 2019.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/799/2019/2B for Scrap metal recycling facility (container and truck storage, weighbridge, bin storage, office/amenities, storage and processing shed, fencing and associated carparking, stormwater detention and landscaping) (staged development) in accordance with the plans and details submitted with the application and subject to the following reserved matter and conditions:

Reserved Matter

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

1. Civil and stormwater plans prepared by a suitably qualified engineer are required detailing:
 - a. Finished floor levels for all buildings and hardstand surfaces
 - b. Cut/fill details
 - c. Retaining walls, kerbing or ramps, their design and grades
 - d. Pavement design details and gradients
 - e. Car parking dimensions, aisle widths, circulation movements and associated parking markings and signage

- f. Stormwater management arrangements, including accompanying design calculations, which consider the minor storm (Q10) and major storm (Q100) events. Discharge to the external underground stormwater system is not to exceed pre-development minor storm flows.
- g. Water sensitive urban design measures to maximise stormwater detention on-site
- h. Surface water treatment to ensure water quality objectives are met.

Development Plan Consent Conditions

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

Drawing No.	Plan Type	Date Received By Council	Prepared By
0119-004-02 Revision B	Site Plan	20 August 2019	Calabrese Partners
0119-004-03 Revision B	Site Stormwater Plan	20 August 2019	Calabrese Partners
0119-004-04 Revision B	Shed Elevations	20 August 2019	Calabrese Partners
0119-004-B01 Revision B	Building Floor Plan	20 August 2019	Calabrese Partners
0119-004-B02 Revision B	Building Elevations	20 August 2019	Calabrese Partners
0119-004-B03 Revision B	Building Isometric	20 August 2019	Calabrese Partners
0119-004-06 Revision B	Landscaping Plan	12 September 2019	Calabrese Partners
0119-004-05 Revision B	Staging Plan	20 August 2019	Calabrese Partners
N/A	Planning Report	10 May 2019	Calabrese Partners
N/A	Response to Representations	5 July 2019	Calabrese Partners
S6102C2	Environmental Noise Assessment Acoustic Report	30 August 2019	Sonus Pty Ltd
19145	Traffic and Parking Report	30 August 2019	CIRQA

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

2. The development and operational activities shall be carried out in accordance with all noise attenuation measures contained within the Environmental Noise Assessment Acoustic Report, No. S6102C2, dated August 2019, prepared by Sonus Pty Ltd shall be implemented prior to the operation of the facility and maintained at all times to ensure compliance with the *Environment Protection (Noise) Policy*.

These measures shall include:

- a. Ensure the handling of ferrous materials occurs between the hours of 7.00am and 10.00pm only;
- b. Construct acoustic barriers to a minimum height of 7.8 metres at the locations and to the extent shown in Appendix B of the report. The height corresponds to three shipping containers placed on top of one another;
- c. Provide acoustic absorption to the face of the acoustic barriers for the full height of the barrier and to the extent show in Appendix B of the report. The acoustic barrier should have a minimum Noise Reduction Coefficient (NRC) of 0.8.

Reason: To limit the effect of noise on the locality.

3. Noise measured at the nearest residential property boundary shall remain within the requirements of the Environment Protection Authority (EPA) guidelines for development adjacent to residential areas.

Reason: To ensure that noise does not cause nuisance to adjoining residential occupiers or owners.

4. The proposed acoustic barriers will comprise of painted shipping containers, stacked a maximum three (3) high with an overall height of 7.8 metres. The acoustic barriers will be painted in a Pale Eucalypt colour and will be screened by landscaping, including evergreen trees with a mature height of ten (10) metres prior to the operation of the facility.

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

5. All waste and other rubbish shall be contained and stored pending removal in covered containers and waste containers must not be located within designated car parks or manoeuvring areas.

Reason: To maintain the amenity of the locality.

6. The designated landscaping areas as shown on the approved Landscaping Plan (Drawing No. 0119-004-06, Revision B), prepared by Calebrese Partners, received by Council dated 12 September 2019 shall be planted with shade trees, shrubs and ground covers as appropriate to complement the approved buildings and site layout and achieve a high level of amenity. Shade trees shall be planted throughout the car parking areas and screening shrubs shall be located to obscure views of large blank walls and less attractive elements of the development.

To avoid doubt, all landscaping shall be completed prior to the operation of the facility and shall be maintained (including the replacement of diseased or dying plants and the removal of weeds and pest plants) to the reasonable satisfaction of Council.

Reason: To ensure the subject land is landscaped so as to enhance the visual and environmental amenity of the locality..

7. Except where otherwise approved, the external finishes of the building shall:
- (a) Be of new non-reflective materials;
 - (b) Be finished in natural tones in accordance with the Approved Plans;
 - (c) Be maintained in good condition at all times; and
 - (d) Be kept free of any graffiti. Any graffiti shall be removed within 24 hours.

Reason: To ensure the building appears as one and maintains the amenity of the locality.

8. All mechanical services to the building and in conjunction with the proposed use shall be designed, installed and operated in such a manner that any person or persons working within or adjacent to the site should not be subjected to any nuisance or inconvenience from noise or fumes.

Reason: To limit the effect of the mechanical services for activities on the subject land within the site, thereby maintaining the amenity of the locality.

9. All loading and unloading of vehicles and manoeuvring of vehicles in connection with the now approved land use shall be carried out entirely within the site at all times.

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

10. Stormwater systems shall be designed and constructed to cater for minor storm flows from a 10yr ARI event. No stormwater shall discharge to any adjoining private land.

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

11. Surface stormwater shall be managed in so that there is no ponding of water against buildings or structures, no runoff into neighbouring properties and does not put downstream property at risk during the 100yr ARI event.

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

12. Peak stormwater discharge from the site be restricted to the peak pre-development minor storm discharge rates for equivalent events up to the 100yr ARI event.

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

13. Storm runoff from building roof areas is to be separated from the runoff from ground or paved surfaces and may be discharged directly to Council's underground drainage system without treatment to improve water quality.

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

14. The following Water Sensitive Design elements and principles are to be included in the stormwater drainage design:

- a. Grassed or vegetated swale drains and sedimentation / detention basins are to be used to convey storm runoff from paved surfaces, including car parking areas, to Council's downstream drainage system to reduce the extensive use of hard concrete kerb edges and underground piped drainage systems. The use of permeable paving for car parking areas is suggested as a means of increasing the site stormwater detention / retention and infiltration rates and to reduce the volumes and peak discharge rates to Council's downstream system.
- b. Use of grassed swale systems is preferred in providing primary treatment of stormwater runoff by filtering and removal of silt, sediments, oil and grease before discharge to downstream drainage systems. Systems may incorporate bio-retention treatment systems.
- c. The minor stormwater drainage system of grassed swale drains, culverts, pits and pipes is to be designed with capacity to convey the runoff resulting from a 1 in 10 year ARI storm event.
- d. Development is to comply with principles and recommendations of Water Sensitive Urban Design in Greater Adelaide Technical Manual and Council's Flood Management Strategy. The following water quality targets apply:
 - ii. 80% retention of the typical urban annual load for Total Suspended Solids (TSS)
 - iii. 60% retention of the typical urban annual load for Total Phosphorus (TP)
 - iv. 60% retention of the typical urban annual load for Total Nitrogen (TN)
 - v. 100% retention of the typical urban annual load for Gross Pollutants (litter)
 - vi. No visible oil flows up to the 3month ARI peak flow.

- e. In addition to grassed swale systems, Gross Pollutant Traps (GPT's) including trash racks and trash nets (if applicable) are to be included in the stormwater drainage system to capture stormwater pollutants such as rubbish, floatable litter and to capture oil and grease. GPTs, stormwater quality improvement devices (SQID's) and drainage systems are to include high flow bypass and overflow provisions to accommodate extreme storm events.

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

15. Finished floor levels of buildings shall be the greater of the following:

- a. A minimum of 300mm above the crown of the Diment Road adjacent the building; or
- b. A minimum of 150mm above the Q100 flood level within the sealed area adjacent the building.

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

16. All driveways, manoeuvring areas and hardstand areas shall be constructed in accordance with the approved Site Plan, prepared by Calabrese Partners, received by Council dated 20 August 2019. The surface shall consist of 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 operation of the facility (as hereby approved) and shall be maintained at all times to the reasonable satisfaction of Council.

To avoid doubt, all driveways and car parking areas shall be completed prior to the operation of the facility.

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

17. The developer shall employ measures to eliminate dust emission from the site during construction period so as not to cause nuisance to nearby residents.

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

18. 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.

19. All works for Stage 1 comprising the car parking area, the stormwater detention basin, the weighbridge, product storage bays, a portion of the ferrous scrap yard, acoustic screen and associated landscaping shall be completed prior to commencement of use (of Stage 1).

All works for Stage 2, being the construction of the two (2) main buildings (office and processing buildings) and additional product storage bays and acoustic screening shall be completed prior to commencement of use (of Stage 2).

All works for Stage 3, being the remainder of the development on the northern side of the allotment shall be completed prior to commence of use (of Stage 3).

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

EPA Conditions

20. Prior to the commencement of waste receipt, the following must be constructed as per the plans and details provided with Development Application 361/799/2019/2B:
- a. the access road including concreted entrance
 - b. the concrete crushed rubble base for the ferrous scrap yard
 - c. the concrete crushed rubble base for the truck turn around and parking areas
 - d. the concreted product storage bays and bin storage area
 - e. the oily waste concrete pad.
21. Liquid waste must be contained within a bunded area with a capacity of at least 120% of the total volume and must be constructed to prevent the escape of material into surface or underground water resources. Note: The EPA's Guidelines for Bunding and Spill Management, August 2012 can be accessed via the following link:
http://www.epa.sa.gov.au/xstd_files/Waste/Guideline/guide_bunding.pdf
22. Batteries received on site must be stored undercover.
23. Baling of non-ferrous metals and shearing of ferrous materials are only to be undertaken between 7am and 10pm.
24. Prior to operation, acoustic barriers must be constructed to a minimum height of 7.8 metres and as described on Page 7 of the SONUS report: Ferris Metal Recycling, 361 Diment Road, Direk, Environmental Noise Assessment, August 2019 (August 2019) including height, location and Noise Reduction Coefficient of the absorption material.

Advice Notes

1. This is not a building consent, and a satisfactory application for Building Rules Consent must be submitted and approved before the Council can issue a Development Approval.

EPA Notes

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 taking all reasonable and practical operational steps to reduce off site noise, and ensuring that all trucks and forklifts are fitted with broadband reverse beepers.
3. The applicant is reminded that noise from construction, demolition and site preparation activities is required to meet the mandatory provision of part 6 Division 1 of the Environment Protection (Noise) Policy 2007.
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 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
5. 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.
6. The applicant should be aware of the relevant requirements within the Environment Protection (Noise) Policy 2007. Information is available at:
http://www.epa.sa.gov.au/data_and_publications/standards_and_laws/environment_protection_noise_policy
7. EPA information sheets, guidelines documents, codes of practice, technical bulletins etc. can be accessed on the following web site: <http://www.epa.sa.gov.au>

CO-ORDINATION

Officer:	GMCiD	MDS
Date:	13.11.19	12.11.19

ATTACHMENTS

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

1. Proposal plans and supporting documentation
2. Notice of Category 2 development, copies of representations and Applicant's response
3. Sonus Environmental Noise Assessment Acoustic Report
4. CIRQA Traffic and Car Parking Report
5. Environment Protection Authority (EPA) Response
6. Relevant Development Plan extracts and location maps (Consolidated 4 April 2019)

Attachment 1

Proposal Plans and Supporting Documentation



DEVELOPMENT APPLICATION FORM

361/ /2018/

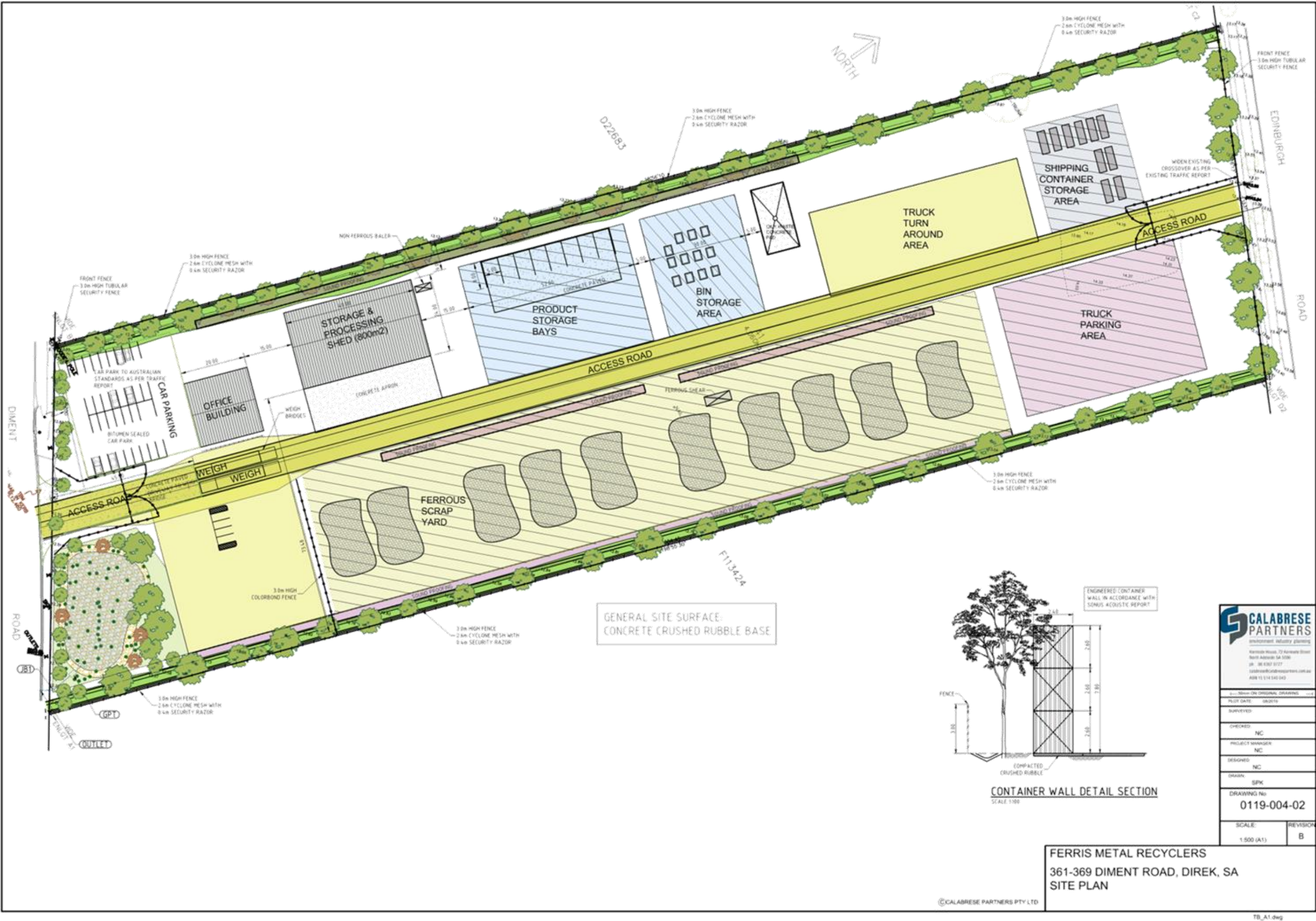
Please use BLOCK LETTERS and Black or Blue Ink

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 FERRIS METAL RECYCLERS	SURNAME C/O CALABRESE PARTNERS
POSTAL ADDRESS: 72 KERMODE ST NORTH ADELAIDE 5006 rcalabrese@calabresepartners.com.au	
OWNER NAME: (This must be completed) FUTURE LAND HOLDINGS PTY LTD (FERRIS METAL RECYCLERS) <input type="checkbox"/> as above	
OWNER POSTAL ADDRESS: 62 THE PARADE NORWOOD 6067 <input type="checkbox"/> as above	
OWNER PHONE NO:	OWNER EMAIL:
CONTACT PERSON FOR FURTHER INFORMATION <input checked="" type="checkbox"/> as above	
NAME: ROSANNE CALABRESE, CONSULTANT	TELEPHONE (W): 83670777 (M):
EMAIL: rcalabrese@calabresepartners.com.au	Information from Council will be given by electronic communication to the nominated email address.
BUILDER NAME:	BUILDERS EMAIL:
BUILDER POSTAL ADDRESS:	CONTACT NO.: LICENCE NO.:
CURRENT USE OF PROPERTY: VACANT LAND	
DESCRIPTION OF PROPOSAL: SCRAP METAL RECYCLING FACILITY - STAGED (RE REPORT)	DEVELOPMENT COST \$ 1,500,000
LOCATION OF PROPOSAL	
Street No: 361-369 Street: DIMENT RD Suburb: DIREK	
Lot No: 41 Section: Plan: Volume: 6000 Folio: 333	
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:	

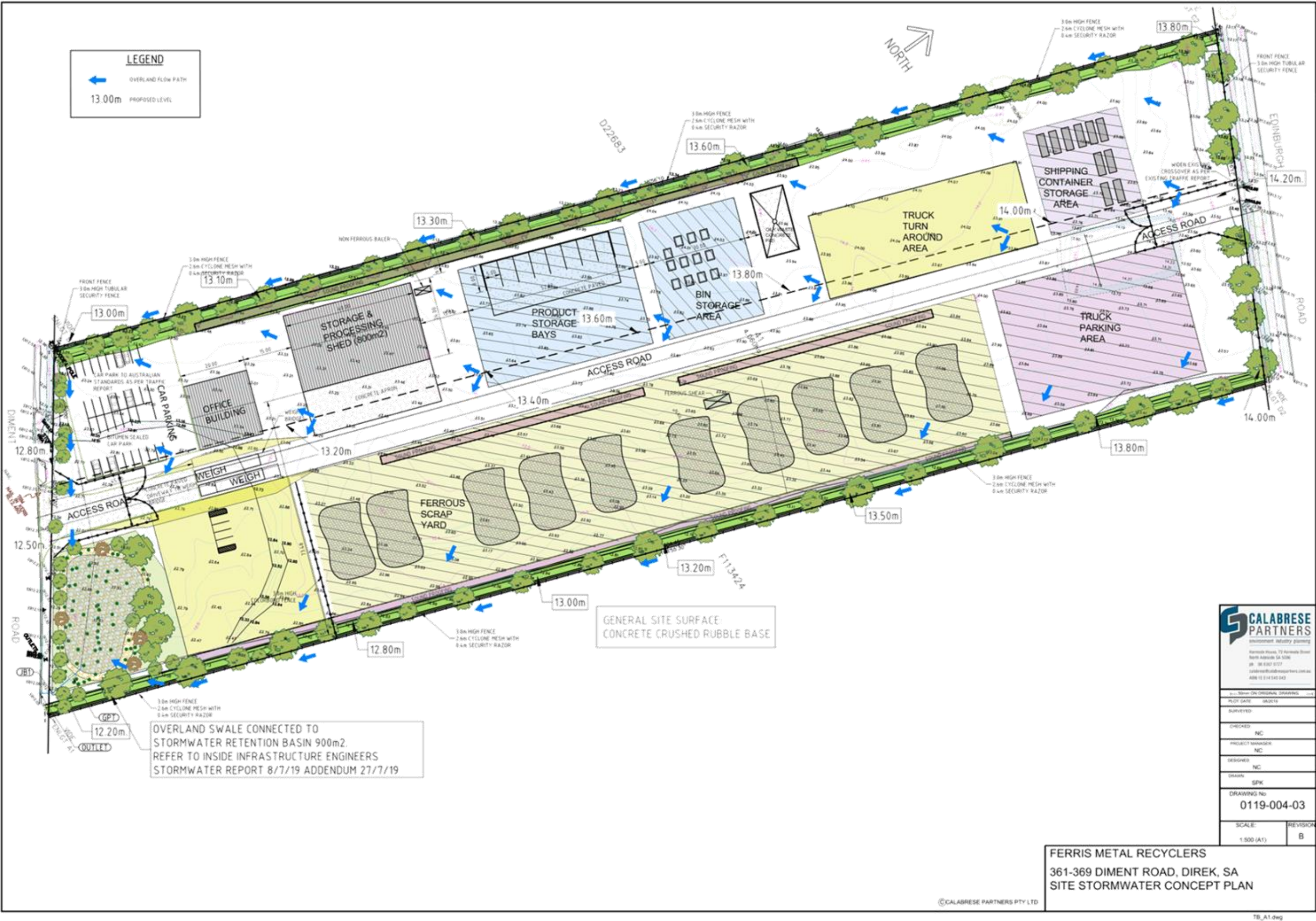
I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations, 1993. Developments requiring public notification will be made available to the public for comment via Council's web site at www.salisbury.sa.gov.au

SIGNATURE:

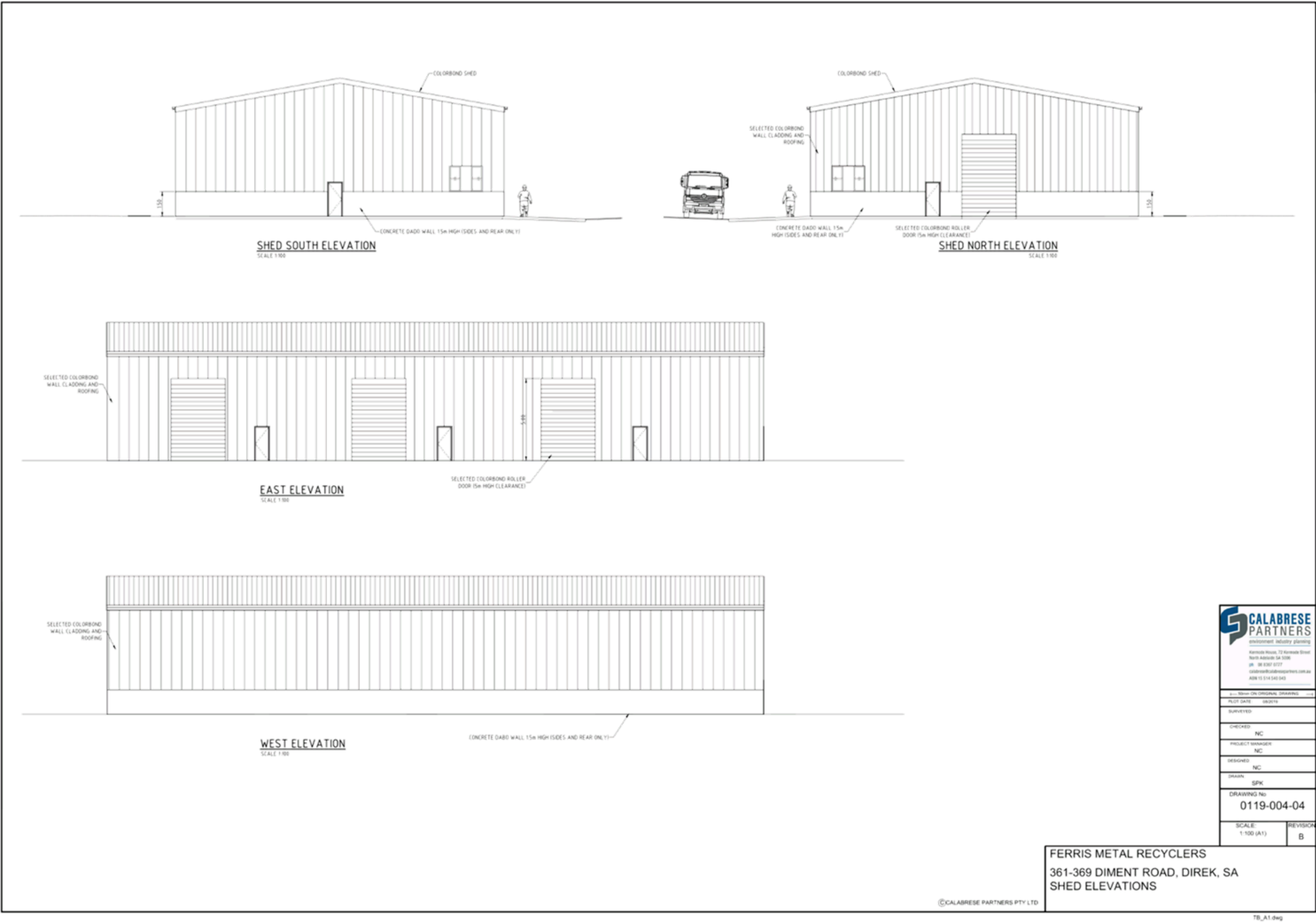
DATE: 10/5/19

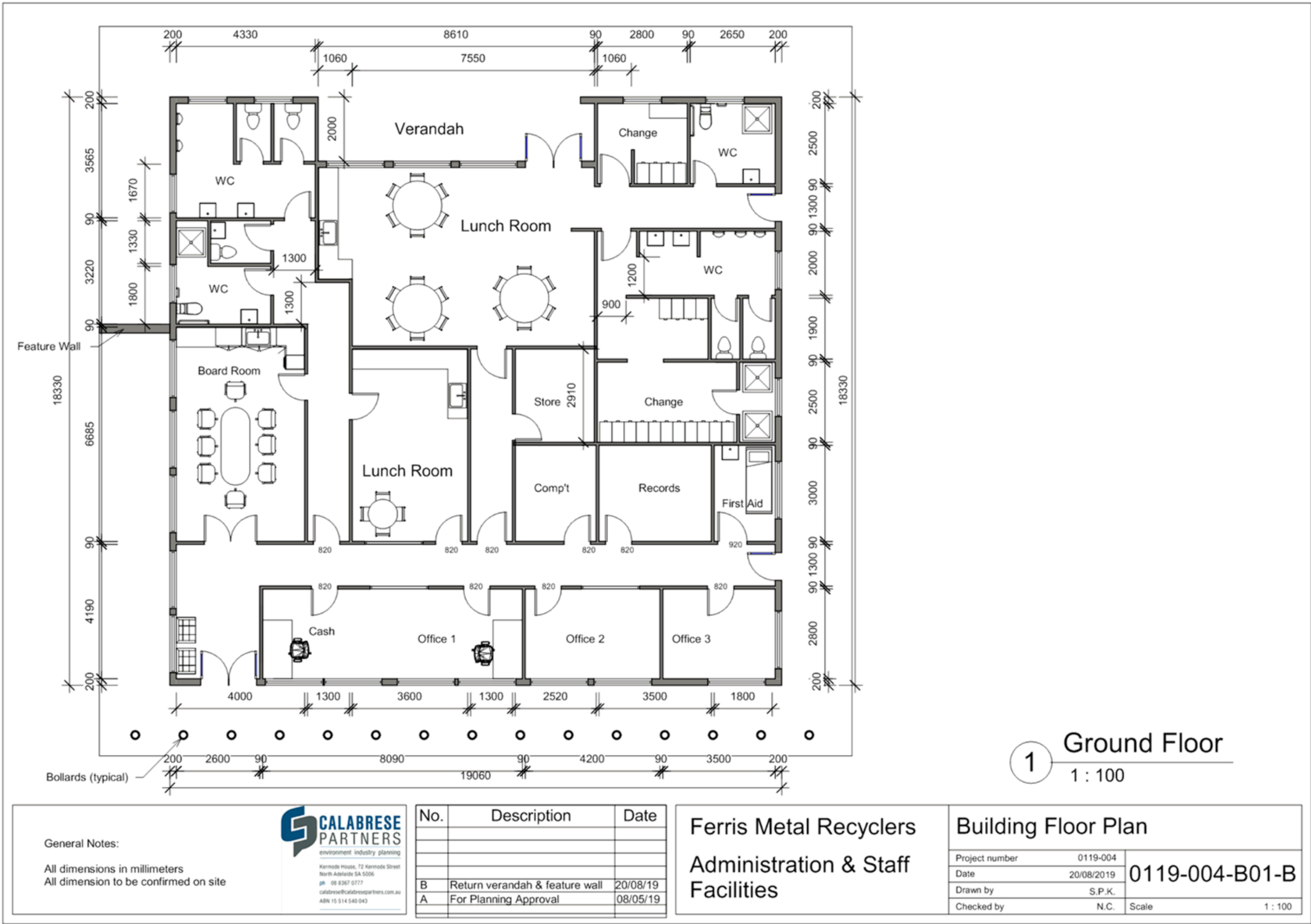


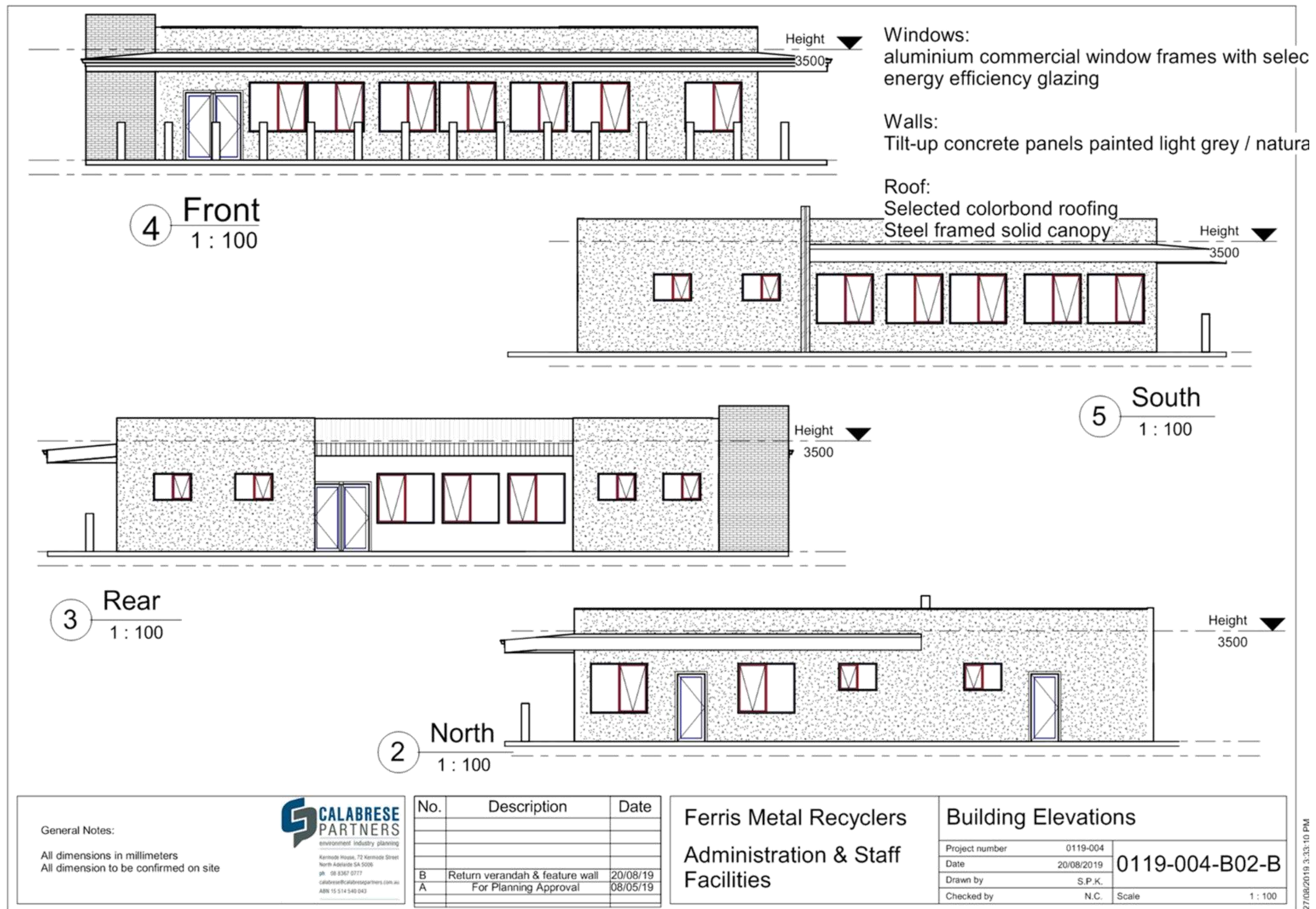
Item 5.1.1 - Attachment 1 - Proposal plans and supporting documentation

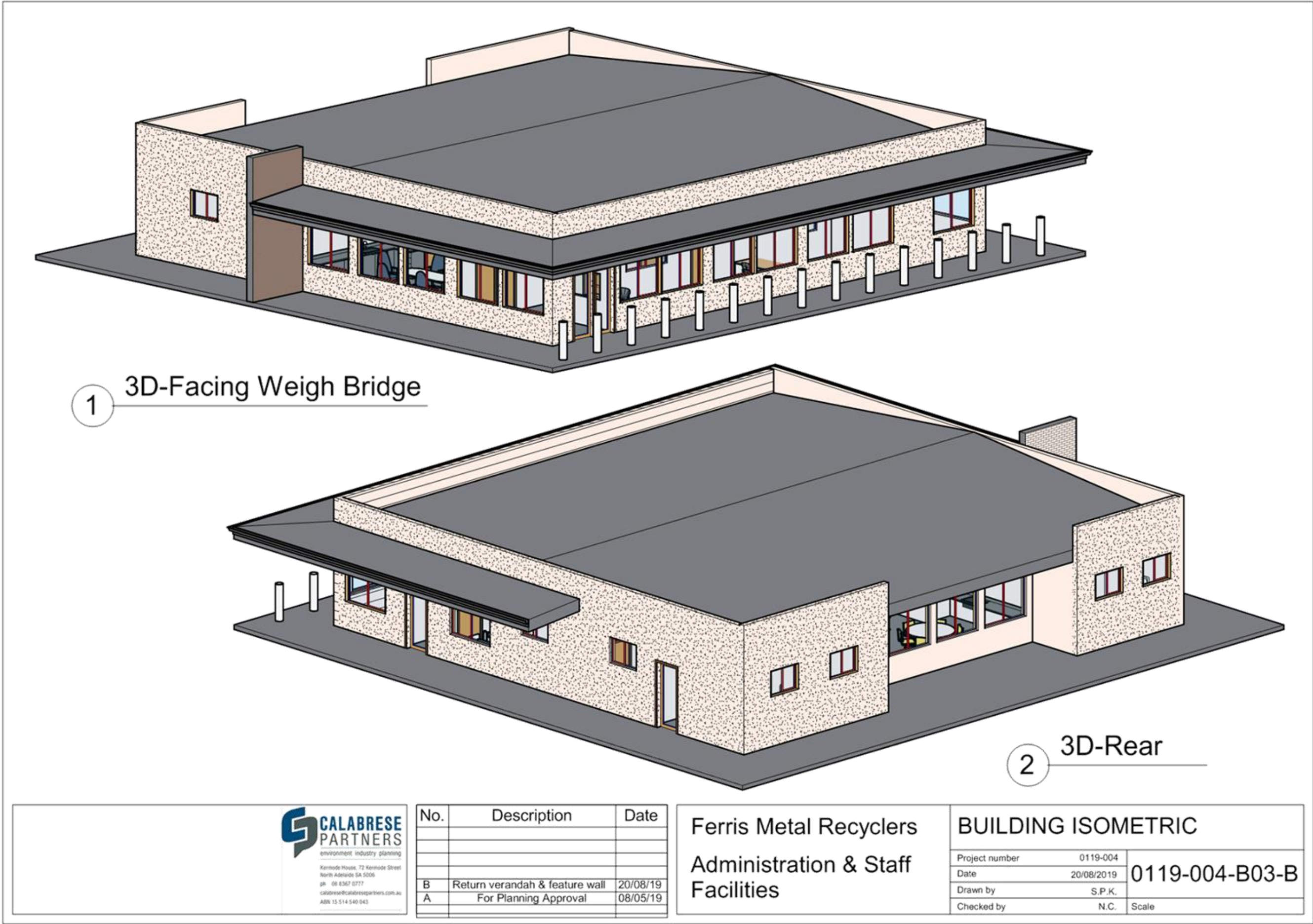


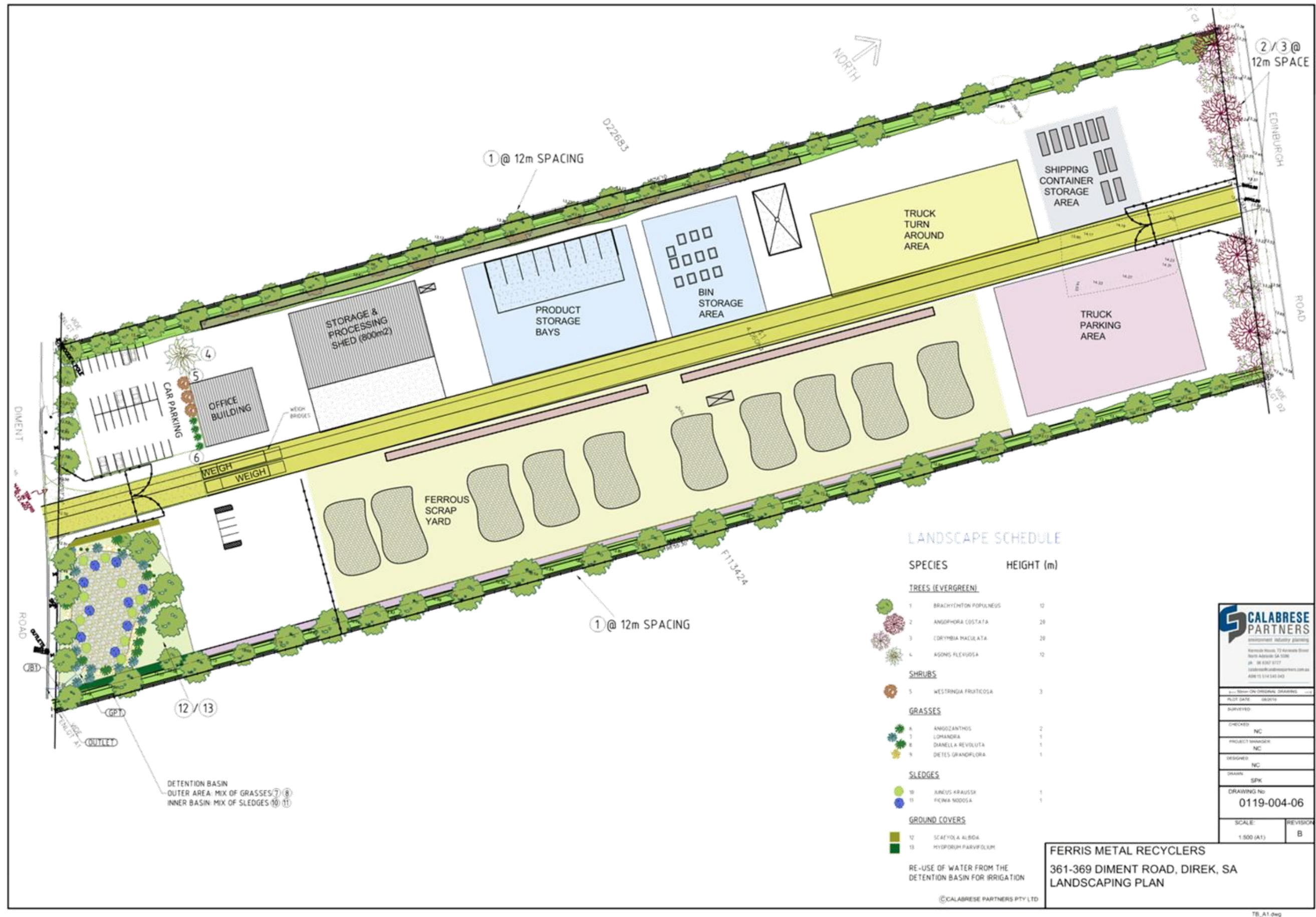
Item 5.1.1 - Attachment 1 - Proposal plans and supporting documentation

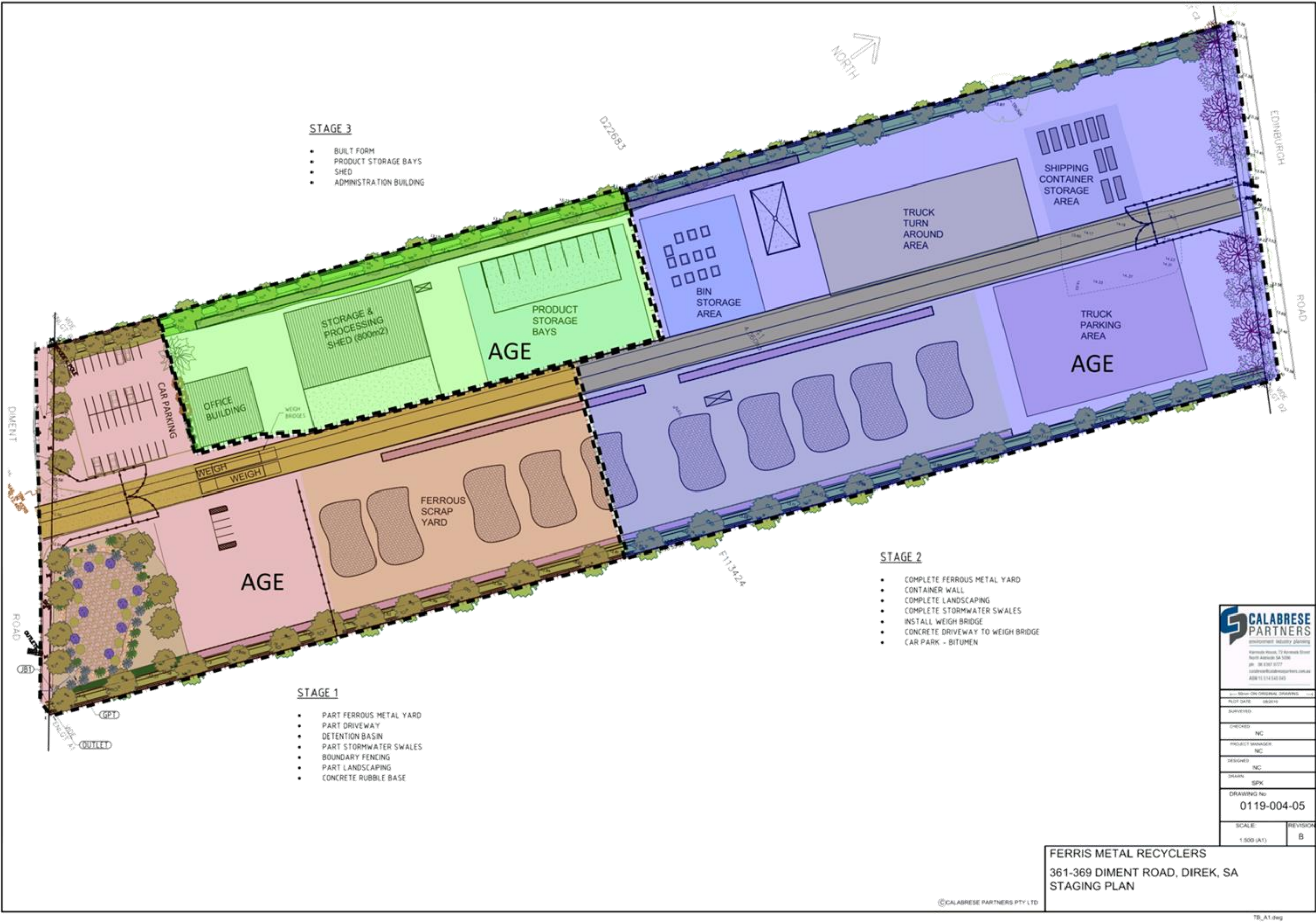














FERRIS METAL RECYCLERS

**PROPOSED SCRAP METAL RECYCLING FACILITY
ANCILLARY CONTAINER & TRUCK STORAGE
YARD, ASSOCIATED OFFICE & AMENITIES, &
PARKING AREAS (STAGED DEVELOPMENT)
361-369 DIMENT RD DIREK, SA**



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ABN 15 514 540 043



ISSUE DATE	STATUS	TO:	AUTHOR:
9/5/2019	Final	Authority: City Of Salisbury- Planning Client: Ferris Metal Recyclers	RC

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Attachments

- 1: Copy of Certificate of Title
- 2: Locality Plan
- 3: Photos
- 4: Urban Employment Zone
- 5: Concept Plan Map Sal/7



**FERRIS METAL RECYCLERS
PROPOSED SCRAP METAL RECYCLING FACILITY, ANCILLARY CONTAINER & TRUCK
STORAGE YARD, ASSOCIATED OFFICE & AMENITIES, CARPARKING (STAGED)
361-369 DIMENT ROAD DIREK, SA**

1.0 Introduction

Calabrese Partners, environmental and planning consultants, has been engaged by Ferris Recyclers ("Ferris") to establish a new scrap metal recycling facility and ancillary truck and container yard at 361-369 Diment Road, Direk SA.

The information contained herein forms part of the development application along with submitted plans for the relevant planning authority, namely the City of Salisbury, to undertake a planning assessment.

This report includes the following; subject land and locality characteristics, details of the proposed development, and a planning and an environmental assessment. Additional information to be provided includes a supporting traffic report and a detailed on-site stormwater management plan.

2.0 Background

Scrap metal is one of the most recycled materials where two thirds of new steel is from recycled steel. The environmental benefits of scrap metal recycling are significant and include reduction of greenhouse emissions, conservation of natural resources, waste minimisation and diversion of waste from landfill to recyclable and reusable products. Development in this sector is consistent with state and local government policies aimed at waste minimisation, resource recovery, integrated waste management and sustainable development.

Ferris is an established scrap metal recycling operator with its' premises located on the corner of Waterloo Corner Road and Heaslip Road in Burton. Ferris's recycling operations plays an important role in waste recycling and recovery, and minimisation of waste to landfill in South Australia.

Ferris seeks to maintain its presence in the locality and has recently purchased a substantial parcel of land at nearby Direk.

The proposal is to establish a new purpose design built scrap metal recycling facility to efficiently meet current and future demand in an effective and orderly manner.

3.0 Subject Land & Locality

The subject land is sited in Direk, an outer northern suburb of Adelaide, located some 28 km north of the CBD. The land is roughly a rectangular shaped allotment with two street frontages along Diment and Edinburgh Roads, 112.55 m and 108.91 m respectively. The western side boundary extends some 366.93 m and the eastern side boundary some 384.39 m long. The total site area is approximately 4.046 ha (10 acres).

The land is further identified as allotment 41 in the hundred of Munno Para in the certificate of title volume 6000 folio 333 (refer to Attachment 1).

The site presents as a cleared vacant parcel of land, partially filled, and with no significant vegetation. Existing fencing includes post and wire fencing along the two road frontages with locked gates at the existing crossover off Diment Road. There are remnants of corrugated iron fencing along a small portion on Diment Road towards the western side boundary. A Council stormwater pit is located to the west of the existing crossover on Diment Road.

Historically, the area was largely characterised with traditional horticulture comprising glasshouses, where owners lived and worked the land. The emerging change in the locality's character is a result of a rezoning that encourages primarily industrial and other uses that offer employment and business activities.

The general locality comprises substantial parcels of land (ie in excess of 10 acres) along Diment and Edinburgh Roads contributing to a low density area. The locality comprises a mix of land uses including remaining traditional horticulture in the form of glasshouses to land to the east and also land located further to the west, warehouse/ storage/distribution and light industrial facilities across Diment Road to the south, a car wrecking and towing business further east along Diment Road, a large transport facility (Lindsay) directly across Edinburgh Road and some vacant land to the south-west and north.

The adjoining land to the west appears as a partially developed privately owned golf links that is set back with established landscaping near the common side boundary. There are isolated examples of a dwelling associated with traditional horticultural use including adjoining land to the east facing Diment Road and further east on Helps Road, and to the east on Edinburgh Road some 85 m, 270 m and 160 m respectively (measured from dwelling to the closest boundary of the subject land).

To the east along Diment Road there is a dwelling located some 130 m from the subject land which appears to be associated with the golf links, and another isolated dwelling located furthest west some 175 m which may have been at some stage subdivided from a larger parcel of land. The nearest residential area is Burton, approximately 1.2 km to the south-east.

The Edinburgh RAAF base lies outside the locality some 770 m to the north-east across Edinburgh Road measured from the closest boundaries.

Refer Attachment 2: Locality Plan and Attachment 3: Photos

4.0 Procedural Matters

4.1 Zone

The subject land is located within the City of Salisbury Urban Employment Zone (refer Attachment 3).

4.2 Assessment Pathway

Under procedural matters contained within the Urban Employment Zone, the nature of the development is neither complying nor non-complying. Accordingly, the proposed development is assessed as a merit application.

4.3 Public Notification

Regarding public notification, all kinds of development within the zone except where the development is non-complying or where the site is within 60 m of a Residential Zone or Mixed Use Zone boundary are classified as Category 1.

The site is not located within 60 m of the above said zones, however as the development is a “waste recycling centre” and requires an EPA licence to operate as (Schedule 1 Environment Protection Regulations 2008), the development is assigned as Category 2 pursuant to the Development Regulations 2008.

4.4 Nature of Development

The current scrap metal recycling facility represents an industrial activity in accordance with the definition under the Development Regulations 2008 Schedule 1 ie

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

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

Furthermore, having regard to the purpose of determining the type of industry, recycling facilities including scrap metal recycling facilities that include appropriate environmental management measures designed to minimise adverse off- site impacts on the locality’s amenity are considered as “*light industry*” as defined under Schedule 1 Development Regulations 2008.

4.5 EPA Referral & Licence Application

Waste or recycling depots are listed under Schedule 22 Development Regulations 2008 and require a referral to the SA EPA to direct the planning authority in its assessment and approval process.

Given the proposed development is listed under Schedule 1 Environment Protection Regulations 2008, an environmental authorisation in the form of a licence is required to operate the activity on the land. An application to the SA EPA for a licence follows development approval.

5.0 Proposed Development

The recycling activity as mentioned previously has an important role in waste recycling and recovery, and the minimisation of waste to landfill in South Australia. The proposal builds upon existing operations and experience to design a purpose built facility using best practice to meet Ferris’s current and future needs.

The current activity includes the receipt, processing, storage and transport of ferrous and non ferrous metals and other sundry waste streams as identified in the current EPA Licence 29264. The intention is to transfer Ferris’s main operations to the Direk site.

Further details regarding the proposed development include the following.

5.1 Materials, Process & Product

The recycling activity involves a relatively simple process that includes the receipt of waste which is then sorted and stacked into various grades and categories of metal. Unwanted associated sundry items such as plastics, tyres, vinyl and timber are snipped away from the scrap metal and deposited into residue waste bins for off-site licensed disposal.



Waste materials handled by the new facility will include those currently licensed at Ferris's Burton site such as ferrous scrap metal, non ferrous scrap metals ie brass, alloys, copper, aluminium, stainless steel, and other secondary waste items such as waste batteries, electrical transformers, machinery items and the like.

The non ferrous waste is deposited, sorted, and stored within a building destined for off-site transport. The building also houses waste batteries that are stored on pallets upon a bunded area. An adjoining open air concrete hardstand unit is designated for other non ferrous items such as oily waste items such as former waste machinery, drained electrical transformers and compacted car bodies. The hardstand area is serviced by a surface water run-off treatment to minimise potential contamination.

The ferrous scrap metal is directed to the ferrous yard where light and heavy gauge steel is stockpiled and then processed by mobile shears or oxy welding depending on the grade of metal into smaller pieces for outdoor storage into designated stockpiles. This material awaits off-site transport to other licensed operators for resource recovery and/or export.

Some of the materials are baled within the baling area and stored adjacent to the baler for off-site transport.

5.2 Site Layout

The proposed site layout includes the following key elements:

- Main entrance from Diment Road, includes widening of the existing crossover to allow simultaneous dual vehicle egress and ingress.
- Secondary egress and ingress from Edinburgh Road.
- Two weighbridges for incoming and outgoing vehicles.
- Main shed for non ferrous deposition, processing, and storage (including other waste items), and machinery maintenance and storage.
- Open air yard for deposition, processing mainly ferrous scrap metal and outdoor stockpile storage areas of processed product.
- Baling area.
- Concrete pad for storage of oily waste that is bunded and fitted with treatment unit.
- Scrap metal storage bays with concrete base.
- Main office building with associated amenities.
- Main carparking area for staff and visitors and a separate temporary parking for customers.
- Ancillary container storage and truck storage yard.
- 3 m high colourbond fencing along eastern and western side boundaries and internal fencing separating areas, 2.8 m high open steel fencing along Diment Road frontage, 2.8 m high cyclone fencing along Edinburgh Road.
- On-site stormwater management comprising a system of perimeter swale and detention basin (refer to section 7.3.1(f) and Concept Stormwater Plan).
- Landscaping along the frontage and mounded landscaped areas along the eastern and western side boundaries.
- Concrete crushed rubble base to a minimum depth of 300mm to internal access roadways and ferrous yard.

Refer to the submitted Site Plan for details.

5.3 Staged Development

It is proposed to stage the development into two stages. Stage 1 to allow part of the ferrous yard to be established including associated fencing to enclose the Stage 1 site, internal access roadway (part), mounded landscaping (part) and stormwater detention basin. Stage 2 the balance of the development including buildings. Refer to Stage Plan.

5.4 Scale of Operation

It is anticipated over time that the maximum volume of scrap metal at any one time is 15,000 tonnes with an annual throughput of around 60,000 to 80,000 tonnes pa.

5.5 Hours of Operation

It proposed that no time restrictions be applied to the hours of operation. Notwithstanding, generally, the business will operate six days per week 6.00 am to 7.00 pm pending demand including export activity and maintenance requirements.

5.6 Number of Employees

The number of employees to operate and administer the waste facility is approximately 12 full time equivalent. Additional truck drivers to use amenities on site with a maximum 3 - 4 at any one time.

6.0 Planning Assessment

The following planning assessment refers to the City of Salisbury current development plan consolidated 15 December 2016. The proposed development is assessed against relevant development plan provisions with consideration of site and locality characteristics.

6.1 Land Use & Desired Character

The land is located within the Urban Employment Zone (UEZ) as depicted in Zone Map Sal/9, refer to Attachment 4. It is noted that no Policy Area nor Precinct Area applies over the land.

6.1.1 Land Use

UEZ Objective 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." (underlining for emphasis).

Objective 1 seeks primarily industrial uses within the UEZ with other envisaged land uses as listed under UEZ Principle of Development Control (PDC) 1. The nature of the proposed development is industrial and described as light industry including a storage component. It is therefore consistent with primary uses envisaged in the zone.

The development is also on appropriately located land that utilises existing road networks designed for heavy vehicles (including access to Port Adelaide for export of Ferris's scrap metal) as sought by General Section Industrial Development Objective 1.

6.1.2 Zone Desired Character

The zone desired character statement seeks, among other things, “... a wide range of activities that generate employment, focussing on industry ...”. The proposed recycling facility being industrial in nature and with employment/business opportunities is consistent with this. It is noted that the emerging future character of the area is seeking to replace conventional horticulture that has historically occupied large tracts of land to the list of envisaged uses.

“A high level of compatibility between land uses in the zone is envisaged to ensure quality and attractive business environment is maintained”. The development is on a substantial discrete parcel of land comprising a site area of 10 acres and surrounded by other similar sized if not larger allotments. This is in contrast to business clusters or developments in close proximity which have a greater potential to impact on the compatibility between uses. In this case, the generous separation distances to other nearby development provides a buffer that assists to minimise potential impacts and maintain the compatibility between land uses.

Furthermore, the proposed purpose built facility includes design elements that contribute to the quality of development, visual appearance and amenity as sought by the desired character statement. The design elements include; an orderly site layout with designated storage and processing areas; extensive landscaping comprising a range of shrubs to tall trees along the western and eastern side boundaries, along the Diment Road frontage, around the car parking area and stormwater basin (landscaping similar to the Burton site that was effectively established by Ferris); new fencing comprising steel tubular fencing along Diment Road frontage, 3m high colorbond fencing along the western and eastern side boundary and between the ferrous yard and parking area to assist screen outdoor storage areas, a new colorbond clad main shed, a modern contemporary design office building, and generous road and side boundary setbacks.

The proposed on-site reuse and stormwater management system with bunded landscaped swales, stormwater treatment units and detention basin are consistent with the desired character statement.

The desired character acknowledges the designated strategic routes of Heaslip Road to access Port Wakefield Road, Northern Expressway and rail facilities with Edinburgh Road providing access to Edinburgh Parks from Heaslip Road which is addressed under section 6.7.

For all the above reasons, the development is considered to be largely consistent with the intentions of the desired character of the zone and thereby adequately complies with UEZ PDC 10.

6.2 Waste Management Facilities

The General Section of the development plan includes a specific section to Waste Management Facilities. Many of the general provisions under this section refer to landfill and composting activities which are not relevant.

As assessed previously, the proposed development is an appropriate use in the UEZ. Ferris’s current operation in nearby Burton is located within the same zone.

The proposed development is well located within this part of the UEZ away from planned sensitive uses including residential areas or potentially incompatible uses as shown in Concept Plan Map Sal/7, refer to Attachment 5. It is noted that new dwellings are considered non-complying within the UEZ, except for short term association that is ancillary to and in association with industry and where the level of residential amenity is expected to be less compared with residential areas.



The maintained presence of Ferris's recycling operation within the area provides employment and business opportunities in northern Adelaide. The uptake of vacant and underutilised land with access to existing transport networks represents *"orderly and economic development of waste management facilities in an appropriate location"* thereby in accord with Objective 1. The substantial site area, some 10 acres, allows ample area to meet demand and accommodate the maximum expected volume of material on the site at any one time as sought by PDC 6(a).

PDC 7 seeks *"Processing facilities and operational areas should be screened from public view."* The opportunity for public views of the processing and operational areas is largely limited to the outdoor ferrous stockpiling activities as the non ferrous activities largely occur within the shed and to the rear of the shed away from public view. Moreover, the opportunity for public view of the yard is temporary and limited compared with other localities that are more frequented and developed at higher densities.

Notwithstanding, given the nature of the scrap metal recycling facility with the necessary open-air processing and storage areas a number of design measures have been incorporated to adequately screen these areas from public view. The siting and design measures include the following. The loading and unloading areas are centralised within the large site near the shed and the main ferrous yard with stockpiled material that is set back a significant 80 m at the closest point from Diment Road. The significant set-backs provide a buffer distance against direct public views. Additional screening of processing and operational areas is assisted by the proposed mounded treed landscaped areas along Diment Road and the side boundaries behind the new 3 m high solid fencing. The built form comprising office building, large shed, and walled storage bays provide additional screening. Furthermore, the stockpile heights are limited to a maximum of 5 m high adds to the overall proposed measures. Given the above the proposal adequately complies with PDC 7.

The proposed perimeter fencing is consistent with PDC 11 that includes *"chain wire mesh or pre-coated painted metal fencing to a minimum height of 2 m."*

The site is accessed by appropriately constructed and maintained public roads consistent with PDC 8. The substantial site area allows for all anticipated vehicles to be accommodated on-site with a turnaround area allowing for the largest vehicles to exit the land in a forward motion as desired by PDC 9. Access for emergency vehicles to and within the site is provided and consistent with PDC 10. Other vehicular related matters are further discussed under section 6.7.

With regard to general waste for developments there are other provisions under the General Section "Waste". Whilst there is some overlap between topic headings, the key intentions are to minimise waste, encourage recycling and reuse/recovery, and treat, store and dispose of waste without adverse risks to health or environment.

The proposed scrap metal recycling facility is consistent with the waste management hierarchy under PDC 1 that includes waste minimisation and recycling and resource recovery.

6.3 Environmental Considerations

Provisions that have regard to potential environmental impacts arising from developments on the land and locality's amenity are presented and often repeated under various sections in the development plan. The development plan provisions in principle seek to minimise potential impacts that may arise in the form of air emissions, impacts to soil and groundwater, generation of litter, vermin and other potential nuisance or hazardous effects.



Environmental considerations associated with the proposed development are detailed under section 7.0 which assesses potential environmental aspects and presents design and management control measures to minimise adverse impacts to an acceptable level.

6.4 Interface Between Land Uses

The proposed development is consistent with uses envisaged in the zone and contributes to the development and protection of appropriately located land from encroachment of incompatible development. This is consistent with the intentions of Objective 3 and Industrial Development Objectives 3 and 5. As noted above, provisions that have regard to environmental considerations are addressed under section 7.0

6.5 Orderly & Sustainable Development

The proposal represents an orderly uptake of vacant land extending an urban area that utilises existing services including transport networks and infrastructure. This is consistent with the intentions of General Section "Orderly and Sustainable Development" Objective 2, PDCs 4 and 6.

Given the land use is appropriate within the zone it is considered that it is unlikely to prejudice the future development of the zone and adjacent land as sought by PDCs 1, and 8.

As noted previously, the proposal includes environmental design and management control measures aimed to minimise potential impacts on amenity as discussed more fully under section 7.0. The proposed facility is considered unlikely to jeopardise the continuance of adjoining authorised land uses as desired by Objective 3. The proposal has sufficient merit to not unfairly prejudice the achievements of the Development Plan (Objective 4).

6.6 Form of Development

There are a number of relevant provisions under the General Section "Design and Appearance" that have regard to the built form in terms of design and appearance.

The proposed built form comprising shed and office buildings occupy a relatively small footprint within the 10 acre allotment. Notwithstanding, the office building is of contemporary design and the shed is functional and the building materials and scale of the built form are sympathetic in a locality where substantially larger buildings are evident. To this end the proposal adequately contributes to Objective 1 and PDC 1.

The external walls and roof materials namely painted concrete tilt up and colorbond sheeting are not highly reflective as sought PDC 7.

The office has direct access to the car parking area as sought by PDC 9. This is again sought by PDC 2 under Industrial Development that also seeks associated offices to be sited at the front as is the case here.

The development of the vacant land with new buildings, new fencing, extensive landscaping adds to the visual amenity of the locality as sought by PDC 11. The proposed building exceeds the minimum road frontage setbacks (UEZ 11).

PDC 14 has regard to screening outdoor storage areas, loading and unloading areas from public view. As described previously under section 6.2 with regard to a similar PDC 7, the opportunity for public views are considered temporary and limited and furthermore the proposed design and siting measures in culmination provide an adequate and practical level of screening.

6.7 Traffic - Access, Movement & Parking

There are provisions that have regard to traffic matters under various sections within the development plan some of which are repeated and some that have been discussed under section 6.2 Waste Management Facilities. Many of the provisions are under the General Section "Transportation and Access" which are referred to.

The land comprises a large site area of 10 acres which allows flexibility in the design of the new facility to achieve an orderly, safe, and efficient site layout. As mentioned, the main entrance from Diment Road is designed to allow dual simultaneous vehicular ingress and egress. Vehicles enter the site and either travel towards the car parking area that is adjacent to the office building or towards the incoming weighbridge. The weighbridge is sited to allow vehicle staging ie at least two semi-trailers in tandem behind thereby minimising the impacts on traffic flow along Diment Road (PDC 23). This improves the current situation at Ferris's current site together with the installation of two weighbridges that separate the incoming and outgoing traffic. An access way is provided on either side of the weighbridges to allow flow through traffic not requiring the weighbridge. The office building is strategically sited to oversee on-site activities including traffic.

Vehicles expected to the site range from domestic vehicles (largely staff and few visitors), domestic vehicles with trailer (customers), trucks, semi-trailers and the occasional B Double. The site layout provides ample room for on-site vehicular manoeuvring including loading and unloading thereby consistent with PDCs 13 and 23. The site has enough area to include an internal roundabout for the larger commercial vehicles to leave the site in a forward motion (Industrial Development PDC 3).

The proposed development is well located and utilises the existing transport networks as sought by PDC 1. Both Edinburgh and Heaslip Roads are designated as a "strategic transport route" with Heaslip Road classified at a higher tier, ie "secondary arterial road" (Overlay Maps Sal/9). General Section Strategic Transport Routes Overlay, Objective 1 recognises the importance of strategic routes and desires development "..*to not impede traffic flow or create hazardous conditions* .."

The proposed scrap metal recycling facility is a relatively low generator of traffic compared with other land uses. The main entrance is designed from Diment Road taking the vast majority of the anticipated traffic volumes. Ferris requires the occasional B Doubles to access the site and as only Edinburgh Road is gazetted for B Doubles one access point is sought. This will allow the ability for B Doubles to access the site as no other access route is available (PDC 2). Furthermore, given the considerable depth of the land some 375 m, a practical vehicular access for the container and vehicle storage yard sited at the northern end of the site near Edinburgh Road is sought. On balance, given the very low level of traffic expected to and from Edinburgh Road, the main traffic associated with the site is at Diment Road, and with appropriate traffic engineering design, Objective 1 is unlikely to be adversely compromised.

The development provides ample room for on-site parking and caters for the expected demand as sought by UEZ PDC 19. The car parking area with 36 parks for staff and visitors is located near the main entrance conveniently next to the office as sought by Industrial Development PDC 1. An additional carparking area for customers is located near the eastern side boundary that also can accommodate larger vehicles exiting the site.

Parking spaces are designed to meet the Australian Standard AS 2890 as sought by the development plan. Both parking areas are clearly legible with designated signage. The car parking area for domestic vehicles is located away from the main site activities thereby minimising potential conflict between commercial and domestic vehicles as sought by Transportation and

Access PDC 12, and 34. The nominated landscaping adjacent to the car parking area adds to the overall amenity.

6.8 Building Near Airfields

The RAAF base at Edinburgh lies to the north of the subject land some 770 m and outside the immediate locality. Concept Plan Map Sal/6 for the UEZ identifies the site within a designated area where structures higher than 15 m require Department of Defence approval to the Defence (Areas Control) Regulations 1989 which is reproduced in Concept Plan Map Sal/1.

The proposed development is well below 15 m and thereby does not pose a hazard to aircraft operations. This is consistent with General Provisions Building Near Airfields Objective 1 and PDCs 1 and 2 and 7. Furthermore, the materials on-site are solid and inert in nature (ie not putrescible that would attract birds), nor hazardous, nor reflective surfaces that poses an increased safety risk to aircrafts.

Insofar as aircraft noise exposure the land is sited between the 20 to 25 ANEF contours shown in Concept Plan Map Sal/2. To place this within context, sensitive uses listed under PDC 8 (ie dwellings, preschools, hospitals and the like) should not be located within the 25 or greater ANEF contour.

Concept Plan Map/3 refers to maximum intensity of outdoor lighting and identifies the land to be mostly within Zone C with the north western tip of the land within Zone B. The extraneous lighting (CASA) is up to 50 candelas per m2 and up to 150 candelas per m2 permitted above the horizontal for Zone B and C respectively. The proposed outdoor lighting will comply with PDC 11.

6.9 Landscaping & Fencing

The development plan seeks a level of landscaping to contribute to the amenity of land and locality. The proposed development comprises a high level of landscaping comprising tall trees along the frontage particularly along Diment Road entrance and along the significant length of the western and eastern side boundaries. The 1 m high landscaped mound has a dual purpose and forms part of a stormwater swale system that manages the stormwater on-site.

The landscaping includes a range of plants and trees that will also assist with screening. The landscaping schedule is based on the successful planting at Ferris's Burton site.

The open steel fencing along the Diment Road frontage allows some surveillance to the front part of the site where the office and car parking are is located. The solid 3 m high colorbond fencing along the full length of the western and eastern side boundaries provide security and screening. The site is locked after hours. To this end the proposal adequately complies with the intentions of the development plan which are mostly within the General Provisions Landscaping, Fences and Walls.

7.0 Environmental Assessment & Management

Key potential environmental considerations associated with the proposed development are identified by an assessment of the proposed activities and consideration of site specific and locality characteristics.

Design and management measures are proposed in order to minimise the potential for adverse environmental impacts and to comply with the general environmental duty of care under the Environment Protection Act 1993 and Regulations 2009, and other regulatory obligations.

7.1 Site & Locality Characteristics

7.1.1 Nearby Uses & Separation Distances

The land comprises a site area of 10 acres within a locality comprising some larger allotments contributing to a low density locality. The larger separation distances between land uses act as a buffer. The locality is also characterised by a range of mixed uses as noted under section 3.0 including horticulture, large transport distribution and warehouse facilities, car wreckers, and other commercial and light industrial uses located in Hawker Road. Also included is a partly development, privately owned golf link immediately to the west of the site.

In addition, there exists a few isolated dwellings as the area has progressively changed from traditional horticulture to include other uses consistent with the rezoning to the Urban Employment Zone (UEZ). It is noted that the UEZ also envisages "dwelling in association with industry". The amenity of nearby dwellings area assessed within this context. The nearest residential area is Burton located in excess of 1 km away.

7.1.2 Climatology

The land is located to the north of Adelaide and is climatically typical of the Northern Adelaide Plains. The average annual rainfall of around 440 mm, and corresponding mean annual evaporation levels exceed 2000 mm are typical for this region (Edinburgh Airport).

The relatively high evaporation/participation ratio (4:1) mitigates against the onset of swampy surface conditions and the prolonged pooling of surface waters.

7.1.3 Soil & Groundwater

The water table for the region namely the zone of saturation is likely to be encountered between 6 to 8 m below surface. Soils for the region are typically predominately clay type soils. These conditions favour protection to natural soil and groundwater condition by limiting percolation of waste to these reserves.

7.1.4 Council Stormwater & Infrastructure

A Council storm water pit is located adjacent to the site on Diment Road. Mains water and access to power are available to the site.

7.2 Environmental Considerations

Key potential environmental considerations associated with the proposed development are identified by an assessment of the nature of the proposed site activities, and site specific and locality characteristics.

Design and management measures are proposed in order to minimise the potential for adverse environmental impacts and to comply with the general environmental duty of care under the Environment Protection Act 1993 and Regulations 2009, and other regulatory obligations.

7.2.1 Soil & Groundwater

The potential for soil and groundwater contamination can arise from the processing and storage of scrap metal upon natural ground surfaces. This is particularly relevant in the ferrous yard where mobile shearing, unloading materials and stockpiling occur. There is a potential to contaminate soil, surface water and ground water by the presence of residue

oils and other contaminants on the scrap metal. Notwithstanding, the vast majority of waste materials received, processed and stored are relatively inert and solid. To mitigate against adverse impacts that may arise from site operations a number of design and management measures are proposed under section 7.3.1

7.2.2 Surface Water Run-Off

The land is undeveloped with no existing on-site stormwater system. The land survey shows that the site levels generally fall from north to south with contours grading from the middle of the site to the eastern and western side boundaries respectively.

To mitigate against surface water pooling and potential contamination, appropriate site drainage and on-site management system is required. The drainage system needs to be able to collect, detain and treat stormwater run-off prior to discharge. An appropriate engineered drainage plan will also prevent groundwater contamination associated with site activities.

7.2.3 Dust & Odour

Potential dust and odour emissions can arise from the scrap metal recycling operations are adjudged as low risk due to the relatively inert and solid nature of the materials received and recovered. Materials of a putrescible or generally degradable nature are not handled or stored on-site and which present a high odour risk potential compared with the proposed waste stream. Sundry waste items accepted as part of the scrap metal received eg. occasional timber, plastic and rubber also pose a low risk given the smaller quantities handled and which are appropriately disposed off-site on a regular basis.

Some atmospheric emissions can be generated from the oxy cutting equipment and from general vehicular traffic on the concrete rubble surfaces particularly during dry and windy conditions. The use of oxy cutting equipment is on a needs basis and conducted in the open air with high potential levels of dispersion. Most of these activities occur within the central part of the site and the significant separation distance to sensitive uses provide an adequate buffer to potential dust emissions. Dust emissions from on-site vehicular movements can be managed as detailed in section 7.3.1

7.2.4 Noise

The prime likely sources for noise emissions are the outdoor use of mobile shears, on-site vehicular activity and the loading and unloading and of processed scrap metal and stockpiling activities.

The potential noise impact arising from site operations is adjudged as low given the nature of the development with the absence of heavy industrial machinery and processes and the locality characteristics.

7.2.5 Fire

Flammable and combustible materials comprise only a minor proportion of waste streams accepted by the facility. These materials are stripped as sundry items and stored within metal bins for off-site and transport to licensed facilities on a regular basis. The fire risk from this source is considered at low level.

7.3 Environmental Management

As part of the EPA licensing for the scrap metal recycling facility a detailed Environmental Management Plan (EMP) will be prepared. The following information provides a basis for the EMP.

The protection of the environment and its resources is based on a suite of appropriate design mitigation measures and a protocol of management practices applicable to the proposed development which are presented as follows.

7.3.1 Design Measures

(a) Designated Activity Areas

The provision of designated site activity areas allows for orderly and efficient operations that can be managed to minimise potential environmental impacts.

The Site Plan denotes the following key areas: the ferrous yard where the main deposition, processing and stockpile activities occurs; indoor storage of largely non ferrous materials and some equipment and machinery; outdoor concrete hard stand area for oily waste items; outdoor storage bays; vehicular accessways leading to the designated areas and ingress/egress points.

(b) Compacted Crushed Concrete Rubble Base

It is proposed to construct a minimum 300 mm depth compacted concrete rubble working platform for ferrous scrap metal deposition, processing and storage areas. This will provide a barrier that adds structural strength to surface soil strata thereby reducing the potential for soil and groundwater contamination via mechanical forces.

The conduct of all ferrous activities on the proposed concrete rubble base mitigates against adverse impacts on soil and groundwater reserves.

In addition, all internal vehicular access ways to comprise 300 mm depth compacted concrete rubble base affording another protection layer to the soil and groundwater reserves.

(c) Concrete Hardstand for Oily Waste

It is proposed to construct a concrete hardstand for placement of potentially oily waste streams such as discarded machinery, electrical transformers and car bodies. The concrete hardstand drains to a sump fitted with an oil separator treatment unit prior to discharge into the perimeter swale.

(d) Scrap Metal Storage Bays

It is proposed to construct a concrete base series of storage bays for the storage of non ferrous and ferrous material. The individual bays allow an orderly separation of the types of scrap metal and the concrete base protects the surface and groundwater.

(e) Undercover Storage

The shed provides undercover and secure storage of non ferrous items such as copper, brass etc. Waste batteries are stored upon pallets within a bunded area. The storage of

waste within a building with concrete floor affords a level of environmental protection thereby minimising potential environmental impacts.

(f) Stormwater Management

Given the existing contours of the land and the lack of on-site stormwater infrastructure, it is proposed to undertake site grading and engineer site levels to facilitate the collection, detention area and treatment of stormwater run-off prior to bypass Council discharge. The proposed on-site management includes a perimeter open landscaped swale system leading to a detention area where surface waters are treated with an ecosol unit prior to Council discharge to Council's connection on Diment Road.

(g) Fencing & Security

The new boundary fencing as described under section 5.2 delineates the site boundaries from the adjoining land and assists to provide a visual and security screen. The security particularly given the values of scrap such as copper and brass is prone to theft and stored within the shed which is locked after hours. The open steel fencing allows for some casual surveillance to the front section of the site after hours. The premises are locked after hours.

(h) Vehicular Access & Movement

Designated and legible internal access roadways assist with orderly, safe and efficient vehicular movement. The main traffic is via the entrance off Diment Road allowing for dual ingress and egress. Loaded vehicles move towards the weighbridge and then are directed to the designated deposition areas to unload. The weighbridge is positioned to allow for vehicular staging, an improvement from the current site at Burton. The addition of an outgoing weighbridge significantly improves and adds to an orderly, safe and efficient on-site vehicular traffic.

The site accommodates all vehicular movements including loading and unloading. All vehicles egress the site in forward direction that is assisted by the internal roundabout. As Edinburgh Road is gazetted for B Doubles, access is provided at this end together with providing access for the container and vehicle storage yard.

The domestic vehicles enter via the main entrance and travel towards the car parking area to the eastern side of the land located away from the main operations.

With regard to potential dust emissions arising from on-site vehicular movement on the concrete crushed rubble surface, a water cart is available for dust suppression.

(i) Fire Contingency

The site to have adequate fire fighting capacity is detailed within the building rules documentation with input from the MFS. Mains water can be accessed from the road.

With regard to on site management, the provision of metal bins to contain and store sundry flammable items reduces the potential for fire outbreak and fuelling risks. The buildings are set back from the side boundaries. The site layout is designed to allow separation distances from the site boundaries to the storage bays and in the stockpile area to allow emergency access.

7.3.2 Management Control Elements

(a) Materials Management

The recycling facility operates as a scrap metal receipt, processing and storage depot handling only licensed waste streams including other sundry items as with the current licence conditions at the Burton site. Incoming waste and any accompanying documentation inspected by the Site Manager prior to acceptance. Waste stream not licensed by the facility will not be accepted.

The incoming waste streams are directed to the designated areas as noted under section 7.3.1. The ferrous scrap metal is the primary waste stream that the facility handles. Incoming ferrous loads are directed to designated deposition area awaiting sorting and processing either by mobile shears or oxy welding. Materials are then progressively stockpiled for off-site transport to other resource recovery facilities or for export.

Any associated residual waste associated with the scrap metal such as plastics, tyres, vinyl and timber are snipped away from the scrap metal and deposited into residue waste bins for regular off-site licensed disposal. Flammable items are stored separately in metal bins and transported off-site on a regular basis thereby reducing the potential for fire out break and fuelling risks.

Records are kept on incoming and outgoing material.

(b) Stockpiles

The stockpile of material is within designated site areas to maintain an order and efficient site. Stockpiles managed to ensure heights are below the 3 m high fence line to 5m from the side boundary to a maximum height of all stockpiles limited to 5 m. This is consistent with the updated 2017 EPA "Guideline for Stockpile Management: Waste and Waste Derived Products for Recycling and Reuse"

(c) Hours of Operation

Refer to section 5.3

(d) Vehicular Access & Movement

All on-site vehicles are directed to designated loading and unloading areas within the site. The site layout allows for orderly movement, vehicle staging to weighbridge assisting to minimise disruption to traffic flow on Diment Road, and adequate areas for vehicular manoeuvring. The internal roundabout allows all vehicles (including the largest vehicle) to egress the site in a forward motion. The provision of on-site parking is more than adequate.

The Site Manager supervises on-site vehicular traffic to maximum 20 km/hr for safety reasons and to assist to minimise unnecessary dust emissions. When necessary, water cart used to suppress dusty conditions.

(e) Site Management & Staff Induction

The facility will at all times remain under the control of an appointed Site Manager including day to day operations, regular inspections and maintenance.

The Site Manager is appropriately trained and familiar with site operating procedures, management procedures necessary to comply with all licensing conditions, address any environmental matters, instigate and manage emergency contingency plans, undertake regular routine site inspections and maintenance including on site stormwater system and machinery, maintain record keeping and materials /product monitoring.

All staff and employees are inducted to ensure clear understanding of roles and responsibilities, occupational health and safety requirements including potential hazards, and control measures and management procedures to maintain a safe and healthy work environment.

(f) Record Keeping

Records kept as required by the EPA and other regulatory authorities which can include the following: copy of EPA Licence and development approval; record of incoming material noting date, source, type of waste and volume; record of outgoing material noting destination, type of material and volume; site inspections; maintenance; complaints and responses, emergency and contingency actions.

8.0 Conclusions

In generic terms, the proposed new facility maintains Ferris's established scrap metal recycling operations in northern Adelaide providing employment and business including export opportunities. The proposal allows Ferris to continue to deliver government policies in relation to waste recycling, resource recovery, and waste minimisation to landfill outcomes.

In particular, the proposed scrap metal recycling facility represents an appropriate land use in the Urban Employment Zone. The uptake of a large parcel of vacant land earmarked primarily for industrial uses that is well located to established transport networks represents an orderly and sustainable form of development. The proposed development is considered an appropriate form of development in the area and consistent with the intentions of the Zone Character Statement.

The new facility provides an improved site layout compared with the current premises and effectively address Ferris's current and future needs in a more orderly and efficient manner. Site improvements include; a larger staging of vehicles (minimum of two semi-trailers behind the weighbridge) thereby minimising impacts on street traffic flow, provision of two weighbridges for incoming and outgoing vehicles allowing a more orderly on-site traffic flow, a greater area to accommodate all vehicular manoeuvring including an internal roundabout allowing heavy vehicles to exit in a forward motion, provision of additional on-site parking, construction of new buildings and infrastructure, and a larger ferrous yard to better manage processing and stockpiling of material.

The proposed development incorporates design and control measures to minimise potential adverse environmental impacts on the land and local amenity and comply with environmental regulatory requirements. The environmental management measures form the basis of the EMP that will be included as part of the EPA licensing. The EMP provides an added measure of environmental protection.

Given all of the above, on balance, the proposed development is consistent with relevant provisions of the development plan and is of sufficient planning merit to warrant approval.



Attachment 1: Copy of Certificate Title

Ferris Metal Recyclers-Proposed Scrap Metal Recycling Facility-Direk, SA



Product Register Search Plus
(CT 6000/333)
Date/Time 10/05/2019 10:46AM



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 6000 Folio 333

Parent Title(s) CT 5805/717
Creating Dealing(s) SC 10848657
Title Issued 28/12/2007 Edition 5 Edition Issued 10/01/2019 [Previous Edition]
Diagram Reference F113425

Estate Type

FEE SIMPLE

Registered Proprietor

FUTURE LAND HOLDINGS PTY. LTD. (ACN: 608 920 270)
OF 62 THE PARADE NORWOOD SA 5067

Description of Land

ALLOTMENT 41 FILED PLAN 113425
IN THE AREA NAMED DIREK
HUNDRED OF MUNNO PARA

Easements

NIL

Schedule of Dealings

NIL

Notations

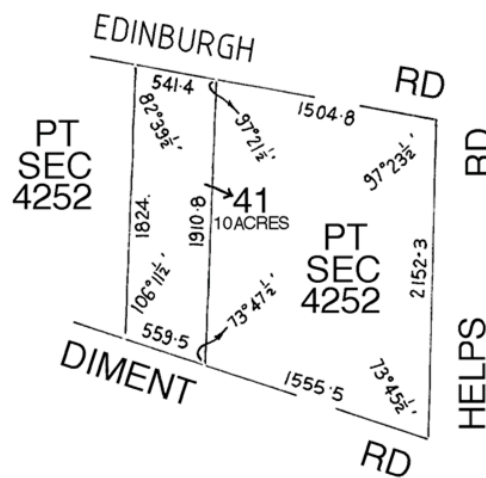
Dealings Affecting Title NIL
Priority Notices NIL
Notations on Plan NIL
Registrar-General's Notes NIL
Administrative Interests NIL



Product
Date/Time

Register Search Plus
(CT 6000/333)
10/05/2019 10:46AM

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 3471/147



10 5 0 10 Chs

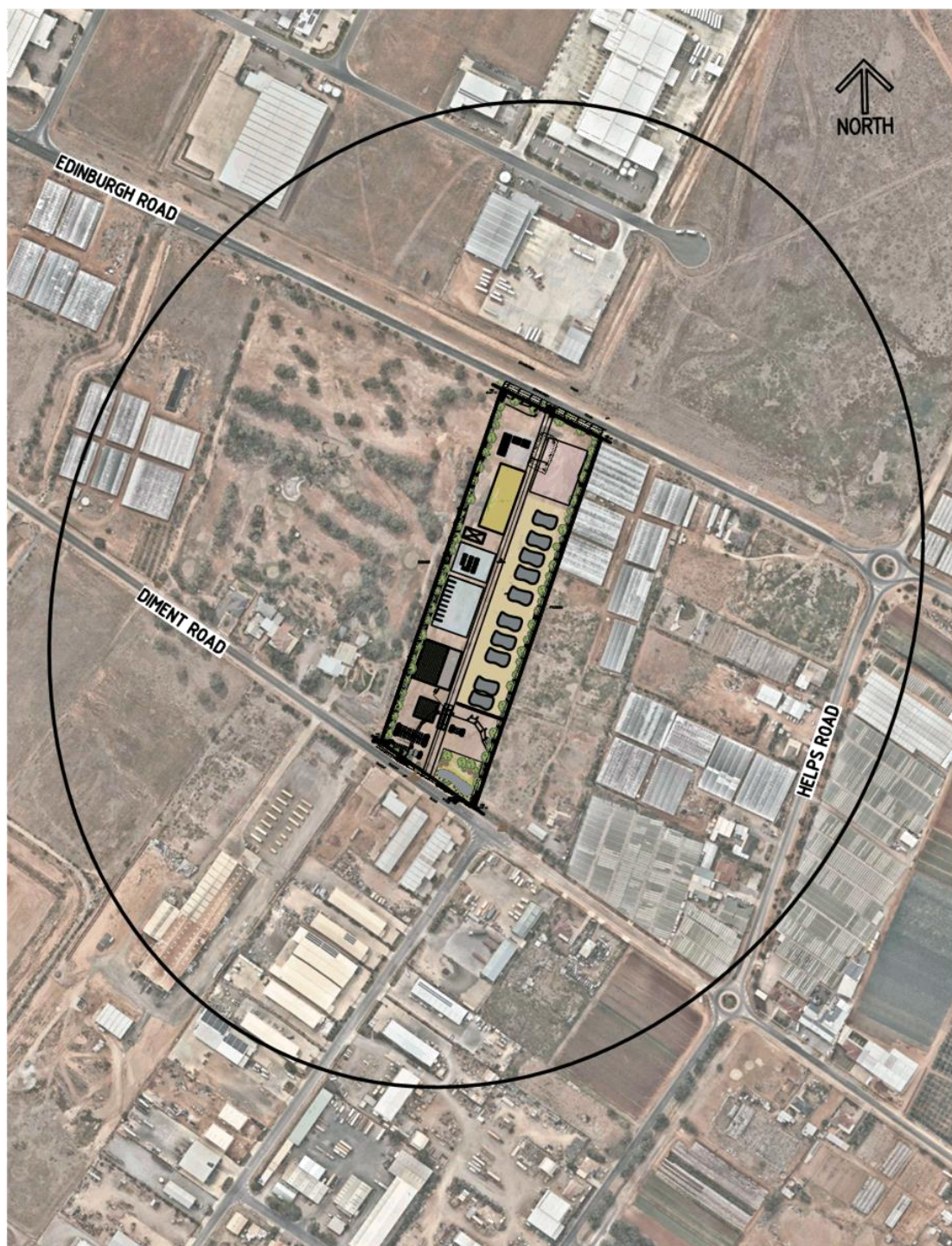
FOR METRIC CONVERSION	
1 LINK	= 0.201168 METRES
1 CHAIN	= 100 LINKS
1 ACRE	= 0.404686 HECTARES
1 ROOD	= 1011.7 m ²
1 PERCH	= 25.29 m ²

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION



Attachment 2: Locality Plan

Ferris Metal Recyclers-Proposed Scrap Metal Recycling Facility-Direk, SA



FERRIS METAL RECYCLERS
361-369 DIMENT ROAD, DIREK

SCALE 1:5000



Attachment 3: Photos

Ferris Metal Recyclers-Proposed Scrap Metal Recycling Facility-Direk, SA



Subject Land viewed across Diment Rd



Common eastern boundary on Diment Rd



Subject land to western side boundary from Diment Rd



Subject land to eastern side boundary from Diment Rd





Privately owned golf links (car park) on Diment Rd



House on horticultural land to the east



Across Diment Rd view to the south



Southern side of Diment Rd further east



Southern Side of Diment Rd (car wreckers)



Horticulture further east on Diment Rd



View to the south from Edinburgh Rd



Adjoining land to the west on Edinburgh Rd



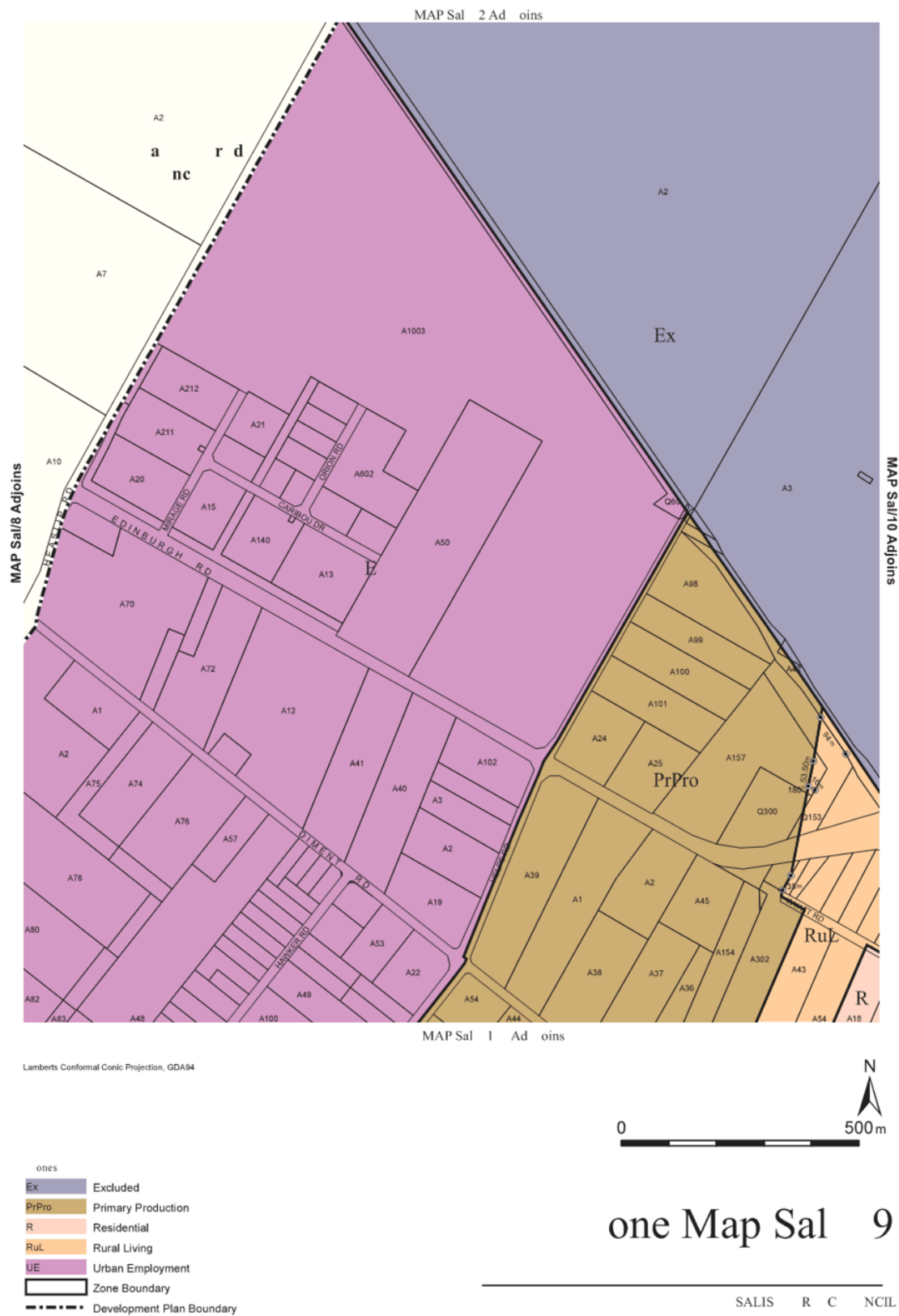
Directly across Edinburgh Rd to the north (Lindsay Transport)





Attachment 4: Urban Employment Zone Sal/9

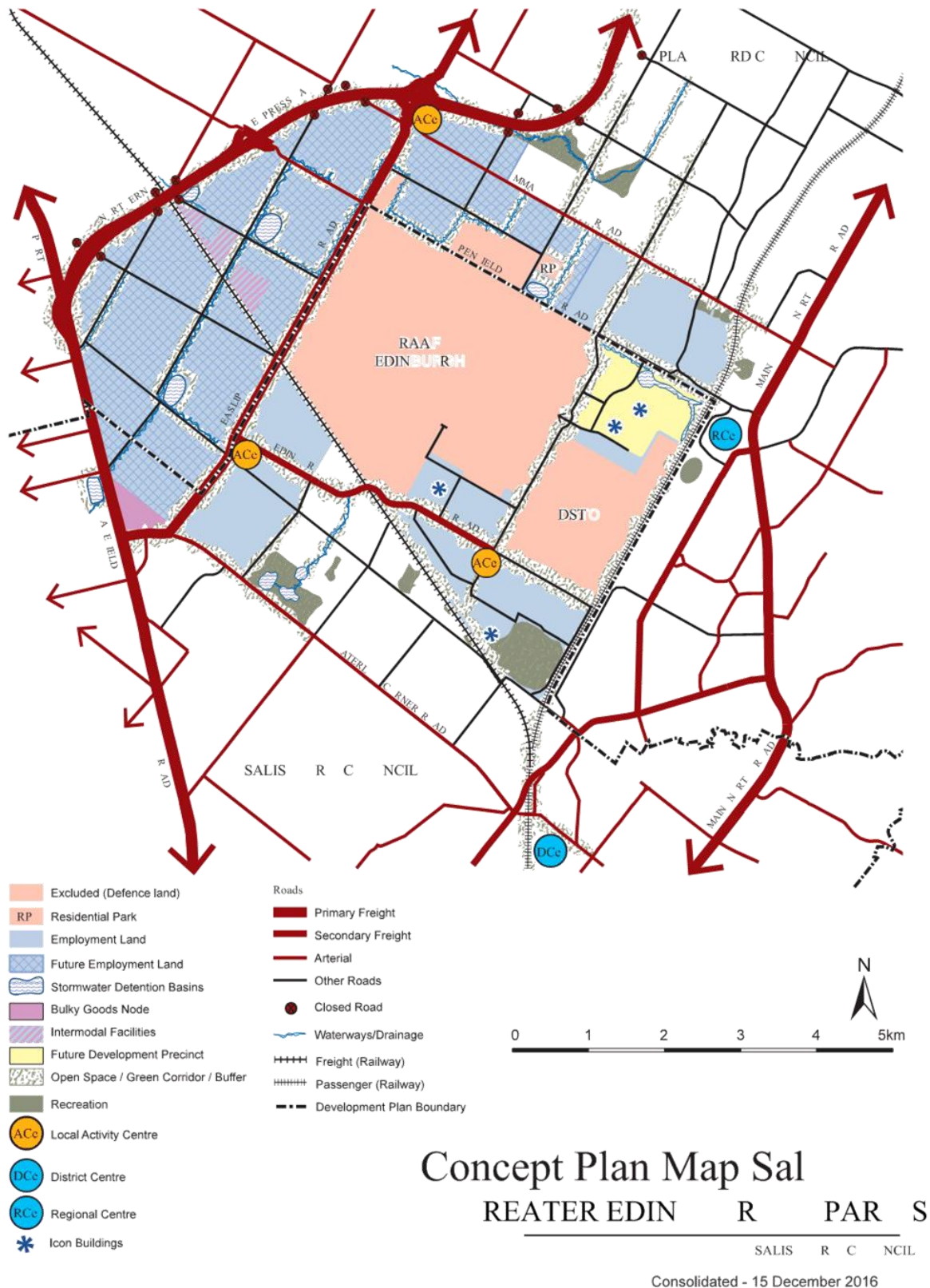
Ferris Metal Recyclers-Proposed Scrap Metal Recycling Facility-Direk, SA





Attachment 5: Concept Plan Map Sal/7

Ferris Metal Recyclers-Proposed Scrap Metal Recycling Facility-Direk, SA





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calabrese@calabresepartners.com.au
ABN 15 514 540 043

29 August 2019
sent via email
epa.planning@sa.gov.au

Client Services Officer
Environment Protection Authority
GPO Box 2067
ADELAIDE SA 5001

Dear Sir/Madam

**Re: EPA Reference 34616
Further Information Request DA 361/799/2019/2B
Ferris Metal Recyclers A41FP113425, Hundred Munno Para
361-369 Diment Rd Direk SA**

On behalf of the applicant, we provide additional information as per EPA correspondence of 7 June 2019 as follows.

1.0 Noise

The location of a single non-ferrous baler is shown on amended Site Plan (DWG No. 0019-004-02-B) Baler loaded and unloaded by fork lift. Location of ferrous metal shear also shown on amended Site Plan. Acoustic measurements of the baler and metal shear at the applicant's existing site at Burton were undertaken by Sonus, qualified acoustic engineers (refer to attached Sonus Acoustic Report for details). It is proposed to relocate both baler and metal shear to the subject land as part of the new scrap metal recycling facility. No baling of non-ferrous metals and shearing of ferrous materials undertaken during overnight hours, namely 10pm-7am.

With regard to mobile equipment, site operations to include a total of two mobile shears, up to five fork lifts, and five metal grab handlers. All mobile equipment is required to be fitted with broadband reverse beepers. Modelling of mobile equipment has been included in the Sonus Report.

Refer to the attached Sonus Report that includes an assessment of all proposed site activities and recommendations with regard to acoustic treatments and measures in order to comply with the Environment Protection (Noise) Policy 2007 (the Policy) provisions.

In this scenario, the Policy delivers a conservative assessment outcome with respect to the final assessment criteria. A goal level of 52B(A) is applied which is the accepted level of a domestic air conditioning unit in a Residential Zone due to the presence of isolated dwellings within the locality. It is noted that the isolated dwellings are associated with non residential uses on the same allotment, namely mostly traditional horticulture. Under the Urban Employment Zone, dwellings are generally non complying, and the zone seeks the replacement of traditional horticulture by envisaged uses (such as the proposed use) over time.

LetEPA.RFI 7.6.19.Ferris.Direk.DA 361.799.2019.2B

1



2.0 Water Quality

The applicant does not process car bodies on site. If car bodies are received then these are transported off site to other licensed operators.

All batteries are to be stored upon banded pallets undercover in the main shed.

All ferrous storage and processing conducted on concrete rubble base. Internal access roadways are paved concrete from Diment Road entrance to weighbridges with balance concrete rubble base treated. All non ferrous processing and storage conducted upon concreted paved storage bays or undercover within main shed.

Any potentially greasy / oily products or items received including lubricants and petroleum products are to be stored upon a concrete hardstand, and an appropriately designed roll over bund in accordance with EPA guidelines. The central drainage sump is fitted with an oil separator prior to discharge to perimeter clay lined swale.

All site surface water run-off is designed to drain to perimeter swales leading to an onsite clay lined detention basin. Any high volume overflow from the detention basin, in accordance with Council requirements, is directed to Council infrastructure on Diment Road via an appropriately sized Ecosol treatment unit.

All of the above design measures mitigate against the potential to contaminate surface water, stormwater and groundwater reserves.

Further design and engineering details are provided in the independent Stormwater Management Model Report prepared by consulting engineers, Inside Infrastructure (refer to attached Report 8/7/2019). Proposed invert levels of swales to basin and from basin to Council infrastructure (via Ecosol unit) are provided by Inside Infrastructure Report Addendum 22/7/2019.

Refer to attached Stormwater Drainage Plan (DWG No. 0019-004-03-B) showing direction of run-off at the requested scale 1:500A1. Stormwater run-off detained by the basin can be utilised for on-site irrigation of landscaped areas.

Should any further information be required, please contact the office.

Yours faithfully,
Calabrese Partners

Nicholas Calabrese
Director



cc Ms Karyn Brown, Planning, City of Salisbury

LetEPA.RFI 7.6.19.Ferris.Direk.DA 361.799.2019.2B



Kermode House, 72 Kermode Street
North Adelaide SA 5006
ph 08 8367 0777
calabrese@calabresepartners.com.au
ABN 15 514 540 043

30 August 2019
sent via email
development@salisbury.sa.gov.au

Attention:
Ms Karyn Brown
Development Officer
Planning
City of Salisbury

Dear Karyn

**Re: Response to Further Information Request DA 361/799/2019/2B
Ferris Metal Recyclers
361-369 Diment Rd Direk SA**

On behalf of the applicant, we provide additional information as per your correspondence of 28 June 2019 under key headings as follows.

Edinburgh Road access

Mr Ben Wilson, experienced and qualified traffic engineer of Cirqa was engaged to provide a traffic and car parking assessment with regard to the proposed development (refer to attached Traffic and Parking Report). All recommendations have been incorporated into the Site Plan which include; redesign of the car parking layout, widening crossovers to allow simultaneous vehicle ingress and egress, gates set back at Diment Road and Edinburgh Road to allow staging of largest vehicle traffic if gates are closed, confirmation of adequate on-site manoeuvring of largest vehicle. Please refer to amended Site Plan.

In addition, an assessment of the use of the existing access point off Edinburgh Road was undertaken and included in the Traffic Report. It has been mentioned that the applicant requires the few B doubles to access the site, and while the main entrance is at Diment Road, only Edinburgh Road is gazetted for B Doubles. Given the expected very low volume of traffic to and from site, limited access to land directly opposite Edinburgh Road given the presence of a drainage reserve and no other access points are likely in the foreseeable future, and practical ability to access the northern part of the land given the considerable site area of some 10 acres with a depth of about 380 m spanning the two roads of the allotment. Moreover, following the traffic assessment, it was concluded that the retention of the existing access point off Edinburgh Road is safe and appropriate, and would not compromise the road's planned function as sought by the development plan.

LetSal: Ferris.Direk.DA 361/799/2019/2B-Aug 2019

1

Acoustic Report

Mr Jason Turner, experienced and qualified acoustic engineer of Sonus was engaged to provide an acoustic assessment of all proposed site activities (refer to attached Noise Assessment Report).

The locality is progressively being developed under the Urban Employment Zone seeking primarily a range of industrial uses and other stated uses. Under the zone, dwellings are generally considered non complying and, among other things, conventional horticulture is sought to be progressively replaced by the Zone's envisaged uses. The locality includes the presence of isolated dwellings, that in the main are associated with non residential uses on the same allotment ie mostly horticulture and are likely to have been the result of the former zoning. Notwithstanding, in order to comply with the Environment Protection (Noise) Policy 2007 a conservative assessment outcome is delivered with the assessment criteria of 52dB(A) applied. The adoption of the recommended acoustic measures will ensure no adverse impact on the dwellings.

The recommended key acoustic measure includes a container wall, similar to that at Ferris's existing site at Burton, and commonplace in many other scrap metal sites in South Australia and nationwide. The container wall also has the recognised added benefit of providing an effective screen to stockpiles and processing areas. The proposed container wall comprises three engineered stacked shipping containers each of which are 12.2 m long, 2.4 m wide and 2.6 m high, to a total height of 7.8 m in the nominated areas. The container wall is placed part along the western and eastern side boundaries with a generous set back of 4 to 5 m from the side boundary fencing and landscaped area, and also placed part around the ferrous yard. A cross section of the container wall is provided on the amended Site Plan. The container wall is to be painted Pale Eucalypt (colorbond colour), same as Council's recent approval at the Burton site. Note that the evergreen trees to be planted along the eastern and western side boundaries are the same as the Burton site which grow well in the locality to a mature height of 10 m adding to the overall amenity.

Site Plan Amendments and Additional Detail

In addition, to the abovementioned traffic and car parking amendments, the western and eastern side boundary fencing has been amended from 3m high colorbond to 3 m high cyclone fencing including 0.4 m security razor on top for added security particularly for valuable scrap metals stored on site. We note that cyclone fencing is commonly used in industrial areas and evident within this locality. In addition, fencing along Diment and Edinburgh Roads is increased to 3.0 m high steel tubular fencing as suggested by the representor, Ms Sally Lewis representing the Walker Corporation.

Colours and materials used in the buildings are noted on the Elevations.

The car parking area is bitumen sealed and designed and line marked in accordance to the Australian Standards as noted in the Traffic Report.

The internal access way to the weighbridges is concrete paved and in the identified areas in the amended Site Plan including the apron in front of the shed, the storage bays, and the concrete hard stand for oily items. The balance of the site is crushed concrete rubble base.

The building façade has been amended to include an extension of the canopy along part of the southern and northern façade with a feature wing wall on the Diment Road frontage. The end result is an improved road and entrance frontage. Refer to amended building plans.

LetSal: Ferris.Direk.DA 361/799/2019/2B-Aug 2019

2

Landscape Schedule

I have met and liaised with Tamika Cook Council's Landscape Systems Officer regarding the Landscape Schedule to include a range of appropriate species for the site that will add to the overall amenity of the locality. The Landscape Plan is in the process of being finalised and will be soon forwarded once completed.

Staging Development Plan

It is proposed to stage the development to progressively transfer the existing operations at Burton to the proposed new facility. A Staging Development Plan is being finalised and will be soon forwarded.

Other- Stormwater

In addition to the above Council requested information, we have sought to complete the documentation and a stormwater management model was commissioned and prepared by engineers, Inside Infrastructure (refer to attached Report and accompanying Addendum). The Drainage Plan showing direction of surface run-off has been amended accordingly and is also attached.

All site surface water run-off is designed to drain to perimeter swales leading to an onsite clay lined detention basin. Any high volume overflow from the detention basin, in accordance with Council requirements, is directed to Council infrastructure on Diment Road via an appropriately sized Ecosol treatment unit. Further design and engineering details are provided in the independent Stormwater Management Model Report. Proposed invert levels of swales to basin and from basin to Council infrastructure (via Ecosol unit) are provided by Inside Infrastructure Report Addendum 22/7/2019. All of the above design measures mitigate against the potential to contaminate surface water, stormwater and groundwater reserves.

As mentioned, we have recently provided further details to the EPA which I will forward on.

We understand that most of the relevant matters have been addressed with only the Landscape Plan and Staging Development Plan to shortly follow.

If there are any queries please do not hesitate to contact the office.

Yours faithfully,
Calabrese Partners



Rosanne Calabrese BSc, MRUP, RP, MPIA
Principal Planning Consultant



Attachment 2
Notice of Category 2 Development,
Copies of Representations and
Applicant's Response

**DEVELOPMENT ACT 1993
CITY OF SALISBURY**

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

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

APPLICATION NO:	361/799/2019/2B
APPLICANT:	Ferris Metal Recyclers c/- Calabrese Partners 72 Kermode Street NORTH ADELAIDE SA 5006
NATURE OF DEVELOPMENT:	Scrap Metal Recycling Facility (Container And Truck Storage, Weighbridge, Bin Storage, Office/Amenities, Storage And Processing Shed, Fencing And Associated Carparking, Stormwater Detention And Landscaping)
LOCATION:	361-369 Diment Road, Direk SA 5110
CERTIFICATE OF TITLE:	CT-6000/333
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 7th June 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: Karyn Brown, Development Officer

Date: 27 May 2019

THIS IS THE FIRST AND ONLY PUBLICATION OF THIS NOTICE

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:	361/799/2019/2B
Applicant:	Ferris Metal Recyclers
Location:	361-369 Diment Road, Direk SA 5110
Nature of Development:	Scrap Metal Recycling Facility (Container And Truck Storage, Weighbridge, Bin Storage, Office/Amenities, Storage And Processing Shed, Fencing And Associated Carparking, Stormwater Detention And Landscaping)

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

NAME(S): SALLY LEWIS, WALKER CORPORATION

ADDRESS: LEVEL 21, 1 FARRER PLACE SYDNEY NSW 2001

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- ☐ The owner, occupier or the property located at: representative VICINITY INDUSTRIAL ESTATE
- ☐ 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.

It's an industrial use in an industrial area and will contribute
to the overall success of the area to benefit all owners.

PTO

361/799/2019/2B

.....

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

Vicinity is in the process of marketing. It is therefore essential that the estate and its surrounds present well. The estate has frontage onto Edinburgh Road. Accordingly, Walker asks that the project incorporate:

- a 3 metre high open steel fence along the Edinburgh frontage
- an additional row of trees along Edinburgh frontage to complement the existing trees.

I trust that these amendments will be incorporated into the landscape plan that will be submitted by the applicant prior to the application being assessed and determined.

PTO

CATEGORY 2

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

I/We:

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

☒ Appearing personally,

OR

☐ Represented by the following person:

Contact details:

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

Your written representation must be received by Council no later than 11.59pm on Friday 7th 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: 

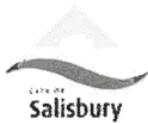
Date: 05 / 06 / 2019

Please complete this checklist to ensure your representation is valid:

- ☒ Name and address of person (or persons).
- ☒ If more than one person, details of person making the representation.
- ☒ Detail of reasons for making the representation.
- ☒ Indication whether or not the person (or persons) wishes to be heard.
- ☒ Submitted no later than 11.59pm on **Friday 7th June 2019**.

VALID

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

6 JUN 2019

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:	361/799/2019/2B
Applicant:	Ferris Metal Recyclers
Location:	361-369 Diment Road, Direk SA 5110
Nature of Development:	Scrap Metal Recycling Facility (Container And Truck Storage, Weighbridge, Bin Storage, Office/Amenities, Storage And Processing Shed, Fencing And Associated Carparking, Stormwater Detention And Landscaping)

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

NAME(S): ROCCO CARUSO

ADDRESS: 371-387 DIMENT ROAD DIREK

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- ☒ The owner/occupier of the property located at: 371-387 DIMENT RD DIREK
- ☐ 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.

my main concerns with this proposal is the hours which are being requested in section 5.5 asking for non restrictions and 6am to 7pm 6 days. there current hours of business at Burton are Mon-Fri 7.30-4pm PTO and Sat 7.30-11.30 am.

361/799/2019/2B

THE LONGER HOURS AND SHREDDING OF METAL AS IT CONSTANT ALL DAY LONG WHILE ITS BEING SHREDDER ITS ALSO CRUSHED DOES CAUSE SOME LEVEL OF NOISE. THERE IS 9 RESIDENTIAL HOMES WITHIN THE AREA AND SOME 12 OTHERS JUST OUT OF PERIMETER. I HAVE SHOWN THESE HOMES ON ATTACHMENTS IVE PROVIDED USING THESE MAPS. I HAVE IDENTIFIED THESE HOMES AND SHOWN DISTANCE FROM PROPOSED DEVELOPMENT. THE GOLF LINKS HAS PUBLIC COMING ON A DAILY BASIS AND WEDDINGS AND FUNCTIONS ON THE WEEKENDS. THE CONSTANT SHREDDING AND CRUSHING WILL IMPDE ON CURRENT ACTIVITIES THAT HAVE BEEN THERE SINCE 1992. STAGED DEVELOPMENT HAS NO TIME FRAME BETWEEN STAGES AS STAGE 2 PROVIDES SOME NOISE BUFFER NO INDICATION ON HOW MANY STAGES.

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

- THIS REFERS TO PRODUCTION HOURS
- ① MY RECOMENDATION IS THAT THE HOURS OF BUSINESS BE RESTRICTED TO NORMAL HOURS THAT COINCIDE WITH THE AREA SHOWN ON THERE MAP TO BE 7.30 TO 5 PM MON - FRI AND 7.30 - 12 SATURDAYS WITH NO CRUSHING OR SHREDDING ON SATURDAYS.
 - ② THAT STAGE 1 BE CLOSE TO EDINBURGH ROAD AS NO NOISE BUFFER IS APPARENT UNTIL OTHER STAGES ARE COMPLETE
 - ③ TRUCK PARKING AND HOLDING BAYS TO BE SWAPPED AROUND
 - ④ ADEQUATE NOISE BARRIERS BE PUT IN PLACE BEFORE FULL PRODUCTION BE STARTS.
 - ⑤ NO B. DOUBLES ACCESS ON DUMENT ROAD AS ROAD NOT RECOMMENDED FOR SUCH TRANSPORT
 - ⑥ NO PRODUCTION AFTER HOURS
 - ⑦ ALL HOLDING AND SHREDDING BAYS ON EASTERN SIDE OF DEVELOPMENT

PTO

CATEGORY 2

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

I/We:

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

☒ Appearing personally,

OR

☐ Represented by the following person:

Contact details:

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

Your written representation must be received by Council no later than 11.59pm on Friday 7th 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: 5 / 6 / 2019

Please complete this checklist to ensure your representation is valid:

- ☐ Name and address of person (or persons).
- ☐ If more than one person, details of person making the representation.
- ☐ Detail of reasons for making the representation.
- ☐ Indication whether or not the person (or persons) wishes to be heard.
- ☐ Submitted no later than 11.59pm on **Friday 7th June 2019**.

OCCUPIED RESEDENTIAL PROPERTIES
WITHIN THE PROPOSED PERIMETER AS SHOWN ON
MAP 1.

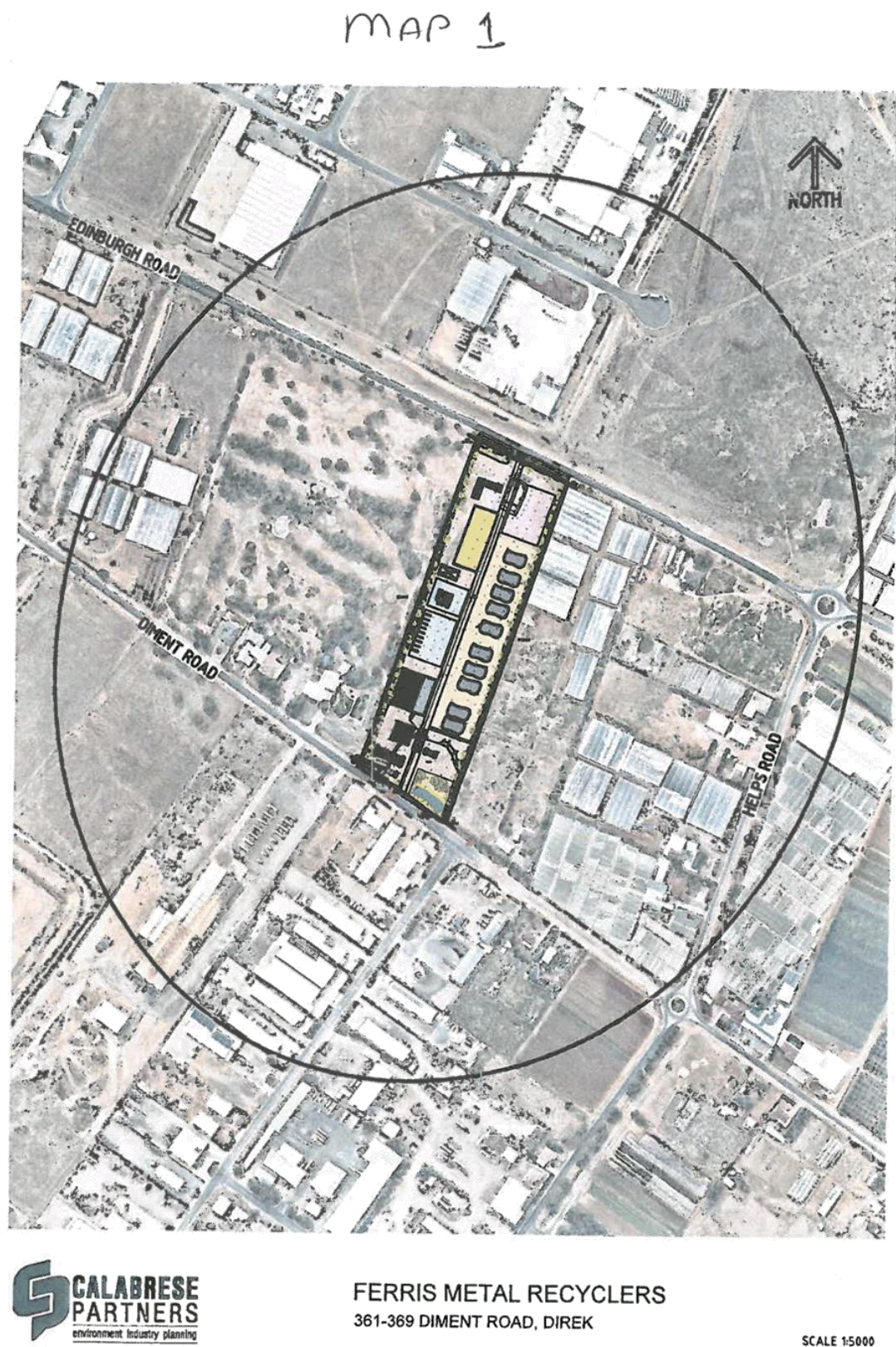
MAP 2. HIGHLIGHTED PROPERTIES

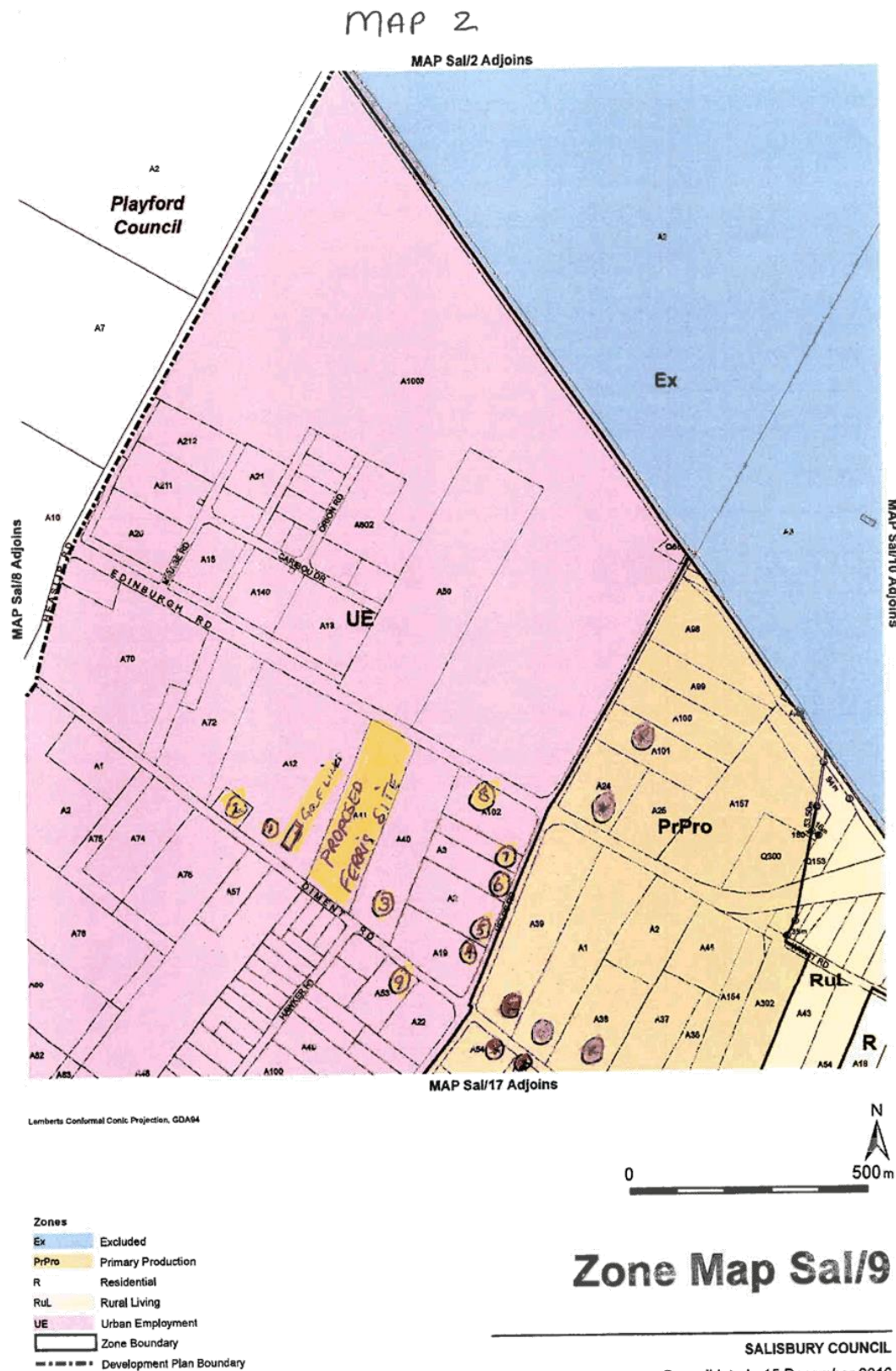
PROPERTY NUMBERS ARE HIGHLIGHTED 1 TO 9
WITH ASTRIX MARKING 7 OTHER PROPERTIES
JUST OUT OF THE SAID PERIMETER

ALL THESE ARE RESEDENTIAL HOUSES THAT ARE
CURRENTLY OCCUPIED. WITH EDERLY CITIZENS AND
YOUNG FAMILIES.

PROPERTY	1	80 m	FROM	NEW	PROPOSED	SITE
"	2	110 m	"	"	"	"
"	3	80 m	"	"	"	"
"	4	300 m	"	"	"	"
"	5	300 m	"	"	"	"
"	6	350-400 m	"	"	"	"
"	7	500 m	"	"	"	"
"	8	500 m	"	"	"	"
"	9	200 m	"	"	"	"

OTHER PROPERTIES NEARBY ARE AROUND
600 - 700 m FROM PROPOSED SITE
WHICH ARE ALOT CLOSER TO SITE AS
LISTED IN THE FERRIS REPORT 7-1.1
CLAIMING BURTON TO BE THE CLOSEST ONE SOME
1.2 km AWAY
IN ALL THERE ARE MORE THAN 30 PROPERTIES
BEFORE BURTON RESIDENTIAL AREA.







Kermode House, 72 Kermode Street
North Adelaide SA 5006
ph 08 8367 0777
calabrese@calabresepartners.com.au
ABN 15 514 540 043

5 July 2019

Sent by email
development@salisbury.sa.gov.au

Attention: Ms Karyn Brown
Development Officer, Planning
City of Salisbury

Dear Ms Brown

Re: Response to Representation Received (Category 2)
Ferris Recyclers, 361-369 Diment Rd Direk, DA 361/799/2019/2B

On behalf of Ferris Recyclers, we provide a response to the representations received following the Category 2 notification process.

We note that three representations were received but one invalid as advised by Council. The two valid representations were from:

1. Ms Sally Lewis representing the Walker Corporation, Level 21/1 Farrer Place Sydney, NSW.
2. Mr Rocco Caruso, 371-387 Diment Rd Direk, SA

The representation received outside the notification area by Mr Domenic and Ms Melissa Caruso is essentially similar to Mr Rocco Caruso's representation.

The response to points / concerns raised in the representations are addressed as follows:

1. The Walker Corporation has a large presence in the area with the nearby Vicinity Industrial Estate, some 100 ha, that has frontage onto Edinburgh Road directly opposite the subject land to the north and north west.

Ms Sally Lewis representing the Walker Corporation supports the proposed development. The basis for support is that the proposal is an industrial use in a zone that primarily envisages industrial uses and that the proposed development *"will contribute to the overall success of the area to benefit all owners"*. This is particularly relevant given the significant investment by the applicant to develop a large parcel of vacant land contributing to the further development of the locality.

The representor also states that development in the area be well presented and in order to achieve this seeks *"a 3m high open steel fencing along Edinburgh Road frontage and additional row of trees along Edinburgh Road frontage to complement the existing trees"* to be added to the proposal.

The applicant has agreed to the above request. Accordingly, the Site Plan will be amended to include the 3m high open steel fencing along Edinburgh Road and a Landscape Schedule prepared in liaison with Council to include additional trees along the Edinburgh Road frontage.

Let: Sal-Response to Representations (Cat 2)-Ferris Recyclers, Direk, DA 361/799/2019/2B

1



2. Mr Caruso's property adjoins the subject land to the west which is partly developed including a 9 hole golf link, associated dwelling and amenities.

Mr Caruso opposes the development and raises a number of concerns which are addressed as follows.

2.1 Shredding & Crushing

Mr Caruso has raised concern regarding the noise impact arising from the shredding and crushing of material on site.

To be clear, the proposed operations do not include a shredder and therefore no shredding of material is proposed. In addition, there is no crushing of material to be undertaken on site.

The activities occurring on site, apart from general scrap deposition and stacking, include metal cutting (ie shearing) of ferrous scrap via mobile shears and a centralised metal shear, and the cutting of steel by oxy welding. In addition, baling ie compaction of non ferrous scrap is proposed via an on-site baler. The proposed site activities are generally regarded as less acoustically intrusive compared with shredding or crushing.

Nonetheless, an acoustic engineer has been engaged to provide an acoustic report assessing potential noise impacts from the proposed activities and whether any mitigation measures are required to achieve compliance. The acoustic report will form part of the application.

2.2 Operating Hours

Mr Caruso raises concern regarding non restriction of operating hours and the proposed hours of operation ie Monday to Saturday 6am to 7pm.

We have noted that the Zone allows for 24 x 7 operating hours in appropriate areas. The proposal limits operating hours to Monday to Friday 6am to 7pm to suit the applicant's operational demands including export activities and maintenance requirements.

Notwithstanding, the abovementioned acoustic assessment will provide appropriate technical information to confirm proposed operating hours.

2.3 Staging of Development

The timing of the staged development and the noise impact arising from Stage 1 is raised by Mr Caruso. The representor acknowledges some buffer will be provided by the erection of the buildings in Stage 2.

The Acoustic Report is to include an assessment of Stage 1 in order to achieve acoustic compliance.

Insofar as the timing of development, the applicant also owner of the land seeks to develop the site to relocate Ferris's main operation from Burton. Stage 1 includes the partial development of the ferrous yard, erection of boundary fencing, access off Heaslip Road, landscaping and stormwater system as identified in the Stage 1 Site Plan.



The staging of development allows a logical initial transfer of operations from the Burton site to the subject land. In the meantime to minimise delay and stagger the development, documentation for Stage 2 that includes the engineering and structural details for the buildings is being prepared and lodged for development approval.

Development Approvals have regulatory defined time frames, namely not open ended. An approved development needs to be substantially commenced by 12 months and completed within three years of the operative date.

2.4 Relocate Storage Bays

Mr Caruso seeks the relocation of the storage bays to the eastern side boundary away from their common boundary, presumably based on adverse noise levels to the neighbour.

The commissioned Acoustic Report is to examine the proposed development including all potential noise generating activities. The technical information obtained will allow for either confirmation or refinement of the proposed site plan and associated proposed site activities.

2.5 B Doubles

The representor notes B Double vehicles should not use Diment Road.

The proposal does not seek B Double access from Diment Road given that it is currently not gazetted for B Doubles. The application proposes the few B Doubles to ingress and egress the proposed access off Edinburgh Road which is gazetted for B Doubles.

We trust that the above response addresses key concerns / points raised by the representors that relate to planning matters.

Please do not hesitate to contact us on any queries.

We respectfully request that if the application is not decided under delegation and proceeds to the Council Assessment Panel then we seek the right to represent the applicant at that meeting. Please advise accordingly.

Yours faithfully,
Calabrese Partners

Rosanne Calabrese BSc MRUP
Principal Planning Consultant



Let: Sal-Response to Representations (Cat 2)-Ferris Recyclers, Direk, DA 361/799/2019/28

3

Attachment 3

Sonus Environmental Noise Assessment Acoustic Report

Ferris Metal Recycling

361 Diment Road, Direk

Environmental Noise Assessment

August 2019

sonus.

Contact: Jason Turner
Associate
Phone: +61 (0) 410 920 122
Email: jturner@sonus.com.au

Sonus Pty Ltd
17 Ruthven Avenue
Adelaide 5000 SA
www.sonus.com.au

Ferris Metal Recycling – 361 Diment Road, Direk
Environmental Noise Assessment
S6102C2
August 2019

sonus.

Document Title : Ferris Metal Recycling– 361 Diment Road, Direk
Environmental Noise Assessment

Document Reference : S6102C2

Date : August 2019

Author : Byron Holmes, MAAS

Reviewer : Jason Turner, MAAS

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Ferris Metal Recycling – 361 Diment Road, Direk
Environmental Noise Assessment
S6102C2
August 2019

sonus.

1 INTRODUCTION

An environmental noise assessment has been made of the proposed relocation of the Ferris Metal Recyclers (Ferris) premises to a site at 361 Diment Road, Direk S.A.

The Ferris activities incorporate in-loading of scrap metal and the associated processing, stockpiling, baling and out-loading of ferrous and non-ferrous metals.

The site is well located within an “Urban Employment” zone which principally promotes general industrial land use. A small number of isolated existing dwellings are scattered through the zone, many of which are associated with a non-residential land use on the same parcel of land, such as horticulture. The development plan provisions relating to the site and the surrounding locality do not contemplate further residential development, but rather promote the ongoing operation and development of intensive activities in the zone.

An overview of the subject site and surrounding locality is provided in Figure 1 below. Zone boundaries are shown in orange, with noise sensitive receiver locations indicated by red markers. 300 metre and 500 metre buffer zones from the zone boundary are shown by red dashed lines.



Figure 1: Subject site and surrounding locality

Ferris Metal Recycling – 361 Diment Road, Direk
Environmental Noise Assessment
S6102C2
August 2019

sonus.

This assessment considers environmental noise from the metal recycling yard, which includes all activities described above, and compares that with the relevant requirements of the City of Salisbury Development Plan¹ and the *Environment Protection (Noise) Policy 2007*, to ensure that the recycling depot does not adversely impact on the nearest existing dwellings.

2 EPA EVALUATION DISTANCES GUIDELINES

The Environment Protection Authority (EPA) has published a guideline document *Evaluation Distances for Effective Air Quality and Noise Management* (2016) (the Guidelines) which provides guidance on when information is to be provided to the EPA.

For waste and recycling depots (as defined by Schedule 1 of the *Environment Protection Act 1993*), an *evaluation distance* of 300 metres is recommended by the Guidelines. This assessment considers noise impacts on sensitive receptor locations within 300 metres of the site boundary (as indicated in Figure 1 above).

3 DEVELOPMENT PLAN

The subject land is located within an “Urban Employment” zone, with sensitive receptor locations within both the “Urban Employment” zone and “Primary Production” zone as described in the City of Salisbury Development Plan.

The City of Salisbury Development Plan has been reviewed and particular regard has been given to the following provisions relevant to environmental noise:

General Section - Interface Between Land Uses

OBJECTIVES

Objective 1: Development located and designed to minimise adverse impact and conflict between land uses.

Objective 2: Protect community health and amenity from the adverse impacts of development and support the continued operation of all desired land uses.

¹ Consolidated 4 April 2019

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PRINCIPLES OF DEVELOPMENT CONTROL

1. *Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*
...
(b) noise:
...
2. *Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.*
6. *Non-residential development on land abutting a residential zone or within a residential zone should be designed to minimise noise impacts and achieve adequate levels of compatibility between existing and proposed uses.*
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.*

In addition to the above, the “Industrial Development” and “Waste Management Facilities” sections of the General Section of the Development Plan also provide Objectives and Principles of Development Control incorporating provisions which are consistent with the above.

4 ASSESSMENT CRITERIA

Council Wide Interface between Land Uses Principle of Development Control 7 references the *Environment Protection (Noise) Policy 2007* (the Policy).

The objective environmental noise criteria provided by the Policy are based on the *World Health Organisation Guidelines (1999)* to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy will also satisfy the subjective provisions in the Development Plan which are related to environmental noise.

The Policy establishes goal noise levels to be achieved at the noise receivers (the adjacent dwellings), based on the land use that is principally promoted in the Development Plan for the locality in which the noise source (the development) and the noise receivers are located in.

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For development in an “Urban Employment” Zone, the Policy provides the following goal noise levels for nearby existing dwellings in each of the following zones.

Zone:	Receivers:	Goal Noise Levels (dB(A))	
		Day (7am to 10pm)	Night (10pm to 7am)
Urban Employment (UE) zone	R1 – R9	60	60
Primary Production (PrPro) zone	R10 – R11	56	48

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

An 8 dB(A) penalty (for scrap metal handling) effectively reduces the day-time goal noise level to 52 dB(A) within the Urban Employment zone, and 48 dB(A) within the “Primary Production” zone.

It is noted that the Policy delivers a conservative assessment outcome with respect to the final assessment criteria. A goal noise level of 52 dB(A) is applied to a domestic air conditioning unit in a residential zone and in this circumstance, the same noise level criterion applies to general industry due to the presence of isolated dwellings in the same zone.

5 ASSESSMENT

The assessment has been based on:

- Noise levels measured at the existing Ferris Metal Recyclers premises at Heaslip Road, Burton SA on Friday, 5th July 2019;
- Observations of the number and type of equipment and processes undertaken at the existing premises on Friday, 5th July 2019;
- Site plan (drawing number 0119-004-02 (revision A) dated 04/2019), prepared by Calabrese Partners;
- Arrangement of activities within the site as presented in Appendix B;
- Previous noise measurements of heavy vehicle movements, and;
- A stockpile height of 5 metres.

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Prediction of the noise levels at all nearby dwellings from metal processing activity has been made based on typical activity levels comprising the following:

- Sound power levels and locations for plant, equipment and activities based on site measurements (summarised in Appendix A);
- Cycle times for all equipment based on on-site observations during the site visit conducted on 5th July 2019 and confirmed by Ferris Metals as indicative of typical operation:
 - Metal grab loading a 20-foot container continuously throughout the 15-minute assessment period;
 - Fixed ferrous shear in shearing mode for 2-minutes, with a metal grab loading the shear for the balance of the 15-minute assessment period;
 - Excavator-mounted shears processing scrap metal throughout the 15-minute assessment period;
 - Two metal grabs sorting scrap metal on stockpiles (with one operating near the top of the stockpile and one operating on the face of the stockpile);
 - Two heavy vehicle movements through the site in a 15-minute period;
 - Two forklifts operating simultaneously throughout the 15-minute period;
 - The non-ferrous baler operating continuously throughout the assessment period including loading activities.
- Noise sensitive receiver locations as shown in Figure 1 within 300 metres of the site boundary;
- Worst-case meteorological conditions (i.e. those most conducive to noise propagation) during the day-time period corresponding to CONCAWE² Category 5.

Based on the above, the following acoustic measures are recommended:

- Ensure that handling of ferrous metals occurs between the hours of 7:00am and 10:00pm only;
- Construct acoustic barriers to a minimum height of 7.8 metres at the locations and to the extent shown in Appendix B. The height corresponds to three shipping containers placed on top of one another;
- Provide acoustic absorption to the face of the acoustic barriers for the full height of the barrier and to the extent shown in Appendix B. The acoustic absorption should have a minimum Noise Reduction Coefficient (NRC) of 0.8. Options for the absorption will be considered during the design documentation and procurement phase of the project with the key acoustic principle for any material being to provide a minimum NRC of 0.8.

² The oil companies' international study group for conservation of clean air and water in Europe. "The propagation of noise from petrochemical complexes to neighbouring communities".

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Based on the above, predicted outdoor noise levels from the proposed scrap metal yard are no greater than 51 dB(A) at any existing dwelling within the “Urban Employment” zone and 42 dB(A) at any existing dwelling within the “Primary Production” zone, thereby achieving the character-adjusted Policy goal noise levels of 52 dB(A) and 48 dB(A) for the “Urban Employment” and “Primary Production” zones respectively.

The above predicted noise levels are based on operations which occur regularly throughout the day.

There are other infrequent events which occur at the site:

- Metal grabs loading a metal bin truck (understood to typically occur five times per day three days per week);
- Heavy gauge steel in-loading to the site via a tipper truck.

For the purposes of comparison with the Policy, if it is assumed the outloading or the inloading occurs every 15 minutes continuously through the operating period, then a noise level of 54 dB(A) (L_{Aeq}) is predicted at the closest dwelling in the urban employment zone. This increase above the Policy goal noise level in subjective terms is less than “just noticeable” and under other weather conditions would achieve the Policy goal noise level of 52 dB(A). Based on the above, these infrequent activities will not adversely impact on the amenity of the locality.

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6 CONCLUSION

An environmental noise assessment has been made of the proposed relocation of the Ferris Metal Recyclers (Ferris) premises to a site at 361 Diment Road, Direk S.A.

The site is well located within an “Urban Employment” zone intended for industrial land uses, with a small number of isolated dwellings scattered through the surrounding locality. Many of these dwellings are associated with a non-residential land use on the same parcel of land, such as horticulture.

The assessment has predicted noise levels for the purposes of comparison with the *Environment Protection (Noise) Policy 2007*, and has recommended acoustic measures outlined further in Appendix B which include:

- Ensuring that handling of ferrous metals occurs between the hours of 7:00am and 10:00pm only;
- Constructing acoustic barriers to a minimum height of 7.8 metres at specific locations; and
- Providing acoustic absorption to the faces of the acoustic barriers for reflection control.

With the recommended acoustic measures incorporated, the predicted noise level at the adjacent dwellings achieves the conservatively applied goal noise levels of the *Environment Protection (Noise) Policy 2007*. In doing so, it is considered that all the relevant environmental noise provisions in the City Salisbury Development Plan are satisfied.

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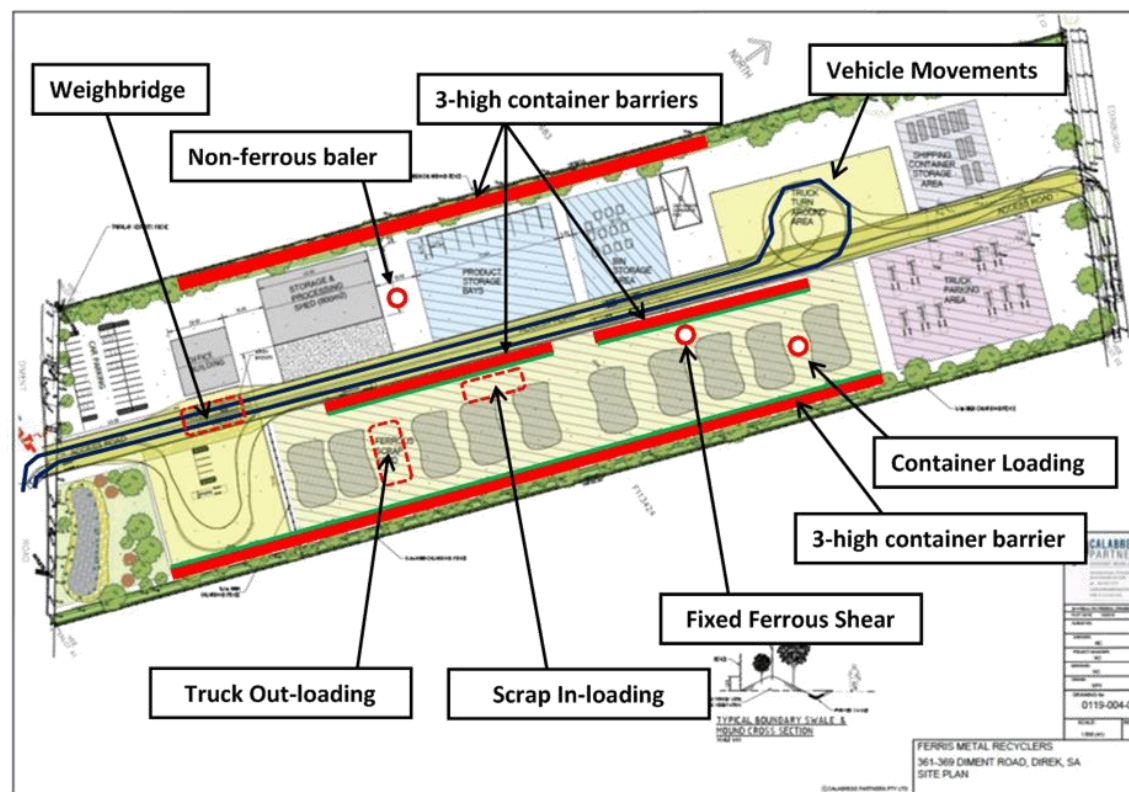
APPENDIX A – Source Sound Power Levels

Source:	Sound Power Level dB(A)	Comments
<u>Container Loading</u>		
Container Loading	116	
<u>Fixed Ferrous Shear</u>		
Lefort Shear	116	
Excavator	112	
<u>Scrap Inloading</u>		
Truck dumping heavy gauge steel	123	Occurs infrequently and when so, approximately 30 seconds duration
Metal grabs processing scrap metal	117	Intermittently throughout period
<u>Truck Outloading</u>		
Excavator loading tipper truck	117	
<u>Non-ferrous Area</u>		
Non-ferrous baler	103	
Forklift	100	
<u>General Activity</u>		
Forklift	100	
Truck idling at weighbridge	97	
Truck moving through the site	101	Per metre of movement

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Environmental Noise Assessment
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APPENDIX B – Site Plan



Attachment 4

CIRQA Traffic and Car Parking Report



FERRIS METAL RECYCLERS
361-369 DIMENT ROAD, DIREK
TRAFFIC AND PARKING REPORT





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DOCUMENT CONTROL

Report title:	Ferris Metal Recyclers, 361-369 Diment Road, Direk – Traffic and Parking			
Project number:	19145			
Client:	Calabrese Partners			
Client contact:	Rosanne Calabrese			
Version	Date	Details/status	Prepared by	Approved by
Draft	07Jul19	For review	JJB	BNW
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V1.2	23Aug19	Minor update	JJB	BNW

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CIRQA\Projects\19145 Ferris Metal Recyclers Diment Road Direk 23Aug19 V1.2.docx

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1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for a proposed new scrap metal recycling facility and ancillary truck and container yard at 361-369 Diment Road, Direk. Specifically, CIRQA has been engaged to provide 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 Calabrese Partners (drawing no. 0119-004-02, dated April 2019, refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located on the northern side of Diment Road. The site is bound to the north by Edinburgh Road, agricultural land to the east, Diment Road to the south and a golf course to the west. The City of Salisbury's Development Plan identifies that the site is located within an Urban Employment Zone.

The subject site is currently unoccupied. Access is provided via unsealed crossovers on Diment Road and Edinburgh Road, at which all turning movements are accommodated.

2.2 ADJACENT ROAD NETWORK

Diment Road is a local road under the care and control of the City of Salisbury. Diment Road comprises an 8.2 m wide carriageway (approximate) with a single traffic lane in each direction. A 3.0 m wide right-turn lane forms at the southern corner of the subject site, providing right-turns at the Diment Road/Hawker Road intersection. A 60 km/h speed limit applies on Diment Road.

Edinburgh Road is a local road under the care and control of City of Salisbury. The Development Plan notes that Edinburgh Road is a "Strategic Transport Route". Edinburgh Road comprises a 7.4 m wide carriageway (approximate) with a single traffic lane in each direction. An 80 km/h speed limit applies on Edinburgh Road. Edinburgh Road is gazetted for the operation of B-Double vehicles along it.

Figure 1 illustrates the location of the subject site and existing access points with respect to the adjacent road network.



Figure 1 – Location of the subject site and adjacent road network

2.3 WALKING AND CYCLING

Adjacent the site, there are no formal footpaths provided along both Diment Road and Edinburgh Road. Pedestrians would be required to walk along the wide verges to access the subject site. Cyclists would be required to share the road with motorists or cycle along the verge.

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises the construction of a scrap metal recycling facility and ancillary truck and container yard. The facility will allow relocation of the Ferris Metal Recyclers' operations from its existing Burton facility to the subject site. As identified in the Calabrese Partners' planning statement, the associated activities on the site will comprise "...receipt, processing, storage and transport of ferrous and non-ferrous metals and other sundry waste materials...".

In particular, the proposal comprises the following key components:



- an 800 m² shed for the deposition, processing and storage of non-ferrous materials and machinery maintenance and storage;
- a 400 m² main office building (including associated amenities);
- various open-air areas for the deposition, processing, baling and storage of scrap metal and other waste materials;
- two weighbridges for incoming and outgoing vehicles (with sufficient separation from the site access points for staging of commercial vehicles when required); and
- stormwater detention and landscaping provisions.

It is understood that the proposal will operate with 12 full-time employees on-site plus up to four truck drivers at any one time using the on-site facilities. No time restrictions are proposed to the hours of operation, however it is anticipated that the business will typically operate six days per week between 6 am and 7pm. Vehicles associated with the site will range from domestic vehicles (staff and visitors, including some with trailers), rigid trucks, Semi-Trailers and occasional B-Doubles.

The development is proposed to be undertaken in two stages (as illustrated on the site plan), namely:

- Stage 1 will allow establishment of parts of the ferrous yard, internal roadway, landscaping and detention provisions; and
- Stage 2 will comprise the establishment of the balance of the proposal including the proposed buildings.

CIRQA has undertaken a review of the proposed site layout and associated access and parking arrangements for the development. Minor amendments have been recommended by CIRQA to the site layout to ensure safe and convenient access and parking provisions are achieved for the proposal. The recommended alterations are illustrated in the plans provided in Appendix B. It is understood that the applicant accepts the recommendations and the site plan will be altered accordingly.

3.2 ACCESS ARRANGEMENTS

3.2.1 ACCESS POINTS

It is proposed that the site be accessed via the existing access points on both Diment Road and Edinburgh Road. As neither of these roads are arterial roads, such arrangements are in line with the Principle of Development Control (PDC) 25

(Transportation and Access) of the Development Plan which seeks that access points are limited to local roads.

The access points are both proposed to be widened (as shown in Appendix B) to accommodate simultaneous movements of the anticipated vehicle movements. Specifically, it has been recommended that:

- the Diment Road access (which will form the primary access for the site) be widened to a 16.2 m wide crossover to accommodate simultaneous Semi-Trailer movements (the largest vehicles permitted to access the site via Diment Road); and
- the Edinburgh Road access (which will provide secondary access) be widened to 15.1 m to accommodate simultaneous movements by B-Double vehicles (given Edinburgh Road's gazettal for the use of such vehicles).

Figures 2 and 3 illustrate the heavy vehicle turn paths at the Diment Road (Semi-trailer) and Edinburgh Road (B-Double) access points, respectively.

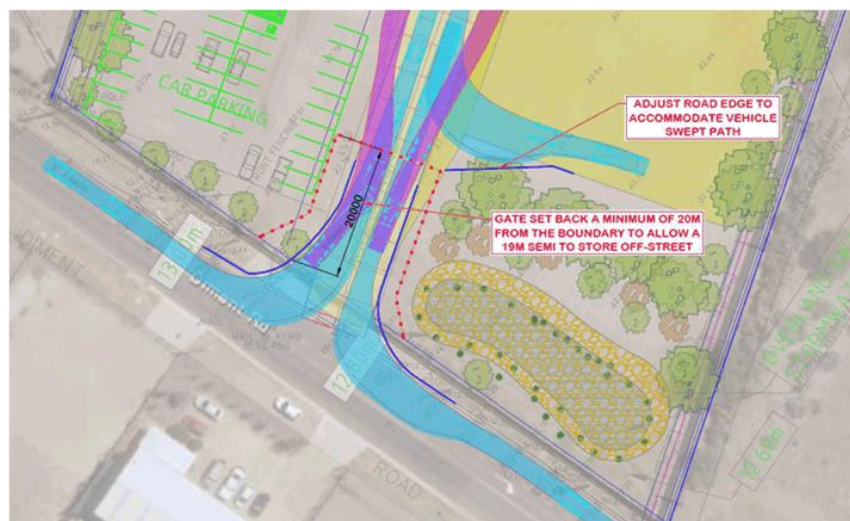


Figure 2 – Simultaneous semi-trailer turn paths at the Diment Road access point



Figure 3 – Simultaneous B-Double turn paths at the Edinburgh Road access point

It is noted that the Development Plan states (in the Desired Character Statement for the subject zone) that access points onto Edinburgh Road should be limited to preserve the planned function of Edinburgh Road. Additionally, PDC 2 of the Strategic Transport Routes Overlay section states the "Vehicular site access should not be provided along the main street frontage where an alternative access is available". However, no additional access points are proposed on Edinburgh Road (the existing access will simply be upgraded to safely and appropriately accommodate vehicle movements). Furthermore, the Edinburgh Road access will be provided primarily to allow B-Double access to/from the site (the number of other movements via the Edinburgh Road access will be low). This arrangement is required as Diment Road is not gazetted for the use of B-Doubles and, accordingly, no alternative access is available for such vehicles to access the site (which is relevant to the consideration of PDC 2 stated above). Notably, the site has been designed to reinforce the primary nature of the Diment Road access (i.e. the office, staff and visitor car park, weighbridges etc. will be located at the southern end of the site).

In addition to the above, it is noted that existing development north of the site (within the Walker Corporation site) is accessed via a separate internal road network (Mirage Road and Caribou Drive). The opportunity for direct access to Edinburgh Road for allotments on the northern side of the road is also limited by a drainage swale (and its associated reserve). There is therefore no other access currently provided on the opposite side of the subject access point nor likely in the foreseeable future. There are also limited other access points on the southern side of Edinburgh Road associated with other properties. There would there be



negligible interactions between vehicles accessing the subject site via Edinburgh Road and those associated with other nearby sites (i.e. conflict risk is negligible). In relation to the impact on through-bound vehicles on Edinburgh Road, there is ample approach sight distance for following vehicles to react to a vehicle either decelerating or stored waiting to turn into the subject site. Similarly, there is more than adequate safe intersection sight distance for drivers exiting the subject site to select appropriate gaps to enter the traffic stream. The retention of an access point on Edinburgh Road (to accommodate infrequent vehicle movements) is therefore considered safe and appropriate. Importantly, the retention of the access point (and its use) would not alter the planned function of Edinburgh Road (as sought by the Development Plan).

3.2.2 INTERNAL ACCESS LAYOUT

The proposed weighbridges will be located clear of the access point. This will allow staging for two Semi-Trailers for the inbound weighbridge (not including a vehicle using the weighbridge itself). Bypass lanes will also be provided to allow other vehicles to pass those utilising the weighbridge. Such arrangements will ensure that queuing back from the weighbridge to Diment Road does not occur. Notably, this is a significant improvement compared to the constrained arrangement at Ferris Metal Recyclers' existing site at Burton.

The internal access layout also provides sufficient room for manoeuvring and 'turnaround' movements by all vehicles associated with the site, including B-Doubles. Figure 4 illustrates the turning movement for the largest vehicle anticipated to access the site (a B-Double). These provisions will ensure all vehicles are able to enter and exit the site in a forward direction.



Figure 4 - B-Double (26 m turnaround manoeuvre)

3.3 CAR PARKING DESIGN

CIRQA has prepared a review of the car park design and prepared recommended alterations (primarily to accommodate the recommended gate location for the Diment Road access point) as illustrated in Appendix B. The recommend layout will provide 35 parking spaces (inclusive of one space reserved exclusively for use by people with disabilities).

As sought by PDC 33 (Transportation and Access) of the Development Plan, the parking area will comply with the requirements of the relevant Australian Standards. Namely, the following aspects of the Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking* (AS/NZS 2890.1:2004) and Australian/New Zealand Standard, *Parking Facilities Part 6: Off-street parking for people with disabilities* (AS/NZS 2890.6:2009) will be met:

- regular parking spaces will be 2.5 m wide and 5.4 m long;
- disabled parking spaces will be 2.4 m wide and 5.4 m long (with an adjacent shared space of the same dimension);
- the parking aisle will be at least 5.8 m wide;
- a 1.0 m end-of-aisle extension will be provided beyond the last parking space in the aisle;
- 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 access points.

The proposed car park layout will also be separated from the commercial vehicle manoeuvring areas to minimise interaction between such vehicles and domestic vehicles and pedestrians. This aligns with PDCs 12 and 34(d) (Transportation and Access) of the Development Plan.

4. PARKING ASSESSMENT

4.1 CAR PARKING

The City of Salisbury Development Plan (Table Sal/2) identifies a parking requirement for industry, warehouses or stores of:

- **Office component:**
 - 1 space per 30 square metres; plus
- **Non office component:**
 - Up to 200 m²: 1 space per 20 m²; plus
 - 200-2,000 m²: 1 additional space for every 75 m²; plus
 - greater than 2,000 m²: 1 additional space for every 150 m²;
- OR
- For labour intensive industries, inclusive of office component: 0.75 car parking spaces per employee
(Whichever is greater)

Based on the 'per floor area' methodology identified above, the proposed development would require 26 parking spaces. When assessed on the 'per employee' approach, the proposal would require 12 parking spaces. The proposed 35 parking spaces (based on the CIRQA recommended layout) therefore exceeds the requirements of the City of Salisbury's Development Plan. Vehicle parking demands associated with the site will therefore be easily accommodated on-site as sought by PDC 32 (Transportation and Access).

4.2 BICYCLE PARKING

The City of Salisbury's Development Plan does not specify a bicycle parking provision rate for industrial uses. However, it does identify rates for offices as follows:

- **employees** – 1 for every 200 m² of gross leasable floor area; and
- **visitor** – 2 plus 1 per 1,000 m² of gross leasable floor area.



Based on the above rates, the proposal would require five bicycle parking spaces. The proposal does not currently include any bicycle storage on-site. However, should bicycle storage be required, there are multiple areas on-site where bicycle storage facilities could easily be included during detailed design (and be conditioned accordingly).

5. TRAFFIC ASSESSMENT

The NSW Roads and Maritime Services' *"Guide to Traffic Generating Developments"* (the RMS Guide), and its subsequent updates, is a document commonly used by traffic engineers in order to determine the forecast traffic generation of a variety of land uses. Relevant to the proposal, the RMS Guide identifies the following peak hour traffic generation rates:

- Office – 2 trips per 100 m² of gross floor area;
- Industry (factory) – 1 trip per 100 m² of gross floor area

Based on the above rates, the proposed development would generate in the order of 16 peak hour trips. The forecast volumes would be distributed primarily to the Diment Road access. All turning movements at the Diment Road access points would be in the order of 5 peak hour movements or less. Such volumes are very low and there would be minimal queuing and delay experienced at the access point. The number of movements undertaken via the Edinburgh Road access would be in the order of 2 or less peak hour movements (which would generally be associated with B-Doubles albeit smaller commercial vehicles may also on occasion utilise the access with negligible use by light vehicles). Such volumes are negligible and would be easily accommodated at the site's access points and adjacent road network. Notably, the overall volumes forecast for the proposed use are well below that which could be generated by other uses contemplated within the Urban Employment Zone (for example, petrol filling station, road transport terminal or shops).

Given the low traffic volumes associated with movements into and out of the site (i.e. five or less movements for any one turn into or out of the site in a peak hour), there is no warrant for formalised/separated turn treatments at either access point.

In respect to the desired minimisation of access on Edinburgh Road, the volumes distributed to/from the widened existing access will be very low. There would be negligible impact on through-bound vehicles on Edinburgh Road as a result of retention of the access point (particularly given the primary access will remain via Diment Road). Notably, the access point's gate will be located well into the site to ensure entering vehicles do not queue back to Edinburgh Road and impact through movements. As discussed above, adequate sight distances will also be



provided at and on approach to the Edinburgh Road access point. There will be negligible impact on traffic conditions on Edinburgh Road and its intended function will not be altered by the proposed development.

6. SUMMARY

The proposed development comprises the construction of a scrap metal recycling facility and ancillary truck and container yard. The development will be accessed via existing (albeit widened) two-way access points on Diment Road and Edinburgh Road.

The Diment Road will accommodate the majority of movements associated with the site. The proposal's parking area, weighbridges and offices will be located in close proximity to the Diment Road access which will reinforce its nature as the primary access point for the site. The Edinburgh Road access will form a secondary access to accommodate infrequent B-Double movements (given no alternative access is available for such vehicles).

The access points have been designed to safely and appropriately accommodate the movements associated with the anticipated vehicle types. The internal layout provides sufficient area for manoeuvring of all vehicles (including B-Doubles). The provisions will enable all vehicles to be driven into and out of the site in a foreword direction.

A total of 35 parking spaces are proposed to be provided to service the development (based on the recommended layout prepared by CIRQA). This number of parking spaces will satisfy the requirements of the City of Salisbury's Development Plan. The parking areas will be provided in accordance with the requirements of the relevant Australian Standards.

The proposal will be a low traffic generating use (particularly relative to other uses contemplated within the site's zoning). Based on typical generation rates, it is forecast that in the order of 16 peak hour movements could be generated by the proposal. Such volumes are very low. The additional movements will be readily accommodated at the access points on Diment Road and Edinburgh Road with negligible impact. Importantly, there will be no change in the nature and function of the adjacent roads.

On the basis of the assessments undertaken, the proposal is consistent with the relevant transport, access and parking provisions of the Development Plan. From a transport perspective, it is considered that there is sufficient merit to warrant approval of the proposal.

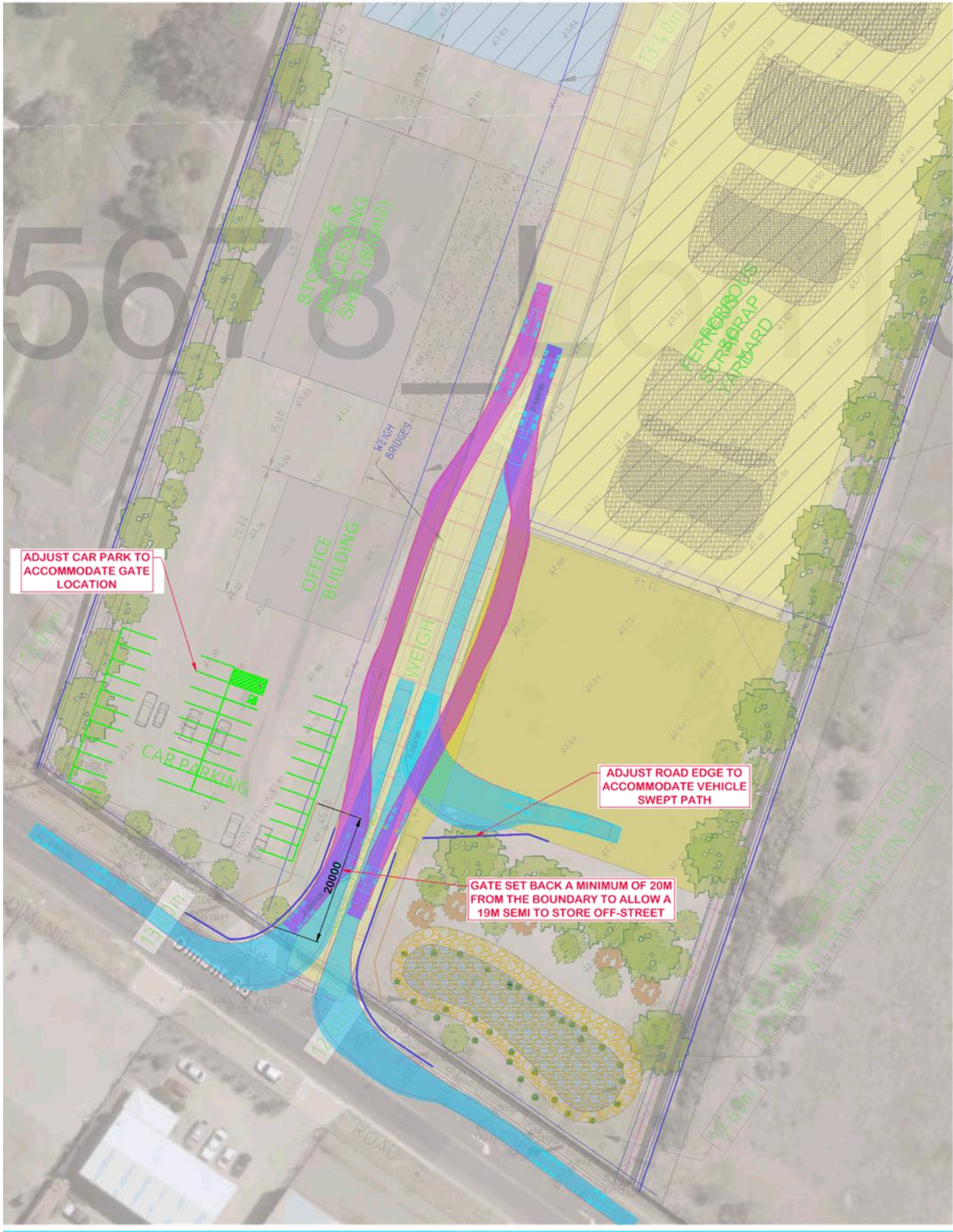



APPENDIX A

SITE LAYOUT PLANS

CIRQA\Projects\19145 Ferris Metal Recyclers Diment Road Direk 23Aug19 V1.2.docx

Appendix A






ABN: 12 681 029 983 | PO Box 144, Glandside SA 5065 | E: info@cirqa.com.au

DRAWING AMENDMENTS				
VER	DATE	DESCRIPTION	DWN	CHK
A	19/06/2019		JJB	BNW

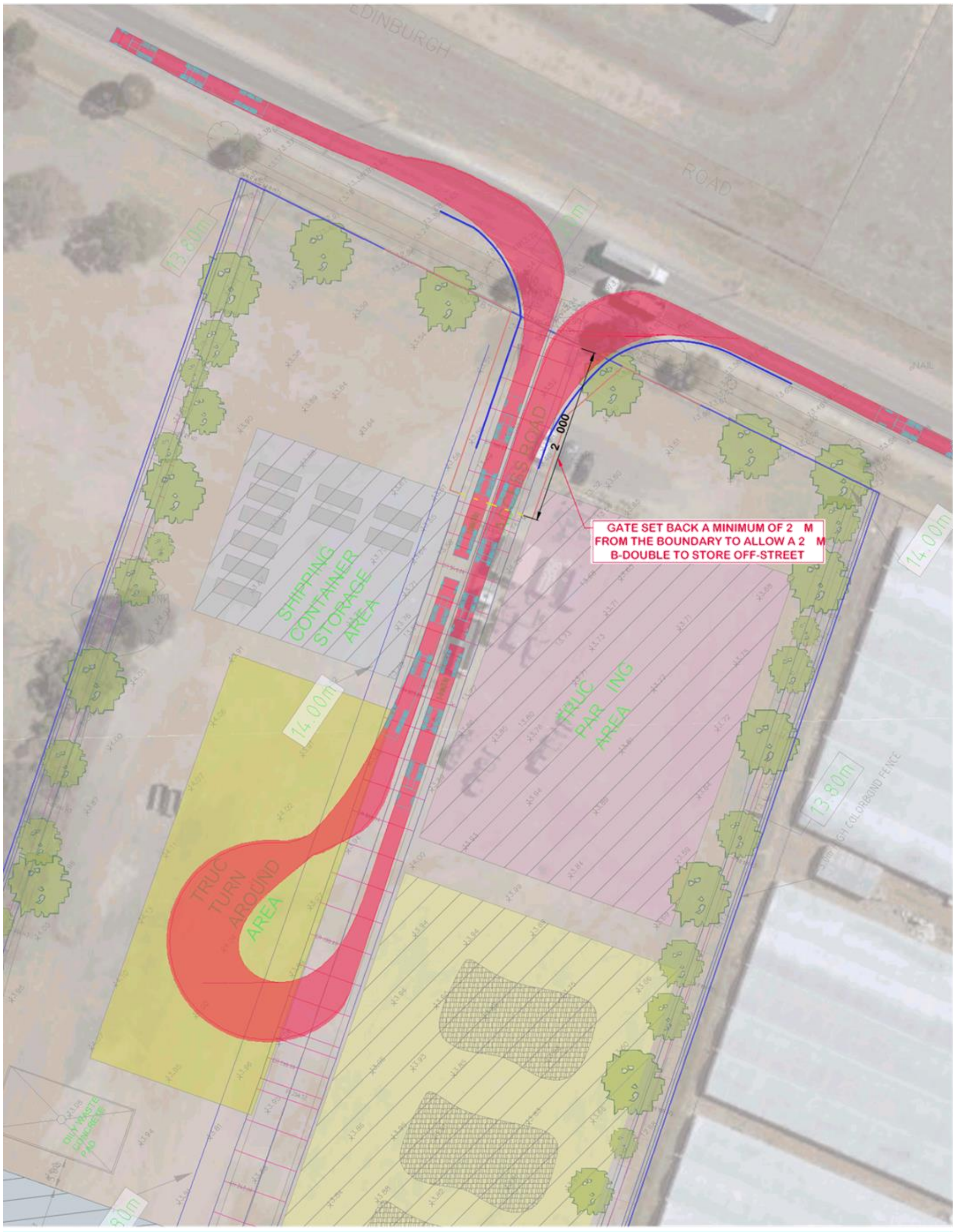
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FERRIS METAL RECYCLERS
 361-369 DIMENT RD, DIREK
DESIGN COMMENTS
 PROJECT # 19145 SHEET # 01_SH01


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DRAWING AMENDMENTS				
VER	DATE	DESCRIPTION	DWN	CHK
A	19/06/2019		JJB	BNW



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1:500
@ A3

FERRIS METAL RECYCLERS
361-369 DIMENT RD, DIREK
DESIGN COMMENTS
PROJECT # 19145 SHEET # 01_SH02

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Attachment 5

Environment Protection Authority (EPA) 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: 34616

30th September 2019

Ms Rosanne Calabrese
 Kermode House
 72 Kermode Street
 NORTH ADELAIDE SA 5006

rcalabrese@calabresepartners.com.au

Dear Ms Calabrese,

Development Application Information Request

Development Application Number	361/799/2019/2B
Applicant	Ferris Metal Recyclers
Location	A41 FP113425, Hundred Munno Para, 361-369 Diment Road, Direk SA 5110.
Proposal	Scrap Metal Recycling Facility with Ancillary Container and Truck Storage Yard and Associated Office, Amenities and Carparking Areas.
Information required within 3 months from date of this letter.	

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

Thank you for providing the EPA it's requested information. Further clarification is still required on some aspects in relation to stormwater management, dust and noise impacts. As such, the EPA requires the following information before it can finalise its assessment response:

Stormwater Management

1. The provided Stormwater Concept Plan prepared by Calabrese Partners dated August 2019, outlines that all stormwater would drain to the south east corner into a stormwater retention basin. Please clarify how stormwater would be directed over/under the access road into the stormwater retention basin.

Noise

The EPA notes there are some discrepancies with the proposed fencing at the site. The original plan (Version A) outlines that colourbond fencing would be utilised, whereas the revised plan (Version B) outlines that cyclone fencing with sound barriers would be utilised. The EPA needs to be assured the proposed fencing would achieve predicted noise criteria as per the *Environment Protection (Noise)*

page 1 of 3

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Policy 2007. As such, the EPA requires the following information:

2. Please confirm:
 - a. which fencing would be used along the eastern and western boundaries of the site; and
 - b. if the acoustic report was modelled based on utilising the mesh fence design or the Colorbond fence (original) design.

According to the provided acoustic report (including site plans) prepared by Sonus dated August 2019, the "truck out-loading" and "scrap in-loading" activities would be undertaken behind container barriers within the ferrous scrap yard. However, vehicle movements have only been modelled along the access road and truck turn around area. As such, the EPA requires further clarification in relation to the proposed loading processes.

3. Provide further clarification as to how "truck out-loading" and "scrap in-loading" activities are undertaken if vehicle movements are only expected on the access road. Would trucks be expected to go into the ferrous scrap yard to be loaded and or unloaded? If not, please confirm where truck loading activities expected to take place.
4. What number of vehicle movements are estimated to enter and depart the site per day? Your provided information should consider:
 - in-bound delivery of waste received and outbound transportation; and
 - the frequency of use for both entry points per day.

Dust Management

5. Clarify what surface material would be used for the entirety of the access road. Given the provided Site Plan indicates the southern entrance onto Diment Road would be concreted to the weighbridge, what material would be used for the remainder of the access road and the entrance on Edinburgh Road?
6. How would the drag out of dust be managed from both exit points?

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

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

All information must be forwarded to:

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

Karyn Brown
Development Officer - Planning
City Of Salisbury
PO Box 8
SALISBURY, SA 5108
kbrown@salisbury.sa.gov.au

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Please direct all enquiries to Helen Malone on telephone (08) 82042078 or facsimile (08) 81244673 or email epa.planning@sa.gov.au

Early attention to this matter would be appreciated.

Yours faithfully

Hayley Riggs

Delegate

ENVIRONMENT PROTECTION AUTHORITY

cc: *Planning Authority:* City Of Salisbury
Attention: Karyn Brown

page 3 of 3



Sent via email
epa.planning@sa.gov.au
3 October 2019

Attention: Ms Helen Malone, EPA

Dear Ms Malone

**Re: EPA Reference 34616, Ferris Metal Recyclers, 361-369 Diment Rd Direk SA
DA 361/799/2019/2B**

On behalf of the applicant, Ferris Metal Recyclers, please find further details as requested in the EPA correspondence of 30 September 2019 under the following key headings.

1.0 Stormwater Management

In addition to the submitted Stormwater Concept Plan please refer to details presented to the EPA in our correspondence of 29 August 2019 under Section 2.0 paragraph 5 and in the Stormwater Management Report prepared by Inside Infrastructure, in particular to section 2.3 dot points 3 and 4.

In summary, drainage to perimeter swales is achieved by appropriate site levels as shown in the Drainage Concept Plan. The high point of the land lies just to the west of the proposed internal roadway along a north-south axis such that runoff flows to either side as shown on the plan. The eastern catchment includes a relatively minor amount of stormwater run-off over the road flowing west to east to the eastern swale. Site levels have been engineered to ensure drainage to swales and then to the detention basin.

2.0 Noise

- 2.1 The original Site Plan included colorbond fencing along the western and eastern side boundaries to provide a level of visual amenity together with the proposed landscaping. Following the acoustic assessment undertaken by Sonus, an effective acoustic measure in the form of a stacked container wall was proposed and accepted by the client. The key predicted noise sources are associated with activities within the ferrous yard. The boundary fencing was not included in the modelling as confirmed by Sonus and will not impact on the predicted 3D modelling noise levels. Note the container wall is 7.8 m high and positioned as shown on the Site Plan in accordance with the acoustic report to ensure compliance with the Environment Protection (Noise) Policy 2007. Accordingly, the eastern and western side 3.0 m high cyclone fencing provides a level of security and consistent with other sites within the locality.
- 2.2 We confirm that truck out-loading and truck in-loading as mentioned in our planning report is undertaken in the ferrous yard, and included in the acoustic assessment. The truck pathways shown on the Site Plan were provided by traffic engineers Cirqa was to confirm the egress and ingress of heavy vehicles and the ability to turn within the site to egress in a forward motion. This was done to provide additional information to Council. Cirqa also confirmed adequate areas for anticipated truck movements within the ferrous yard. Insofar as it relates to the matter of potential noise, traffic associated with the site activities is not a key noise source according to Sonus.



- 2.3 The acoustic assessment assumes two trucks through the site per 15 minutes which is conservative as in reality the truck activities usually take longer. Hence the upper estimation of a total of 16 truck movements per hour confirms the relatively low level of traffic associated with the proposed land use. The main site entrance is at Diment Road which carries almost all (over 95%) of the anticipated traffic associated with the proposed development. As mentioned in our planning report, two B-Doubles require to access the site per week. Given that Diment Road is not gazetted for B-doubles, these will utilise the access point off Edinburgh Road which is gazetted for heavier vehicles.

3.0 Dust Management

- 3.1 As noted in the Site Plan, the access road leading to the weighbridge is hard paved, ie concreted. The concreted section is a significant length some 45-50 m long which mitigates against dust generation, particularly as this extends from the main entrance that includes domestic vehicles utilising the carpark area. The remaining section of the access way as shown in the Site Plan is a crushed concrete rubble base. This was considered acceptable given the relatively low volumes of industrial traffic on-site and that the access point at Edinburgh Road is only a very minor secondary access and infrequently used. In addition, as indicated below the accessway can be managed as part of the site housekeeping procedures to ensure minimal off-site impacts.
- 3.2 Insofar as dust potential and its management refer to our planning report that includes a water cart for dust suppression. In addition, a site management plan will be prepared as part of an EPA licence application to ensure minimal off-site environmental impacts.

Please do not hesitate to directly call the office to clarify any further queries. We would appreciate if you could respond in a timely manner for Council to proceed with its assessment and present its report to the next Council Assessment Panel meeting.

Yours faithfully,
Calabrese Partners

Rosanne Calabrese BSc, MRUP, RPIA
Principal Planning Consultant



cc Ms Karyn Brown, Development Officer, Planning, City of Salisbury



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: 34616

25 October 2019

Ms Karyn Brown
 Development Officer - Planning
 City Of Salisbury
 PO Box 8
 SALISBURY SA 5108

Dear Ms Brown

DIRECTION - Activities of Major Environmental Significance

Development Application No.	361/799/2019/2B
Applicant	Ferris Metal Recyclers (Calabrese Partners)
Location	A41 FP113425, Hundred Munno Para, 361-369 Diment Road, Direk SA 5110.
Activity of Environmental Significance	Schedule 8 Item 11; Schedule 22 Part A Activities, Item 22-3(3)
Proposal	Scrap Metal Recycling Facility with Ancillary Container and Truck Storage Yard and Associated Office, Amenities and Carparking Areas.
Decision Notification	A copy of the decision notification must be forwarded to: Client Services Officer Environment Protection Authority GPO Box 2607 ADELAIDE SA 5001

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

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

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

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

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

Please direct all queries relating to the contents of this correspondence to Helen Malone on telephone (08) 82042078 or facsimile (08) 81244673 or email helen.malone@epa.sa.gov.au.

THE PROPOSAL

The proposal is for a scrap metal recycling facility in the suburb of Direk. The application proposes the receipt, processing, storage and transport of ferrous and non-ferrous metals and other sundry waste streams as identified in their current EPA Licence 29264. The intention of this development application is to transfer the Ferris main operations to this proposed site in Direk.

The maximum volume of scrap metal proposed at any one time is anticipated as being 15,000 tonnes with an annual throughput of around 60,000 to 80,000 tonnes per annum.

No time restrictions are proposed to be applied to the hours of operation. Notwithstanding, generally, the business would operate six days per week, 6am to 7pm, pending demand including export activity and maintenance requirements.

SITE DESCRIPTION

The site of the proposed development is located at 361 to 369 Diment Road, Direk which is approximately 1100 metres north west of a residential zone.

The site is located on ten acres of vacant land within the Urban Employment Zone of the City of Salisbury Development Plan (consolidated 4 April 2019).

There is an existing dwelling located on the neighbouring allotment approximately 20 metres west of the site.

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.

In its assessment of the application, the EPA considered the following information provided in the application, including:

- application report prepared by Calabrese Partners Environment Industry Planning consultant (9 May 2019)
- location plan
- site plan
- stormwater concept plan
- shed elevations
- building floor plan
- building elevations
- building isometric
- further information in the form of a letter from Calabrese Partners
- acoustic report by Sonus dated August 2019

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- stormwater management report by Inside Infrastructure dated July 2019, and addendum.

ENVIRONMENTAL ISSUES

Interface Between Land Uses

Whilst the EPA promotes waste and resource recovery, it should be noted that scrap metal recycling facilities if not located and designed adequately may have the potential to cause off-site noise and air quality impacts.

The EPA publication *Evaluation distances for effective air quality and noise management* (August 2016) recommends an evaluation distance of 300 metres between a recycling depot and a sensitive receptor (i.e. dwelling).

The proposed recycling depot is located within an Urban Employment Zone. The nearest residential dwelling, is also located within a the Urban Employment Zone, approximately 20 metres west of the site.

As the proposed development is located within the EPA's recommended evaluation distance for air quality and noise purposes, the potential for noise and air quality impacts from this facility has been considered and discussed in more detail below.

Air Quality

As outlined above, the EPA's Evaluation Distance publication recommends a evaluation distance of 300 metres from the boundary of a waste transfer station to the nearest sensitive receptor. The nearest sensitive receiver is located within the EPA's recommended evaluation distance.

Given the site would not receive organic or putrescible materials, the EPA considers that odour would not be anticipated from the proposed development.

In terms of dust management, the access road leading to the weighbridge (approximately 50 metres) is concreted which would ultimately mitigate dust generation from vehicles entering and exiting the site. The remaining portion of the access road is a crushed concrete rubble base. This is considered acceptable as this portion of road would be infrequently used. A water cart is also proposed as being utilised onsite to suppress any dust should it occur. This is satisfactory to the EPA.

Based on the provided information relating to potential air quality impacts, the EPA considers that adverse dust and odour impacts from the proposed waste transfer station would be unlikely at the closest sensitive receiver.

Noise

The proposed waste transfer station would comprise several activities and items of plant and equipment that would have the potential to generate off-site noise impacts. These sources are likely to include (but not limited to) the following:

- movements of collection vehicles entering and exiting the site
- outloading of processed materials
- materials handling (e.g. front end loader)

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- breaking down metal materials
- noise from manual sorting activities.

The EPA acknowledges that no time restrictions are proposed to be applied to the hours of operation. Notwithstanding, generally, the business would operate six days per week, 6am to 7pm, pending demand including export activity and maintenance requirements.

It is understood that angle grinders, quick cut saw or oxy cutters would be used onsite. These tools have the potential to create significant offsite noise impacts based on the duration of time needed to cut the scrap metal and the location of sensitive receptors.

An acoustic assessment has been provided by the applicant in the form of a SONUS report: *Ferris Metal Recycling, 361 Diment Road, Direk, Environmental Noise Assessment, August 2019* (August 2019). This report concludes that the proposal would comply with the *Environment Protection (Noise) Policy 2007*, subject to the recommended construction of a 7.8 metre acoustic barrier comprising shipping containers stacked three containers high. It is also recommended in the assessment that the handling of ferrous metals only occurs between the hours of 7am and 10pm (ie not between 6am and 7am). The applicant has confirmed that these recommendations form part of the development application, and conditions in this regard are directed below. On this basis, the EPA is satisfied with the proposal from a noise perspective, provided that the acoustic wall is constructed prior to operation.

Waste Management

Scrap metal materials proposed to be received at the site would include ferrous or non-ferrous metals. For example, wrecked vehicles and machinery, farm implements, industrial off-cuts, railway and plumbing scrap, brass fittings, lead batteries, aluminium wheels, plus white goods and other scrap metal from domestic, commercial and industrial sources.

The majority of scrap metal would be collected by the operator. This would ensure that waste materials not proposed to be received at the site (for example asbestos or putrescible waste) would not be collected. This is satisfactory to the EPA.

The applicant has committed to implement the following management strategies at the site:

- receipt of materials would be supervised at all time
- batteries would be stored under cover
- litter and residual waste would be stored in bins for disposal
- stored waste would be limited to the designated area.

In order to comply with the *Environment Protection (Waste to Resources) Policy 2010*, the EPA considers these waste management strategies as being satisfactory. The EPA would also consider the management of quantities and turn around times for waste received and stored on site through the EPA licence which is required to operate the proposed scrap metal recovery facility.

A condition is directed below to ensure that various aspects of the proposal are constructed prior to receipt of waste on site.

The EPA is satisfied with the proposal from a waste management perspective.

Water Quality

Internal stormwater drainage system to facilitate runoff/prevent ponding is proposed to be constructed in accordance with the Stormwater Management Design within the Ferris Metal Recyclers Stormwater Management Assessment prepared by Inside Infrastructure 8 July 2019). This is acceptable to the EPA.

A condition is directed below to ensure that liquid waste is appropriately bundled.

CONCLUSION

Provided the acoustic barrier is constructed as per the condition directed below, and the proposal is operated as per the proposed operating hours, the EPA is satisfied the proposed development is unlikely to result in unacceptable impacts to the environment.

DIRECTION

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

1. Prior to the commencement of waste receipt, the following must be constructed as per the plans and details provided with Development Application 361/799/2019/2B:
 - a. the access road including concreted entrance
 - b. the concrete crushed rubble base for the ferrous scrap yard
 - c. the concrete crushed rubble base for the truck turn around and parking areas
 - d. the concreted product storage bays and bin storage area
 - e. the oily waste concrete pad.
2. Liquid waste must be contained within a bunded area with a capacity of at least 120% of the total volume and must be constructed to prevent the escape of material into surface or underground water resources. Note: The EPA's *Guidelines for Bunding and Spill Management*, August 2012 can be accessed via the following link:
http://www.epa.sa.gov.au/xstd_files/Waste/Guideline/guide_bunding.pdf .
3. Batteries received on site must be stored undercover.
4. Baling of non-ferrous metals and shearing of ferrous materials are only to be undertaken between 7am and 10pm.
5. Prior to operation, acoustic barriers must be constructed to a minimum height of 7.8 metres and as described on Page 7 of the SONUS report: *Ferris Metal Recycling, 361 Diment Road, Direk, Environmental Noise Assessment, August 2019* (August 2019) including height, location and Noise Reduction Coefficient of the absorption material.

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

page 5 of 6

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 taking all reasonable and practical operational steps to reduce off site noise, and ensuring that all trucks and forklifts are be fitted with broadband reverse beepers.

- The applicant is reminded that noise from construction, demolition and site preparation activities is required to meet the mandatory provision of part 6 Division 1 of the *Environment Protection (Noise) Policy 2007*.
- An environmental authorisation in the form of a licence is required for the operation of this development. The applicant is required to contact the Environment Protection Authority before acting on this approval to ascertain licensing requirements. Information on applying for a licence (including licence application forms) can be accessed here: http://www.epa.sa.gov.au/business_and_industry/applying_for_a_licence
- A licence may be refused where the applicant has failed to comply with any conditions of development approval imposed at the direction of the Environment Protection Authority.
- The applicant should be aware of the relevant requirements within the *Environment Protection (Noise) Policy 2007*. Information is available at: http://www.epa.sa.gov.au/data_and_publications/standards_and_laws/environment_protection_noise_policy
- 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 Stollznaw

Delegate

ENVIRONMENT PROTECTION AUTHORITY

Attachment 6
Relevant Development Plan Extracts
and Location Maps
(Consolidated 4 April 2019)



Salisbury Council

Consolidated – 4 April 2019

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 - 4 April 2019

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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.

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

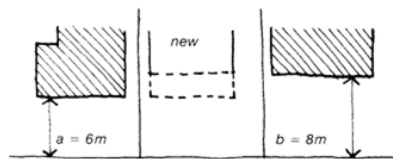
- 20 Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:
 - (a) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct
 - (b) building 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>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.

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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:
- (a) incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere
 - (b) 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:
- (a) not locating horticulture or intensive animal keeping on land adjacent to townships
 - (b) 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.

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.

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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.

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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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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- (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.

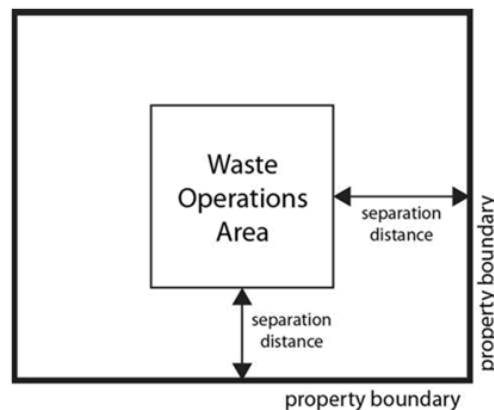
Waste Management Facilities

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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



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

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

Urban Employment Zone

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

OBJECTIVES

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

DESIRED CHARACTER

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

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

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

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Urban Employment Zone

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

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

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

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

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

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

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

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

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

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

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

Infrastructure for Greater Edinburgh Parks

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

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

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

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

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

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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.









