



## **AGENDA**

**FOR COUNCIL ASSESSMENT PANEL MEETING TO BE HELD ON**

**25 AUGUST 2020 AT 6:30 PM**

**IN LITTLE PARA CONFERENCE ROOMS, 34 CHURCH STREET, SALISBURY**

### **MEMBERS**

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

### **REQUIRED STAFF**

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

### **APOLOGIES**

### **LEAVE OF ABSENCE**

### **ENDORSED MINUTES FROM PREVIOUS MINUTES**

Copy of the Endorsed Minutes of the Council Assessment Panel Meeting held on 16 June 2020.

### **DECLARATIONS OF CONFLICTS OF INTEREST**

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**REPORTS**

*Development Applications*

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6 EW Pitts Avenue, Cavan

Amend operating hours to 24 hours and construct acoustic barrier of 6m high in association with existing road transport terminal.

**OTHER BUSINESS**

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5.2.2 Status of Current Appeal Matters and Deferred Items

5.2.3 Policy Issues is Arising from Consideration of Development Applications

5.2.4 Future Meetings & Agenda Items

**CLOSE**

**Please note:**

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**MINUTES OF COUNCIL ASSESSMENT PANEL MEETING HELD IN THE LITTLE  
PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB, 34 CHURCH  
STREET, SALISBURY ON**

**16 JUNE 2020**

**MEMBERS PRESENT**

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

**STAFF**

General Manager City Development, Mr T Sutcliffe  
Manager Development Services, Mr C Zafirooulos (Assessment Manager)  
Team Leader Planning, Mr A Curtis  
Development Officer – Planning, Mr S Ondeyo  
Development Officer – Planning, Ms K Brown  
Team Leader, Business Services, Ms H Crossley

**GUEST SPEAKER** Local Government Association – Planning Reform Partner, Mr S Smith

The meeting commenced at 6.38pm.

The Presiding Member welcomed the members, Mr Stephen Smith, Local Government Association, Guest Speaker and staff to the meeting.

**APOLOGIES**

Mr R Bateup

**ENDORSED MINUTES FROM PREVIOUS MEETING**

The Minutes of the Council Assessment Panel Meeting held on 29 January 2020, be taken and read as confirmed.

**DECLARATIONS OF CONFLICTS OF INTEREST**

Nil

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## REPORTS

Nil

## OTHER BUSINESS

### 5.2.1 Council Assessment Panel operations under the Planning, Development and Infrastructure Act 2016

Mr S Smith provided an overview of his role at LGA and ran through a presentation on the Planning Reforms, with discussion and questions from the Panel Members regarding decisions that Panel will be required to make ahead of the designated operative date for metropolitan councils.

1. The Panel considered information for decisions that will be required at the August 2020 meeting in relation to their future operations under the Planning, Development and Infrastructure Act 2016.

### 5.2.2 Future Meetings & Agenda Items

Next meeting scheduled for Tuesday 28 July 2020.

## ADOPTION OF MINUTES

Mr B 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 8.40pm.

### **PRESIDING MEMBER:**

Mr T Mosel

### **DATE:**

16 June 2020  
(refer to email approving minutes registered in Dataworks Document Number 6009218)

<b>ITEM</b>	5.1.1
	<b>COUNCIL ASSESSMENT PANEL</b>
<b>DATE</b>	25 August 2020
<b>APPLICATION NO.</b>	361/1880/2018
<b>APPLICANT</b>	Eades Transport
<b>PROPOSAL</b>	Amend operating hours to 24 hours and construct acoustic barrier of 6m high in association with existing road transport terminal
<b>LOCATION</b>	6 EW Pitts Avenue, Cavan
<b>CERTIFICATE OF TITLE</b>	CT-6134/935
<b>AUTHOR</b>	Aaron Curtis, Team Leader - Planning, City Development

### 1. DEVELOPMENT APPLICATION DETAILS

<b>Zone/Policy Area</b>	Industry Zone
<b>Application Type</b>	On-Merit
<b>Public Notification Category</b>	3
<b>Public Notification</b>	Representations received: 9 Representations to be heard: 2
<b>Referrals - Statutory</b>	Nil
<b>Referrals – Internal</b>	Nil
<b>Development Plan Version</b>	Salisbury (City) Development Plan Consolidated 15 December 2016
<b>Assessing Officer</b>	Aaron Curtis, Team Leader – Planning
<b>Recommendation</b>	Grant Development Plan Consent, subject to conditions
<b>Meeting Date</b>	28 July 2020

### 2. REPORT CONTENTS

#### Assessment Report

Attachment 1:	Development Approval 361/1789/2004 and Approved Plans
Attachment 2:	Proposal Plans and Supporting Documentation
Attachment 3:	Category 3 Public Notice and Representations
Attachment 4:	Applicant's response to representations
Attachment 5:	Extract of Relevant Development Plan Provisions Consolidated 15 December 2016

### 3. EXECUTIVE SUMMARY

Eades Transport have requested development approval to enable 24 hour operations and construct a 6 metre high acoustic wall in association with their road transport terminal at 6 EW Pitts Avenue, Cavan.

The proposed development has been assessed “on-merit” and as a Category 3 form of development. Nine (9) valid representations were received, with four (4) in favour and five (5) opposed to the development. Two representors have requested to be heard.

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

- a) An experienced acoustic consultant has modelled noise levels for the increased hours of site activity and determined the proposal will comply with the *Environment Protection (Noise) Policy 2007*, subject to construction of a 6 metre high acoustic barrier and completion of other acoustic recommendations;
- b) The site is located within 50 metres of the Residential Zone boundary, the proposal is at odds with a policy that limits hours of operation at this location to 7am to 6pm, the departure from this policy is not considered to be fatal to the assessment;
- c) The activities proposed within the hours of extended business operation are limited in intensity to that of six trailers being parked and operated within the site in any 15 minute period, these activities reflect actual operations of Eades during extended hours and while curtailing operations, are considered to be appropriate;
- d) The existing acoustic mound and fence located within the Council reserve will be retained to supplement the proposed acoustic barrier and will provide a secondary noise attenuation function; and
- e) The proposed barrier will not result in adverse visual outcomes from the Residential Zone, having regard to the physical separation between the fence and residential properties, the existence of the Council mound and fence and the dense tree plantings.

This report recommends that Development Plan Consent be granted, subject to conditions.

#### **4. BACKGROUND**

Council granted Development Approval on 13<sup>th</sup> July 2004 to KJM Contractors Pty Ltd for a “*Warehouse and office with associated car parking and landscaping*” at the site. While the Development Approval was described as a “Warehouse”, it was apparent from the relevant documentation that what was in fact approved was a road transport terminal.

The Development Approval was subject to twelve Development Plan Consent Conditions. Condition 1 stated “*The proposal shall be developed in accordance with the details and Council stamped approved plans lodged with the application, except where varied by the conditions herein*”.

While the conditions of consent did not explicitly address any hours of operation, the application was accompanied by a covering letter from Kim McNamara, KJM Contractors Pty Ltd, dated 21<sup>st</sup> June 2004, which advised “*The hours of operation at the depot are from Monday to Friday 8am to 5pm and Saturdays 8am to 12pm*”.

A copy of the Development Approval and stamped approved plans are contained in **Attachment 1**.

Eades Veitch Property Pty Ltd purchased the site on 8<sup>th</sup> July 2015 for purpose of operating a road transport terminal by Eades Transport Pty Ltd from the site. The site had been developed prior to that by the previous owner in accordance with the 2004 Development Approval and the layout was conducive to the operation of a road transport terminal.

Eades Transport Pty Ltd advised at time of purchase they undertook due diligence of the site suitability to occupy the site and found it was suitable to facilitate their operations. Eades Transport Pty Ltd were not aware of the operating hours limitation expressed under the 2004 Development Approval.

Eades Transport Pty Lt subsequently commenced operations from the site. Aerial photography shows that operations commenced from July 2015.

Eades Transport Pty Ltd specialise in the distribution and receipt of time sensitive food products including meat, eggs and produce for the SA and interstate food network, serving major retail chains, Woolworths, Coles and Aldi. Freight arrives and departs the depot 24 hours, 7 days a week.

In August 2018, Council received a first complaint regarding noise emission allegedly occurring from the site. Staff subsequently investigated the matter and found the site was subject to a limitation in respect to operating hours to that of Monday to Friday, 8am to 5pm and Saturdays 8am to 12pm.

Eades Transport Pty Ltd subsequently lodged a development application on 24<sup>th</sup> October 2018 to extend their operating hours. The proposal was amended part way through assessment to include acoustic works, the main component being a 6 metre high barrier, based upon the advice from acoustic consultant, Sonus.

The application has taken some time to progress to the point of decision and this has been due to the time taken to investigate the noise impact in this industrial precinct and for Eades to explore options to address the noise issue. It is also noted that since the development application was lodged, Eades have established interim controls to address noise impact upon residents based on the advice of Sonus which has included:

- Enclosing the refrigerated store and freezer store;
- Procuring of new electric forklifts to replace gas forklifts, all forklifts use low-decibel reversing buzzers;
- Using the southern access only during extended operating hours.

## **5. SUBJECT SITE**

The site is described as 6 EW Pitts Avenue, Cavan, and is comprised of one (1) allotment; formally described as Lot 19, contained in Deposited Plan 29026, Certificate of Title Volume 6134; Folio 935. An easement is located over a portion of the land, in favour of SA Power Networks for overhead powerlines of 66kV.

The site is a rectangular shaped allotment having a frontage to EW Pitts Avenue of 77.51 metres and a depth of 105.0 metres. The total site area is 8,153m<sup>2</sup>.

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The site is occupied by Eades Transport, used as a 'Road Transport Terminal' as defined in Schedule 1 of the *Development Regulations 2008*. The site also contains a telecommunications facility comprising a monopole and equipment cabinet located in the south-western corner of the site.

The site contains three (3) main buildings serving Eades. The largest building, having a floor area of 1,386m<sup>2</sup>, is located at the rear portion of the site (built to western rear boundary) comprising of a refrigerated store, a freezer store, loading dock and canopy.

The other two buildings comprise a dry store and workshop (414m<sup>2</sup>) located abutting the south-western side boundary of the site and a freestanding administrative building/office (120m<sup>2</sup>), located central to the frontage of EW Pitts Avenue.

The north-eastern portion of the site is formed of concrete hardstand and is used for truck and car parking and as a manoeuvring area. Most of the site is sealed with concrete and bitumen surfaces. The site is well landscaped to the site frontage of EW Pitts Avenue. Landscaping comprises mature tree planting and understory plantings which screen much of the existing buildings and complement the dense street tree planting.

Vehicular access to the site is via two (2) industrial driveway crossovers. Vehicles enter the site via the northern driveway and exit the site via the southern driveway. However, as mentioned earlier, to mitigate noise emissions to the Residential Zone, Eades have implemented modified entry and exit movements after hours via the southern driveway only.

The driveway crossovers are both approximately 10.0 metres wide and are designed to enable articulated vehicles up to a B-triple size to access the site.

The site is near level. Along the length of the north-eastern side boundary is a mound and fence that was constructed at the time of residential development in the Mawson Lakes Delfin stage 'Shearwater' around 2000.

Site photos are provided below.



ITEM 5.1.1

**Photo 1.**  
*Looking north from E W Pitts Road toward the northern site access, the Council mound and fence is in view behind and is located along the north-eastern side boundary of the site*



**Photo 2.**  
*Looking north from the concrete hardstand toward the Council mound and fence, the new 6m barrier will be constructed inside of the mound and fence*



ITEM 5.1.1

**Photo 3.**  
*Looking north west from hardstand toward the coolroom, freezer and loading dock, Sonus have recommended a blade wall to enclose the side from the central column*



**Photo 4.**  
*Looking north west from the hardstand toward existing site generator, mobile phone tower is in the south-western rear corner of the site*



Item 5.1.1

**Photo 5**  
*Looking north west from the concrete hardstand, the 66kV powerlines traverse the site within an easement*



**Photo 6.**  
*Looking south west from the hardstand toward the drystore and workshop*



## 6. LOCALITY

The site is located at the interface with the Residential Zone, the boundary of which corresponds with the north-eastern side boundary of the site. The locality clearly comprises two distinct characters, industrial development within the Industry Zone and suburban residential development within the Residential Zone.

The locality is defined by the visual reference of the proposed acoustic barrier and the effect of noise from the activity within the proposed extended period of operations.

## ITEM 5.1.1

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Within the Industry Zone, land uses include transport distribution, storage, warehousing and general industrial activities. Cavan comprises mid-size businesses, reflecting the moderate size of the allotments in context of industrial use, buildings are also of moderate size, typically 1,000m<sup>2</sup> but there are also several large warehouses of greater than 5,000m<sup>2</sup> in size. A number of the larger uses span multiple allotments and operate on a 24 hour basis.

The adjacent Residential Zone is made up of a suburban residential character comprising principally detached dwellings of one and two storeys with some alternate types such as row dwellings and terraces. The residential area enjoys a high level of visual amenity and character, reflecting that this is a masterplanned community. The Shearwater Lake and associated reserves nearby provide a pleasant environment for this community.




In respect to noise, the locality is subject to high noise levels, reflecting the site position in close proximity to Port Wakefield Road, the Gawler rail corridor and Parafield Airport. Observations from a site visit conducted during a weekday around noon found noise levels were subjectively high. Principal noise sources were aircraft noise, train and traffic noise and industrial noise.

The nearest residential properties are located approximately 30 metres north-east of the site boundary. These residential properties are separated from the site by a 4 metre high combined mound and fence. The mound is approximately 2 metres high in reference to the Eades hardstand site level but may be slightly higher in reference to the approximate level of properties in the Residential Zone. The fence is built at the top of the mound and is approximately 2m high, there is a landscaped linear wetland area located between the mound and residential properties.

Locality plans and a contextual plan are shown below.

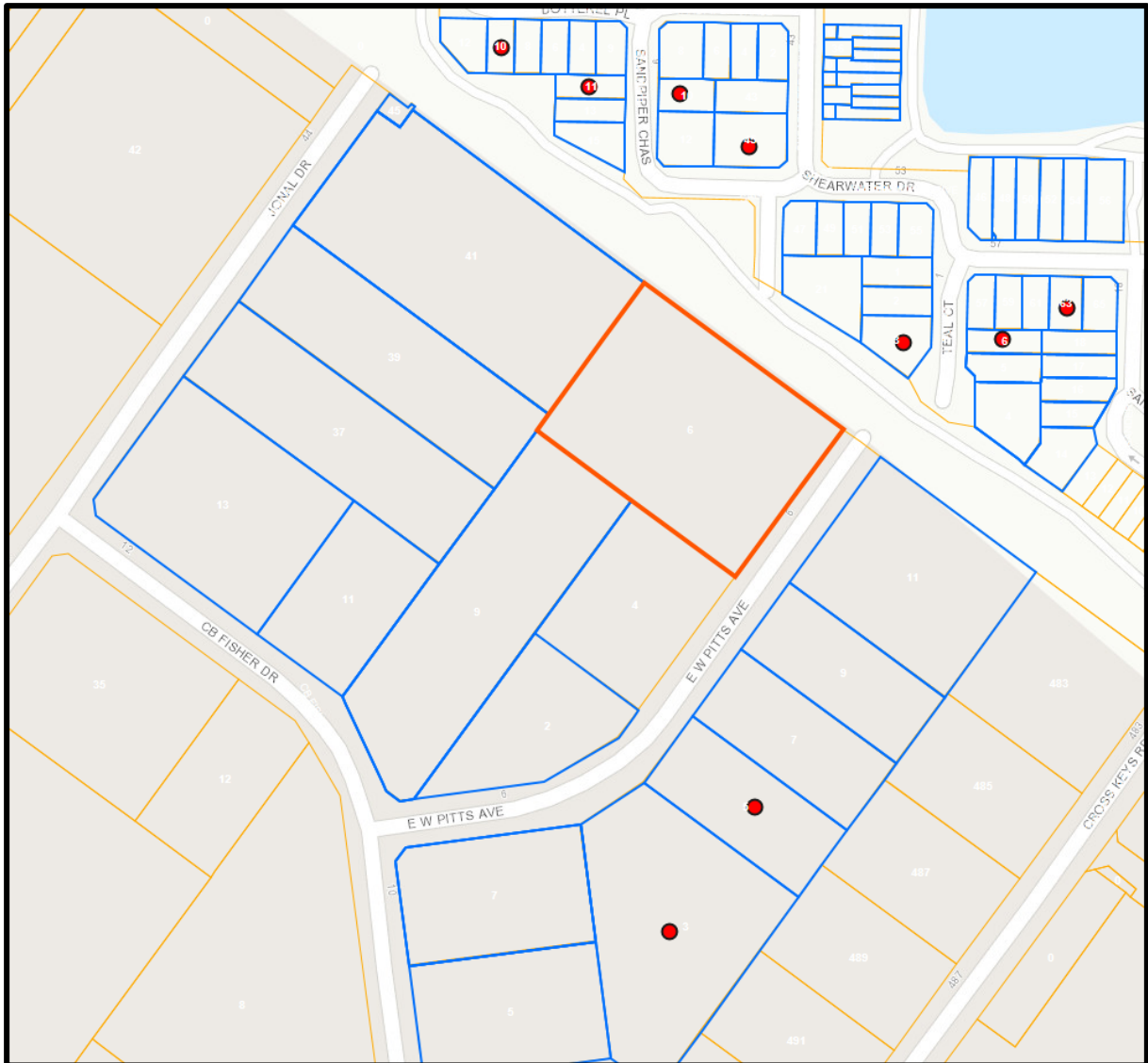
Locality Plan – Aerial






Legend (Source: Geocortex)	
	Site boundary
	Locality boundary
	Representor

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Locality Plan – Cadastre



**Legend (Source: Dekho)**





	Site boundary
	Locality boundary
	Representor

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Contextual Plan:



Legend (Source: Nearmap)

	Zone boundary
	Locality boundary
	Representor
	Zone boundary

**7. DESCRIPTION OF THE PROPOSED DEVELOPMENT**

Eades Transport have requested development approval to enable 24 hour operations and construct a 6 metre high acoustic wall in association with their road transport terminal at 6 EW Pitts Avenue, Cavan.

The application seeks to increase operating hours from the current approved hours of 8:00am to 5:00pm, Monday to Friday and 8:00am to 12:00pm on Saturdays to 24 hour operations.

The operating hours restriction clearly precludes loading and unloading operations outside of approved hours, however, the buildings themselves accommodate refrigeration served by mechanical plant and generators that operate 24 hours. These operations are necessary to support the desired temperature control and safe storage of perishable products stored temporarily on the site in association with the road transport terminal.

There is no such limitation in the 2004 development approval that precludes cool room/refrigeration storage and storage of goods associated with a road transport terminal (whether refrigerated or dry storage) and such activity is considered to be an ordinary and incidental part of a road transport terminal. Temporary storage is legitimately able to function 24 hours, irrespective of whether there is a condition limiting hours of operations for the site.

It is somewhat less clear however if the parking of refrigerated trailers and/or containers (not being fixed plant associated with a building) can be viewed in the same way, noting that the parking of refrigerated containers do not appear to have been contemplated when the 2004 was first submitted and ultimately approved.

Eades operate their business in a way that requires loading and unloading of products in and out of the refrigerated store and freezer store on a 24 hour basis and in this regard, Eades have applied to seek a variation to the 2004 development approval to support their operations. The requested operations modelled in the Sonus report reflect actual operations and limit the intensity of activities during the extended hours to that of six trailers parked and operated within the site within any 15 minute period.

Sonus have modelled the noise levels for the activity and recommended construction of a 6 metre high acoustic barrier along the full length of the north-eastern side boundary. The barrier will comprise an airtight barrier, constructed using Lysaght Colorbond sheeting. The structural design of the fence comprises 250 x 250mm x 6mm SHS at 2m centres, the horizontal rails are C10010 @ 1.2m centres. The colour has not been confirmed but it is suggested the fence be finished in "Pale Eucalypt" to match the existing council fence and buildings upon the site.

The proposal also includes the following additional noise attenuation measures as recommended by Sonus:

- a) Enclosure of the refrigerated store and freezer store;
- b) Use of electric forklifts (instead of gas) that use low-decibel reversing buzzers;
- c) Installation of a blade wall at the end of the cool room.

As mentioned earlier in this report, measures (a) and (b) have been completed, measure (c) is subject to completion, if the development application is approved.

Eades have also adopted the following further recommendations to mitigate noise impact as part of their proposed development which go beyond the recommendation of Sonus but which are recommendations likely to assist in noise management:

- All afterhours access and egress is via the southern driveway only;
- Drivers have been instructed to travel along EW Pitts Avenue at a speed not exceeding 40km/h at all times.

The proposed barrier will be sited in excess of 10m from the 66kV overhead powerlines, the setback satisfies the prescribed clearance under the *Electricity Act 1996*.

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



## 8. CLASSIFICATION

The site is located within the Industry Zone and Policy Area 8 – Greater Levels under the Salisbury Development Plan, Consolidated 15<sup>th</sup> December 2016.

The site has a valid approval for use as a Road Transport Terminal. A road transport terminal is a defined use within Schedule 1 of the *Development Regulations 2008* as follows:

*road transport terminal* means land used primarily for the bulk handling of goods for transport by road, whether or not the land is also used for—

- (a) the loading and unloading of vehicles used to transport such goods; or
- (b) the parking, servicing or repairing of vehicles used to transport such goods;

The proposed alteration of the operating hours does not change the essential nature of the approved use (refer *Caltex Australia Petroleum Pty Ltd v City of Holdfast Bay (2013) SAERDC 48*. An extension of the operating hours is in effect a request to amend Condition 1 of Development Authorisation 361/1789/2004 and such request is assessed on its merits.

The proposed acoustic barrier is neither listed as a Complying or Non-complying form of development within the Industry Zone and is therefore also assessed as “on-merit” against the relevant provisions of the Salisbury Development Plan, Consolidated 15 December 2016.

## 9. PUBLIC NOTIFICATION

The proposed 6 metre high acoustic barrier is neither assigned to Category 1 or Category 2 under the Industry Zone of the Development Plan or Schedule 9 of the *Development Regulations 2008*. On this basis, the application is a default Category 3 form of development.

The category 3 public notification period took place between 23 June 2020 and 7 July 2020. Council received nine (9) representations during the notification period, four (4) representations in support of the proposal and five (5) representations in opposition.

Two (2) of the representors have requested to be heard in support of their submission.

The representors, their comments and the applicant’s response are contained in the table below.

The Category 3 public notice and copy of representations are contained in **Attachment 3** while the applicant’s response is contained in **Attachment 4**.

Representations received		
Representations received		Wish to be Heard
1	T Siciliano (Ampelite Australia Pty Ltd) 3 EW Pitts Avenue CAVAN SA 5094	
2	K Harris 5 EW Pitts Avenue CAVAN SA 5094	
3	D Taylor 11 Sandpiper Chase MAWSON LAKES SA 5095	

4	N Zhang 6 Teal Court MAWSON LAKES SA 5095	✓
5	B Mangi 10 Sandpiper Chase MAWSON LAKES SA 5095	
6	E Luna & S Shepherd 10 Dotterel Place MAWSON LAKES SA 5095	
7	M Wang 63 Shearwater Drive MAWSON LAKES SA 5095	
8	B, P, D & L Hesselschwerdt & S Darkling 3 Teal Court MAWSON LAKES SA 5095	
9	S Kumar & D Koti 45 Shearwater Drive MAWSON LAKES SA 5095	✓

<b>Summary of Representations</b>	
<i>Issues raised</i>	<i>Applicant's response</i>
<b>Noise Pollution</b>	
<p><i>There is significant noise already coming from the industrial area at the rear of our premises and the proposed extension will exacerbate the noise levels.</i></p> <p><i>We have little confidence that the proposed noise attenuation measures will be adhered to.</i></p> <p><i>We have concern that the sound recordings noted in the Sonus report were taken on a quiet night. One (1) of the representors has taken their own acoustic readings and noise levels have been recorded of more than 60dB on some weekends (with a maximum recorded level of 68dB).</i></p> <p><i>The proposed acoustic barrier will not be effective to reduce noise to an acceptable level.</i></p> <p><i>All loading/unloading and storage should occur within buildings. If more storage is required, then more buildings should be built.</i></p>	<p><i>Acoustic Engineering firm, Sonus Pty Ltd, have reviewed the proposal and concluded that the proposed development will achieve the noise criteria under the Environment Protection (Noise) Policy 2007 subject to the construction of a specifically designed acoustic barrier along the north-eastern property boundary. We are committed to building the acoustic barrier.</i></p> <p><i>Eades have made significant changes and modifications to the site, their operating procedures and their fleet to satisfy the recommendations of the EPA and Sonus.</i></p> <p><i>The proposed development will not detrimentally affect the amenity of the locality.</i></p> <p><i>Double glazed windows should not be required as we will operate within the EPA Noise Policy limits.</i></p>

<p><i>The main source of the unreasonable noise levels is from the running of generators on the parked trucks, refrigerated trailers and containers within the truck parking area, this area is located directly adjacent to the residential area.</i></p> <p><i>The low frequency oscillating vibration generated by the refrigerator units in the parking area has not been considered in the Sonus report. It is unclear whether the proposed acoustic barrier will reduce noise from this source.</i></p> <p><i>The trailers in the truck parking area should be moved further away from the Residential Zone or the generators should not be allowed to operate on these mobile trailers at night.</i></p> <p><i>The adjacent residential dwellings should be fitted with double glazed windows.</i></p>	
<i>Hours of Operation</i>	
<p><i>The proposed 24-hour operations will have an unreasonable impact on the adjacent residential land use.</i></p> <p><i>There should be increased separation between residential properties and 24-hour industrial operations.</i></p> <p><i>The business has been operating outside of their approved hours for some time and this is having an unreasonable impact on neighbours within the Residential Zone.</i></p> <p><i>The business should not operate beyond 7:00pm on weekdays and should not operate at all on weekends.</i></p>	
<i>Property Valuations</i>	
<p><i>Concern was raised about the impact on residential property values.</i></p>	<p><i>This concern is not relevant.</i></p>
<i>Visual impact</i>	
<p><i>The proposed acoustic barrier will be unsightly.</i></p>	<p><i>The proposed 6m high fence will have a negligible visual impact upon the residential</i></p>

	<i>area.</i>
<i>Representations in support</i>	
<p><i>There will be no additional impact on the surrounding businesses or residents.</i></p> <p><i>The existing business is of a clean and purposeful nature.</i></p> <p><i>The proposed 24-hour operation will not affect nearby business.</i></p> <p><i>Support the construction of the acoustic barrier as it will reduce the impact of noise for nearby residents.</i></p>	<p><i>Support for the proposed development has been noted.</i></p>

## 10. REFERRALS – STATUTORY

The application was not subject to any referrals under Schedule 8 of the *Development Regulations 2008*.

## 11. REFERRALS – INTERNAL

The application was not subject to any internal consultation.

## 12. ASSESSMENT

Pursuant to Section 35(2) of the *Development Act 1993*, it is recommended that the Panel resolve that the proposed development is not seriously at variance with the Salisbury Development Plan, Consolidated 15 December 2016. The following reasons are given in support of this recommendation:

- a) The proposed extension of operating hours does not constitute a change of use, it is a variation to an existing condition of development approval, a request to vary operating hours of an existing approved business is a legitimate request;
- b) The construction of an acoustic barrier to mitigate noise levels at an interface is considered to be an appropriate form of development, in principle, in association with an envisaged use, being a road transport terminal in the Industry Zone.

### Assessment

A detailed assessment of the Application has taken place against the relevant provisions of the Salisbury Development Plan, Consolidated 15<sup>th</sup> December 2016 as described below under headings.

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

Form of Development

The site is located within the Industry Zone. Objective 1 of the Industry Zone states:

- 1 A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses.*

The road transport terminal is an envisaged land use under Objective 1. The proposed extension of operating hours and construction of an acoustic barrier in association with an existing road transport terminal are considered to be appropriate forms of development, subject to assessment of the impacts from the proposal, principally noise and visual impact.

Land Use Conflict

Objective 3 of the Industry Zone seeks:

*Objective 3: Provision of landscaped buffers adjacent to main roads and residential areas.*

A landscape buffer was established between the Industry Zone and the nearby Residential Zone, when the nearby Mawson Lakes development was created around 2000. This landscape buffer was established as a wetland to provide a buffer between the existing Industry Zone and the new residential development.

The landscaped buffer area also incorporates an acoustic mound and fence, designed to mitigate interface conflict between industry and residential and to balance the residential amenity with the operational demands of business.

In the General Section, “*Interface between land uses*” module, Principles of Development Control 1 and 7 state:

- 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. (my underlining)*

*7 Development within 50 metres of the Residential Zone boundary should:*

- (a) demonstrate appropriate acoustic performance;*
- (b) ensure that all noise sources including machinery, outside loading, unloading and other service areas are located away from the Residential Zone boundary;*
- (c) comprise buildings of masonry or equivalent construction to minimise the transmission of noise with openings located away from residential properties*
- (d) limit operating hours to between 7am and 6 pm.*

The principal consideration of the proposed request is that of noise from the extended business hours. The impact of noise was clearly raised as a key concern for a number of the representors.

The requested activity is at odds with Principle of Development Control 7 in that the site is located within 50 metres of the Residential Zone boundary and the requested hours of operation are in excess of 7am to 6pm. The departure from this clause of the policy is acknowledged but is not considered to be fatal to the assessment of this proposal.

The important consideration is the demonstration of acoustic performance, rather than a meeting a nominated distance that does not correlate with an impact assessment of the actual activity. On the face of it, this policy has a limitation in that it does not apply to sites/land uses that are in excess of 50 metres from the Zone boundary, despite many uses and activities generating noise that will be transmitted well in excess of 50 metres. In such instances, one could propose 24 hour trading and the request would be subject to a noise assessment but arguably would not be subject to the restriction regarding operating hours. A recommendation arising from the noise assessment would however be a relevant consideration, notwithstanding the nominated 50 metre distance in this clause.

Furthermore, consideration should also be given to the noise environment in this locality, which was found to be subjectively high in this locality when observed on-site both during day and night. This is considered to be attributed to the geographic location of the site and locality in reference to major road and rail routes and the number of existing businesses that operate 24 hours in this locality (and which generate noise).

The common guideline that is applied to development in respect to noise is Principle of Development Control 7, “*Interface between land uses*” module which provides as follows:

*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 consultant, Sonus, to undertake an environmental noise assessment of the proposal. Sonus have reviewed the proposed development and made recommendations with the aim that this proposal satisfies the Environment Protection (Noise) Policy, pursuant to Principle of Development Control 7.

Sonus have conducted their modelling in respect to noise based on:

- Observations and noise measurements taken at the existing facility on 7 February 2019; and
- Previous noise measurements for similar plant and equipment and truck activity at similar sites.

Sonus have predicted noise levels for the hours of extended activity but have not included in their assessment existing activities that are authorised under the 2004 development approval. Their noise modelling is based on specific noise measurements at the existing site and has accounted for the following activities as a maximum within any 15 minute period:

<b>Day time</b> (7:00am to 8:00am and 5:00pm – 10:00pm, Monday to Friday, Midday to 10:00pm Saturday and 7:00am to 10:00pm Sunday)
<ul style="list-style-type: none"> <li>- A truck within the wash-down area with continuous high pressure spray;</li> <li>- Servicing of trucks within the warehouse;</li> <li>- A truck and trailer with refrigeration idling while being loaded continuously;</li> <li>- A truck being loaded continuously with non-refrigerated products;</li> <li>- A refrigerated truck leaving the site after being loaded;</li> <li>- A truck entering the site, reversing into the hardstand area at the northern corner of the site and idling continuously.</li> </ul>
<b>Night time</b> (10:00pm to 7:00am)
<ul style="list-style-type: none"> <li>- Continuous operation of the site generator and mechanical refrigeration plant;</li> <li>- A truck and trailer with refrigeration operating, driving into the site and reversing into the loading area then idling continuously;</li> <li>- Continuous loading of the truck;</li> <li>- A truck and trailer with refrigeration entering the site and parking in a forward direction near the western corner of the site and continuing to idle;</li> <li>- Three refrigerated trailers parked and operating in the northern corner of the site;</li> <li>- One refrigerated trailer parked in the western corner of the site.</li> </ul>

These activities have been modelled on the actual operations on the site by Eades Transport.

Sonus have clarified the areas to which the ‘western’ and ‘northern’ areas relate as referred above and these areas are contained in the image below:



The *Environment Protection (Noise) Policy 2007* prescribes an indicative goal noise level (i.e. total noise) at residences of 59dB (A) during day time (7:00am to 10:00pm) and 50dB(A) during the night-time period. In addition, the *Environment Protection (Noise) Policy 2007* prescribes that the average noise level from noise sources is 54dB(A) for day time (7:00am to 10:00pm) and 45dB(A) during the night-time and a maximum instantaneous noise level of 60dB(A) is prescribed during night-time.

Sonus have predicted that the noise levels from the proposed activities within the extended hours will comply with the goal noise levels quoted above under the *Environment Protection (Noise) Policy 2007* as follows:

- Subject to completion of the recommended acoustic measures, the total noise levels are predicted to not exceed 53dB(A) during the day and 50dB(A) at night;
- Average noise levels from the noise sources is predicted to achieve 49dB(A) during day time and 45dB(A) during night-time;
- The maximum instantaneous noise level from truck activity on the site during the night-time is less than 55dB(A).

The modelling undertaken by Sonus has been informed by understanding of the highest volume of trucks (with refrigerators operating overnight) anticipated at the site, based on discussions with Eades Transport. Sonus have advised that additional trucks, without refrigeration operating, will not add to the noise level but the noise level is predicted to exceed the criteria if additional trucks are operating with refrigeration overnight.



Given this advice, it is appropriate that explicit and strict conditions are applied that limit the number of refrigerated vehicles on the site during night-time operations at one time, should the application be granted consent. The implication of this condition is that activities during night-time activities are clearly constrained and in recommending this condition, consideration has been given to whether this condition may tighten the use to such extent that the condition may be invalid.

The conclusion is that the methodology adopted by Sonus, and the proposed approach to condition the intensity of operations to that adopted in the report, is appropriate, noting that the modelling is informed by Eades' actual operations on the site as currently developed. The condition does not go beyond what is considered reasonable and it is appropriate that the business operation be managed at this interface. Should Eades Transport wish to further expand activities on the site, a further assessment would have to undertaken at that time.

In assessing the suitability of the Sonus report, Council requested advice from the Environment Protection Authority regarding the methodology adopted by Sonus to assess noise levels. The EPA have advised the methodology is consistent with the *Environment Protection (Noise) Policy 2007*. Based on the EPA advice, the qualifications of the consultant and the rigour in which the noise assessment was conducted, it is considered appropriate to rely upon the acoustic report.

It is recommended that conditions of consent be imposed that explicitly require completion of all works prescribed in the Sonus report. A condition is also recommended that the land use comply with the *Environment Protection (Noise) Policy 2007* at all times. Should the predicted noise levels contained in the Sonus report be inaccurate, the land use will have an ongoing obligation to meet the *Environment Protection (Noise) Policy 2007*.

#### Appearance of Development

Another key consideration of this proposal is the appearance of the proposed acoustic barrier. As mentioned earlier, the acoustic barrier will be 6 metre high and will be constructed along the full length of the north-eastern site boundary. The barrier will comprise an airtight screen, constructed using Colorbond sheeting.

One of the representors expressed concern regarding the “unsightly” appearance of the proposed acoustic barrier as viewed from the Residential Zone.

The key Development Plan provisions that relate to appearance of this structure are considered to be as follows:

#### *General Section, Landscaping, Fences and Walls*

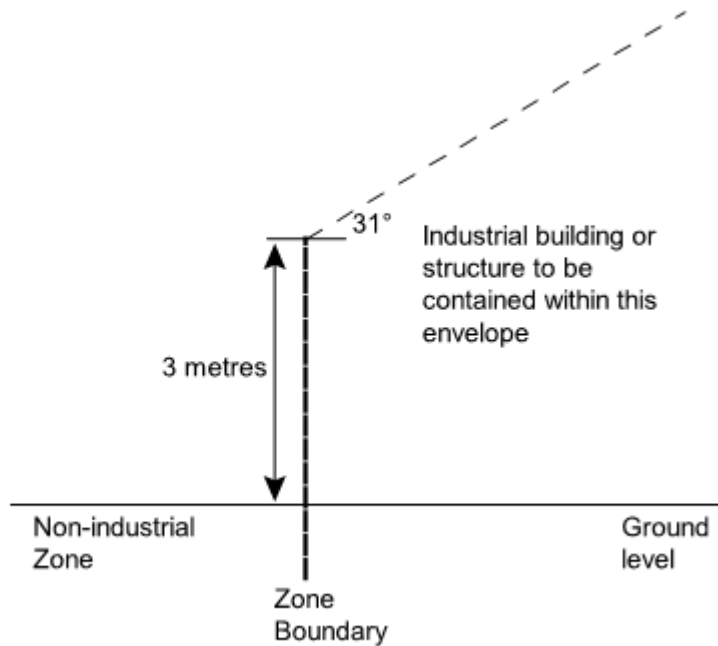
#### **4** *Fences and walls, including retaining walls, should:*

- (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) *Not relevant*
- (d) *Not relevant*
- (e) *Not relevant*
- (f) *Not relevant*

- (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. (my underlining)

### General Section, Industrial Development

- 2 Any building or structure on, or abutting the boundary of, a non-industrial zone should be restricted to a height of 3 metres above ground level at the boundary and a plane projected at 31 degrees above the horizontal into the development site from that 3 metre height as shown in the following diagram.



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

### Industry Zone

- 6 In areas where a uniform street setback pattern has not been established, buildings should be set back in accordance with the following criteria (subject to adequate provision of car parking spaces and landscaping between buildings and the road):
- Buildings up to a height of 6 metres should be sited at least 8 metres from the primary street alignment;
  - Buildings exceeding a height of 6 metres should be sited at least 10 metres from the primary street alignment;
  - Where an allotment has two street frontages, no building should be erected within 4 metres of the secondary street alignment.

The existing acoustic mound and fence that is located on the Council reserve is a dominant existing feature, albeit that it is largely screened by established/existing vegetation planted along the corridor and wetland. As this feature will remain, the degree of visual impact of the proposed acoustic barrier is reduced significantly. Only the top 2 metres of the proposed fence will in fact be visible from the Residential Zone.

It is noted the barrier will technically offend Principle of Development Control 2 of the “Industrial Development” module as the barrier will be more than 3 metres high at the Zone boundary, however, there is no adverse outcome arising from this situation given the location of the barrier in reference to the existing acoustic mound and fence and the existence of mature vegetation between the acoustic mound and fence to the residential properties.

The existing 30 metre or so wide landscaped wetland provides a buffer between the residential development and the Industry Zone. This area contains a significant screen of mature tree plantings. The density of the vegetation is such that there are few places anticipated where the barrier will be readily visible. In the few places where the barrier is visible, it will blend in with existing buildings/structures located in the background of the council acoustic fence and mound. The image below provides some indication of the existing landscape screen.

**Photo 7.**  
*Looking south-west from Teal Court toward the Eades site*



While there are some breaks in the vegetation, the combination of the physical separation between the barrier and residential properties of more than 30 metres, the existence of the Council mound and fence and the dense tree plantings, it is concluded that the proposed acoustic barrier will not create adverse visual impacts on the locality, consistent with Principle of Development Control 4, “Industrial Development” module.

The final colour of the fence has not been confirmed. It is considered appropriate that the fence is finished in a “Pale Eucalypt” colour to match the colour of the existing Council fence that sits atop the acoustic mound and so that it also matches that of existing iron clad buildings within the Eades site.

In respect to the siting of the fence relative to EW Pitts Avenue, a portion of the barrier will offend Principle of Development Control 6 of the Industry Zone in that it will be constructed within 8m of the primary street alignment, however, the barrier is effectively a side fence and for this reason, this provision is not considered to be directly relevant to this proposal.

### 13. CONCLUSION

Eades Transport have requested development approval to enable 24 hour operations and construct a 6 metre high acoustic wall in association with their road transport terminal at 6 EW Pitts Avenue, Cavan.

The proposed development has been assessed “on-merit” and as a Category 3 form of development. Nine (9) valid representations were received, with four (4) in favour and five (5) opposed to the development. Two representors have requested to be heard.

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

- a) An experienced acoustic consultant has modelled noise levels for the increased hours of site activity and determined the proposal will comply with the *Environment Protection (Noise) Policy 2007*, subject to construction of a 6 metre high acoustic barrier and completion of other acoustic recommendations;
- b) The site is located within 50 metres of the Residential Zone boundary, the proposal is at odds with a policy that limits hours of operation at this location to 7am to 6pm, the departure from this policy is not considered to be fatal to the assessment;
- c) The activities proposed within the hours of extended business operation are limited in intensity to that of six trailers being parked and operated within the site in any 15 minute period, these activities reflect actual operations of Eades during extended hours and while curtailing operations, are considered to be appropriate;
- d) The existing acoustic mound and fence located within the Council reserve will be retained to supplement the proposed acoustic barrier and will provide a secondary noise attenuation function; and
- e) The proposed barrier will not result in adverse visual outcomes from the Residential Zone, having regard to the physical separation between the fence and residential properties, the existence of the Council mound and fence and the dense tree plantings.

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

**14. STAFF RECOMMENDATION**

That the Development Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated 15 December 2016;
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1880/2018 for “Amend operating hours to 24 hours and construct acoustic barrier of 6m high in association with existing road transport terminal” in accordance with the plans and details submitted with the application, subject to the following conditions:

*Development Plan Consent Conditions*

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

<b>Drawing No.</b>	<b>Plan Type</b>	<b>Date</b>	<b>Prepared By</b>
Not Stated	Letter to Council	24 October 2020	Eades Transport
DWG No. 0	Site Plan	Not Dated	Not identified
HE9720	Elevations & Details	Dated 17 April 2020	Harnett Engineering
S5844C4	Environmental Noise Assessment	Dated April 2019	Sonus

\* *The approved documents referred to above are subject to change where a minor variation has been authorised, pursuant to Regulation 47A of the Development Regulations 2008.*

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

2. The noise levels from the road transport terminal measured at residences (the noise affected premises) shall comply with the *Environment Protection (Noise) Policy 2007* at all times.

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

3. The acoustic barrier and all other noise attenuation measures recommended within the approved Environmental Noise Assessment, prepared by Sonus, dated April 2020, shall be completed, within 4 months of this consent. The acoustic barrier and all other noise attenuation measures shall remain in place in good condition at all times.

*Reason: To ensure the proposed development is undertaken in accordance with the Environmental Noise Assessment, prepared by Sonus, dated April 2020.*

4. Activities within the night-time period (i.e. 10:00pm to 7:00am) shall not exceed the activity limits identified on page 8 of the Environmental Noise Assessment, prepared by Sonus, dated April 2020.

*Reason: To ensure the proposed development is undertaken in accordance with the Environmental Noise Assessment, prepared by Sonus, dated April 2020.*

5. The 6 metre high acoustic barrier shall be finished in pre-colour coated metal to match Colorbond “Pale Eucalypt”, to the satisfaction of the Relevant Authority.

*Reason: To ensure the fence is muted in tone and complements the existing Council fence and buildings on the site.*

Advice Notes

1. The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
2. EPA information sheets, guidelines documents, codes of practice, technical bulletins etc., can be accessed on the following web site: <http://www.epa.sa.gov.au>.
3. A final survey of the site boundaries is recommended to ensure the new acoustic barrier is constructed on the boundary as per the Approved Site Plan.
4. The applicant is reminded that construction is required to be carried out so that it complies with the mandatory construction noise provisions contained in Part 6, Division 1 of the Environment Protection (Noise) Policy 2007 and the provisions of the *Local Nuisance and Litter Control Act 2016*. Under the *Local Nuisance and Litter Control Act 2016*, construction noise is declared a local nuisance as follows:

The noise has travelled from the location of the construction activity to neighbouring premises –

- On any Sunday or public holiday; or
  - After 7pm or before 7am on any other day.
5. If you are a developer, you are responsible for providing telecommunications infrastructure in your developments. You can choose any carrier you want to service your development, if you don't wish to choose another carrier, NBN is the infrastructure provider of last resort (IPOLR) in those areas of its fixed line footprint where NBN has established its network, or where it has publicly identified an area as a fixed line rollout region. NBN is also the IPOLR for developments with 100 lots or more. Telstra is the IPOLR in developments with fewer than 100 lots where NBN Co has not established its network. Carriers, including NBN and Telstra, can charge for providing infrastructure in new developments. More information can be found at <https://www.communications.gov.au/policy/policy-listing/telecommunications-new-developments>.

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

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

### **CO-ORDINATION**

Officer:                      GMCiD      MDS  
Date:                         12.08.2020    10.08.2020


### **ATTACHMENTS**

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

1. Development Approval 361/1789/2004 and Approved Plans
2. Proposal Plans and Supporting Documentation
3. Category 3 Public Notice and Representations
4. Applicant's response to representations
5. Extract of Relevant Development Plan Provisions Consolidated 15 December 2016





	<b>CITY OF SALISBURY DECISION NOTIFICATION FORM</b>
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Development Number: 361/1789/2004/MB
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FOR DEVELOPMENT APPLICATION      DATED                      08-Jun-2004  
 REGISTERED ON                      08-Jun-2004

<b>APPLICANT</b>	KJM Contractors Pty Ltd PO Box 1505 GAWLER SA 5118
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**LOCATION OF PROPOSED DEVELOPMENT:**

**Subject Site:**            6 EW Pitts Avenue , Mawson Lakes SA 5095  
**Parcel:**                      Lot 19 DP 29026 Sec 2244  
**Certificate of Title:** CT-5347/385

<p><b>Nature of Proposed Development:</b></p> <p><b>WAREHOUSE &amp; OFFICE WITH ASSOCIATED CARPARKING &amp; LANDSCAPING.(Stage Two--Final Approval )</b></p>
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In respect of this proposed development you are informed that:

Nature of Decision	Consent	No. of Conditions
Provisional Development Plan Consent	GRANTED	TWELVE
Provisional Building Rules Consent	GRANTED	TWELVE
Other	-	-
<b>DEVELOPMENT APPROVAL</b>	<b>GRANTED</b>	<b>TWENTY FOUR</b>

Building Classification: 5 & 7B

Date of Decision:    13-Jul-2004  
 Signed:                      *Terry Barnes*  
 Delegated Officer:    Terry Barnes

**Item 5.1.1 - Attachment 1 - Development Approval 361/1789/2004 and Approved Plans**

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

**Regulation 42 Eleventh Schedule**

**Development No: 361/1789/2004/MB**

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

**PROVISIONAL DEVELOPMENT PLAN CONDITIONS:**

1. The proposal shall be developed in accordance with the details and Council stamped approved plans lodged with the application, except where varied by the conditions herein.

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

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

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

3. No materials, goods or containers shall be stored in the designated carparking area or driveways.

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

4. All trade waste and other rubbish shall be contained and stored pending removal in covered containers which shall be kept at the rear of the proposed building, in an area screened from public view.

*Reason: To maintain the amenity of the locality.*

5. The designated landscaping areas shall be planted with shade trees, shrubs and ground covers as appropriate to compliment the approved buildings and site layout and achieve a high level of amenity. Shade trees shall be planted throughout the carparking areas and screening shrubs shall be located to obscure views of large blank walls and less attractive elements of the development. All landscaping shall be maintained (including the replacement of diseased or dying plants and the removal of weeds and pest plants) to the reasonable satisfaction of Council. All landscaping is to be completed within 3 months of the approved use commencing.

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

**PROVISIONAL DEVELOPMENT PLAN CONDITIONS CONTINUED:**

6. The three significant trees identified on the site plans shall be retained and maintained in good condition. Building and construction activity on the site should be mindful of the need to ensure the ongoing health of the subject trees.

*In particular:*

- *An appropriate form of temporary fencing shall be erected around the base of the identified tree during construction. The fence shall be installed to adequately fence the drip line of the tree prior to any work commencing on site and such fencing shall remain in place for the full period of construction work;*
- *No equipment, debris, building rubble or material shall be discarded or stored within 4 metres of the base of the identified tree for the full period of the construction work;*
- *Soil levels, topography surrounding the identified tree shall not be altered in any way, and all reasonable attempts shall be made to avoid compaction of the soil within the root zone, drip line of the identified tree canopy.*
- *For any work under or in close proximity to the canopy of the identified tree, all due care shall be taken to avoid damage to the canopy or to the branch structure.*
- *No underground services including storm water pipes shall be located within the drip line of the base of the identified tree.*

*Reason: To ensure the continued health of the significant tree.*

7. All driveways and carparking areas shall be constructed with either brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicle types. Individual carparking bays shall be clearly linemarked.

Driveways and carparking areas shall be established prior to the approved use commencing and maintained at all times to the satisfaction of Council.

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

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 subject land.

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

9. 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.*

**PROVISIONAL DEVELOPMENT PLAN CONDITIONS CONTINUED:**

10. Detailed designs and specifications for all civil engineering works, including stormwater drainage, pavement design, carparking, water quality devices and levels are to be submitted to Council for approval. Such work cannot commence prior to the written approval of Council's Development Engineering Division.  
*Reason: To ensure that the development complies with Standards, Best Engineering Practice and Council Policy.*
11. The external roof sheeting shall consist of sound, colorbond materials of uniform colour and appearance to match or compliment the proposed wall cladding.  
*Reason: To enhance the appearance of the locality.*
12. The freestanding office and associated verandah shall be established on the site prior to occupation of the warehouse buildings herein approved.  
*Reason: To ensure the proposal is established in a timely fashion in accordance with the approved plans.*

**PROVISIONAL BUILDING RULES CONDITIONS:**

13. The refuse/litter from the building site shall be contained in a suitable metal or mesh receptacle on the site. All waste produced on the site is to be retained in the container at all times and removed from the site at the completion of the building work.  

The site shall also be provided with proper sanitary facilities, namely a builders toilet, at all times during the construction of the proposed building work.

*Reason: To prevent the spread of building waste to adjoining premises and to maintain sanitary conditions on site.*
14. That Note 4.3 (page 4) of engineers "Construction Manual for Footings" is amended to state that there are no effects from trees on footings.
15. Where brittle floor coverings are to be used, the special measures in regard to shrinkage control specified in AS 2870 shall be implemented.  
*Reason: To control movement of the concrete floor and prevent the cracking of the floor covering.*
16. The architectural drawings shall be revised to ensure that the brickwork control joint layout is correctly shown in accordance with the engineer's report.  
*Reason: To ensure the control joints are constructed in accordance with the engineer's recommendations.*
17. Where the distance of the sewer trench is less than 1.2 metres from the footing of the dwelling, the depth of the trench is to be established before the footing is poured. The depth of the piers at this point is to be confirmed by the Engineer.  
*Reason: To ensure the stability of the footing.*

**PROVISIONAL BUILDING RULES CONDITIONS CONTINUED:**

18. Stormwater from the proposed building shall be collected and drained to a sealed system directed to the street water table or to a stormwater easement at the rear of the property (if provided). A system using a sealed PVC pipe drain of 90 mm diameter constructed at a grade of 1 in 250 mm is acceptable.

The pipe from the property boundary to the adjacent kerb and gutter shall be constructed of 100 mm diameter sewer grade UPVC pipe and connected to the kerb using a suitable kerb adaptor.

*Reason: To prevent stormwater damage to building on the site and to adjoining premises.*

19. Where slab edge exposure is required as part of the termite system, the exposed face of the perimeter of the slab shall be off-the-form and shall not exhibit any areas of rough surface, honeycombing or ripples. It shall be exposed for a minimum of 75mm above finished ground, landscaping or paved level, increasing to 150mm where no paving or concrete paths are provided.

*Reason: To ensure access for maintenance*

20. The building owner shall ensure that suitable portable fire extinguishers are installed in the building in accordance with Australian Standard AS 2444.

*Reason: To ensure the occupants have means of fighting small fires*

21. All building materials, linings and surface finishes used in the construction of the proposed building shall comply with Specification C1.10 of Volume 1 the Building Code of Australia.

*Reason: To prevent the spread of fire and allow safe egress from the building.*

22. In accordance with the City of Salisbury's Inspection Policy, the Builder or Owner is required to give Council one business days notice of the following stages of construction;

1. Prior to placement of concrete for footings or other structural purposes; (*Note: Where an Engineer carries out an inspection, Council will also require a copy of the inspection certificate to be forwarded to Council*);
2. At the completion of wall and roof frame prior to the fixing of any internal linings; and
3. At the completion of the building work, prior to hand over.

Such Notice shall be provided in fax (8283 0538) or phone (8406 8209) and attention to the Responsible Officer as listed on this Development Approval.

*Reason: To allow for the inspection of the building work by the Responsible Officer.*


23. That all concrete footing piers are fully founded in firm natural ground, not fill.

**PROVISIONAL BUILDING RULES CONDITIONS CONTINUED:**

24. The builder shall ensure that not less than one fire extinguisher to suit Class A, B and C fires and electrical fires is provided at all times adjacent to each required exit during the construction of the building.

*Reason: To prevent the spread of fires during construction*

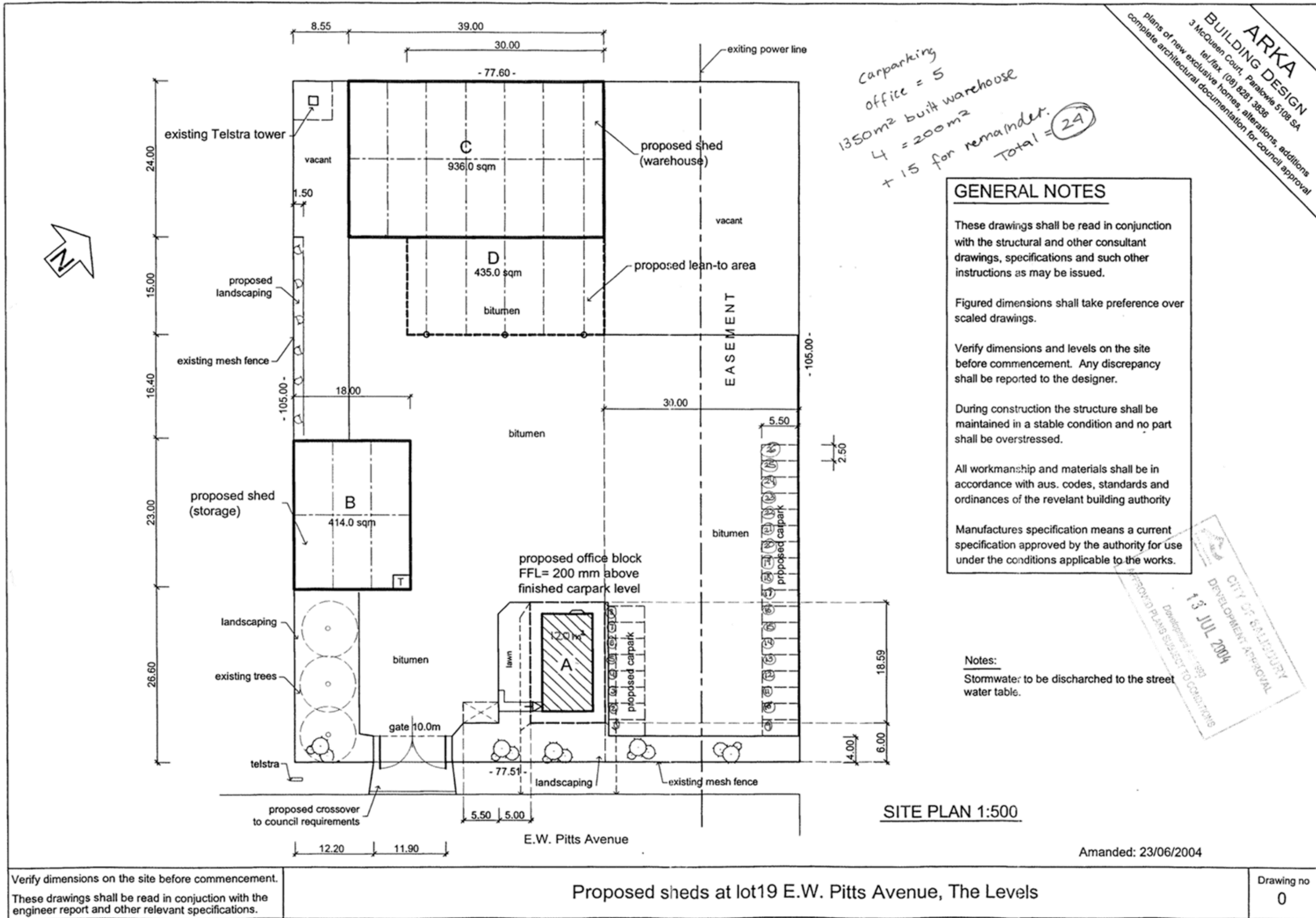
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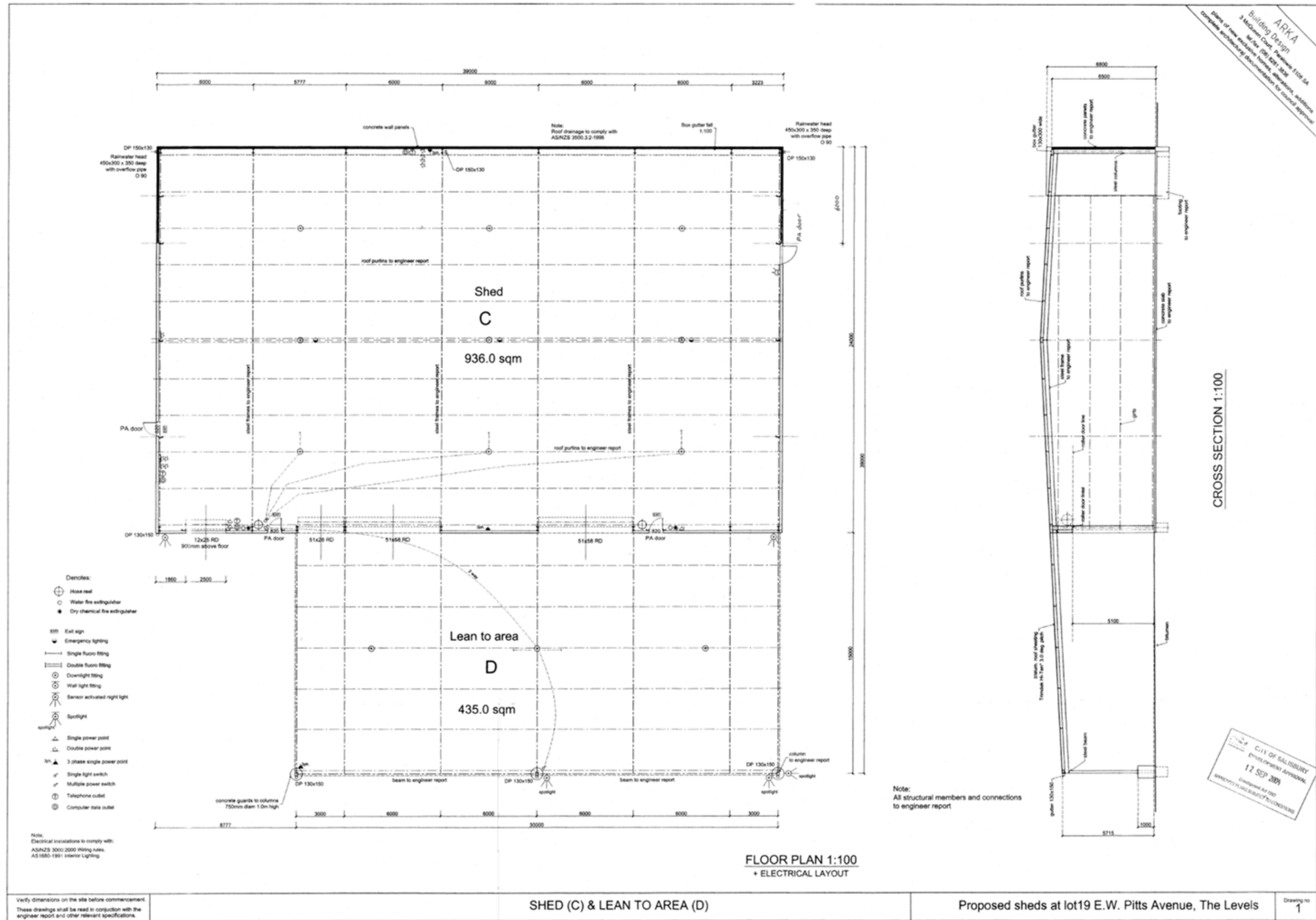


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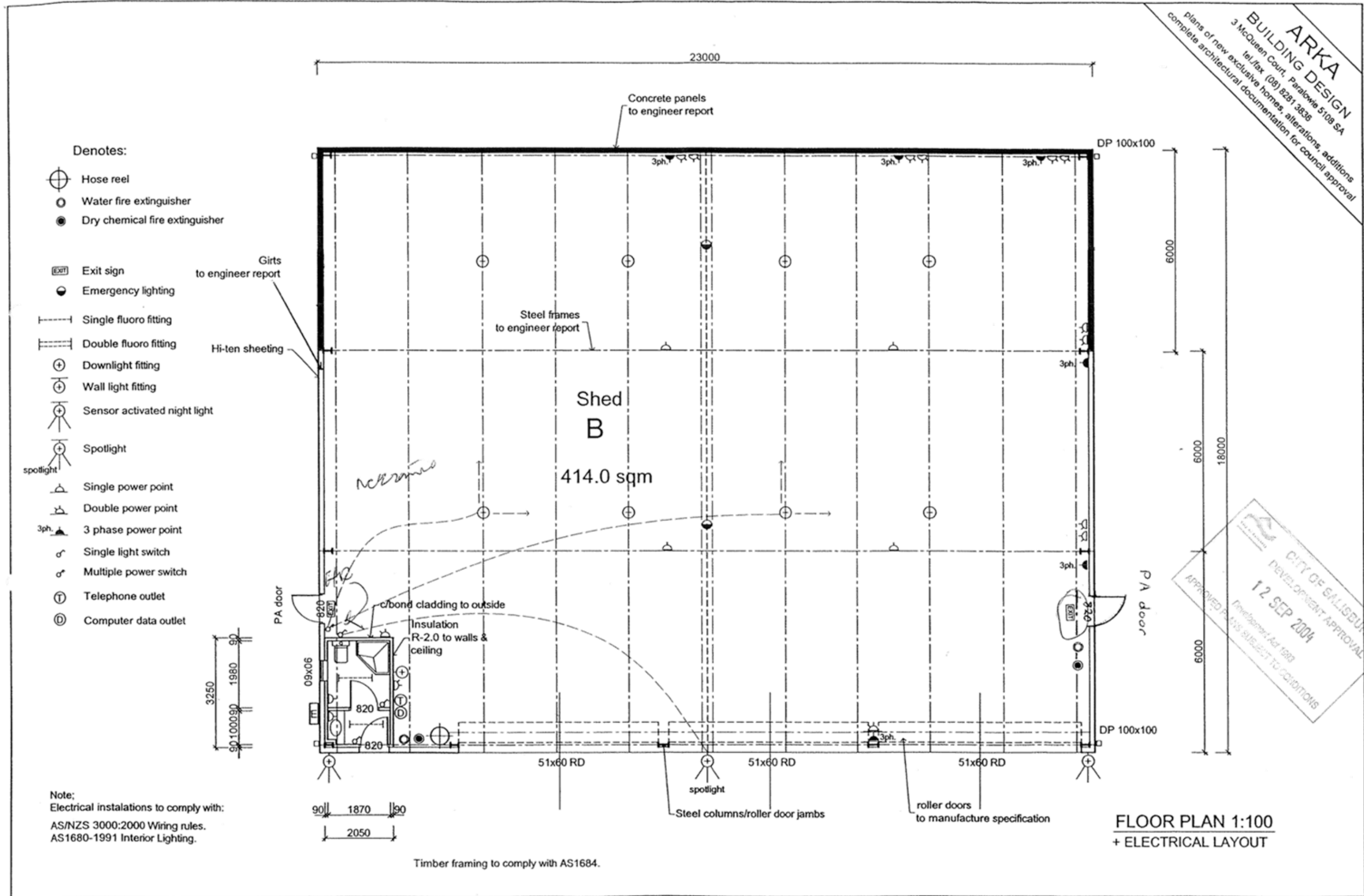
Responsible Officer: Terry Barnes

Decision Date: 13-Jul-2004









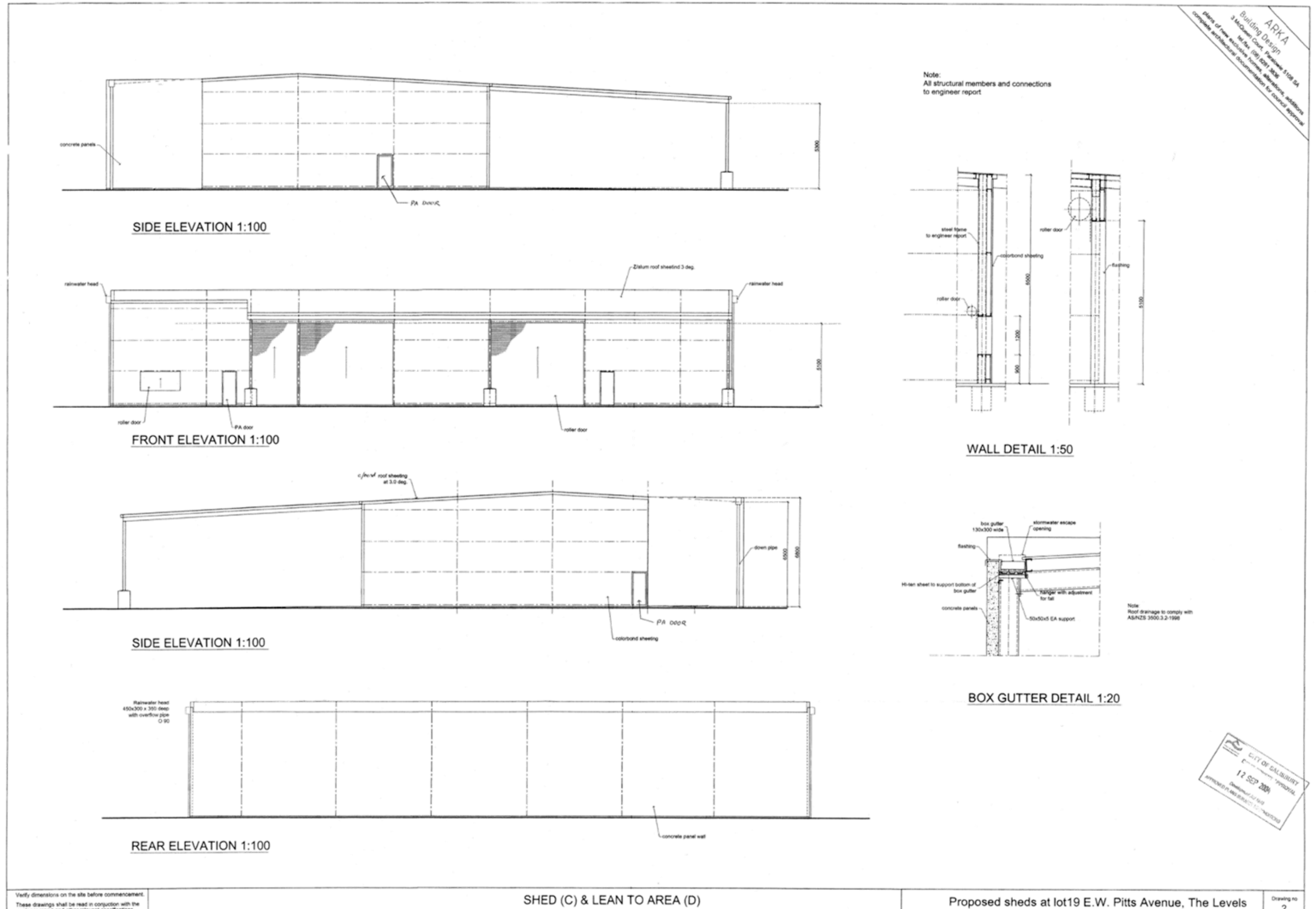
**ARKA BUILDING DESIGN**  
 Plans of new exclusive homes, alterations, additions  
 3 McQueen Court, Paralowie 5108 SA  
 tel/fax (08) 8281 3636  
 complete architectural documentation for council approval

**CITY OF SALISBURY**  
 DEVELOPMENT APPROVAL  
 12 SEP 2004  
 APPROVED PLANS SUBJECT TO CONDITIONS  
 Development Act 1993

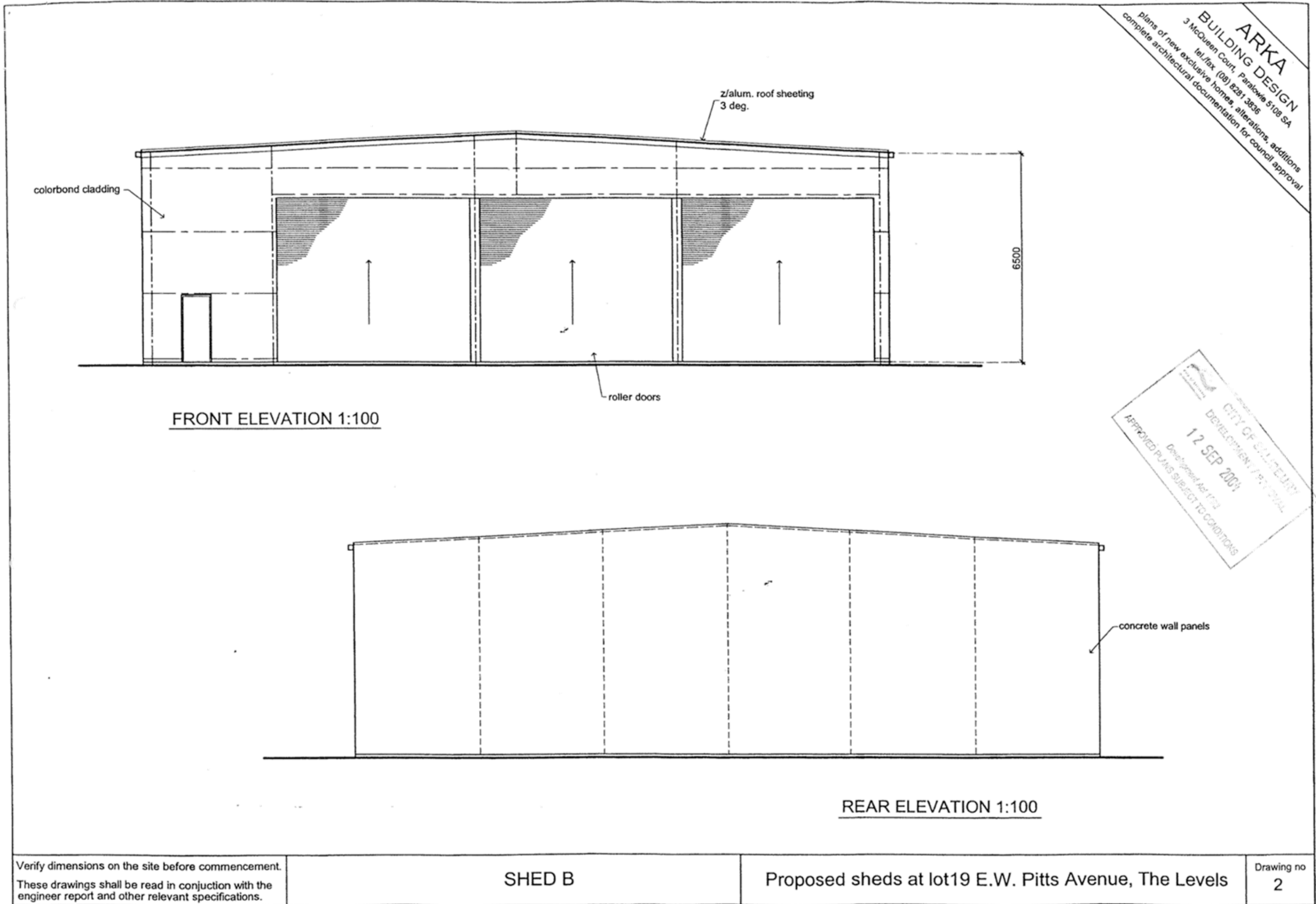
**FLOOR PLAN 1:100  
 + ELECTRICAL LAYOUT**

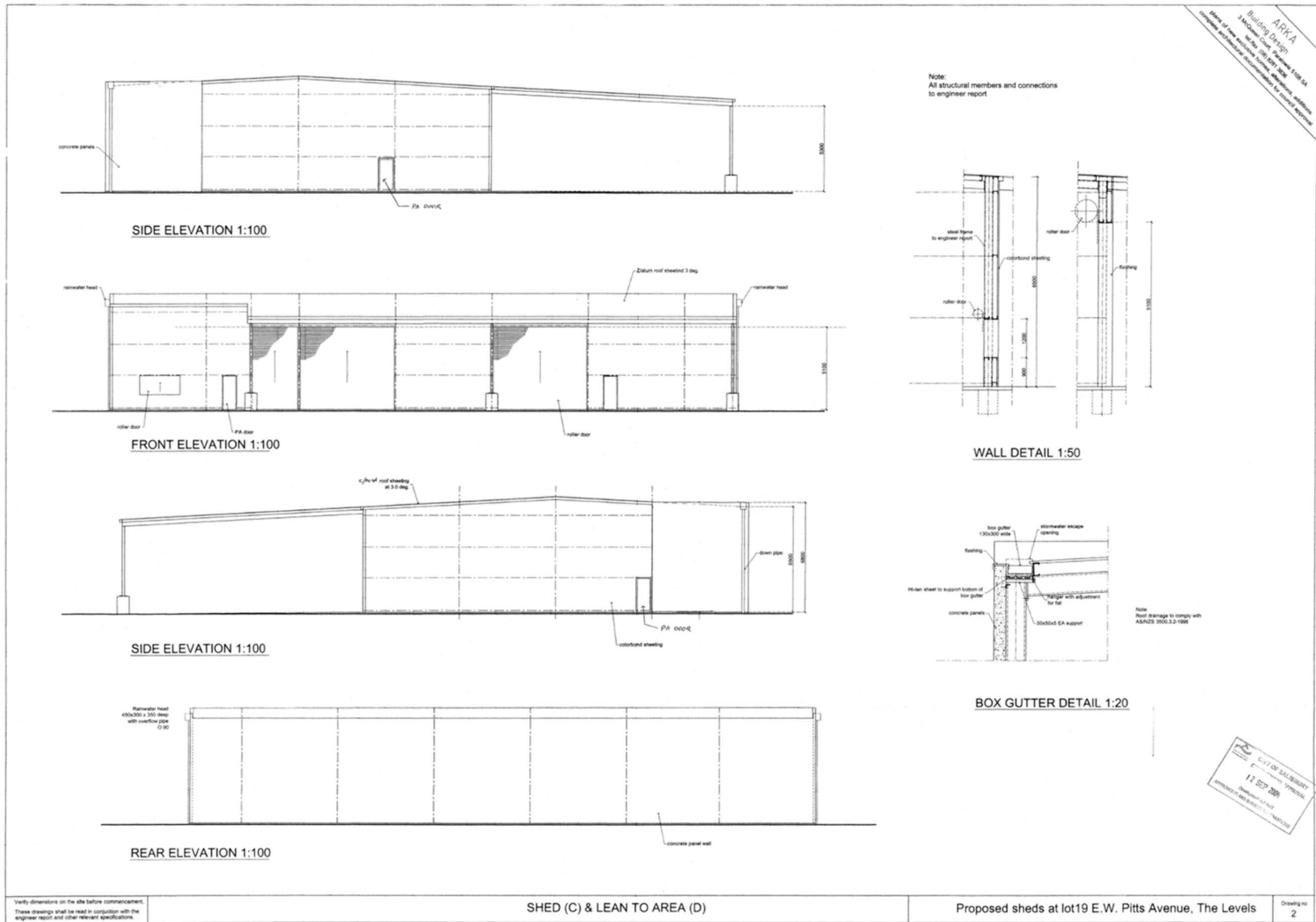
<p>Verify dimensions on the site before commencement.                  These drawings shall be read in conjunction with the engineer report and other relevant specifications.</p>	<p><b>SHED B</b></p>	<p>Proposed sheds at lot19 E.W. Pitts Avenue, The Levels</p>	<p>Drawing no                  1a</p>
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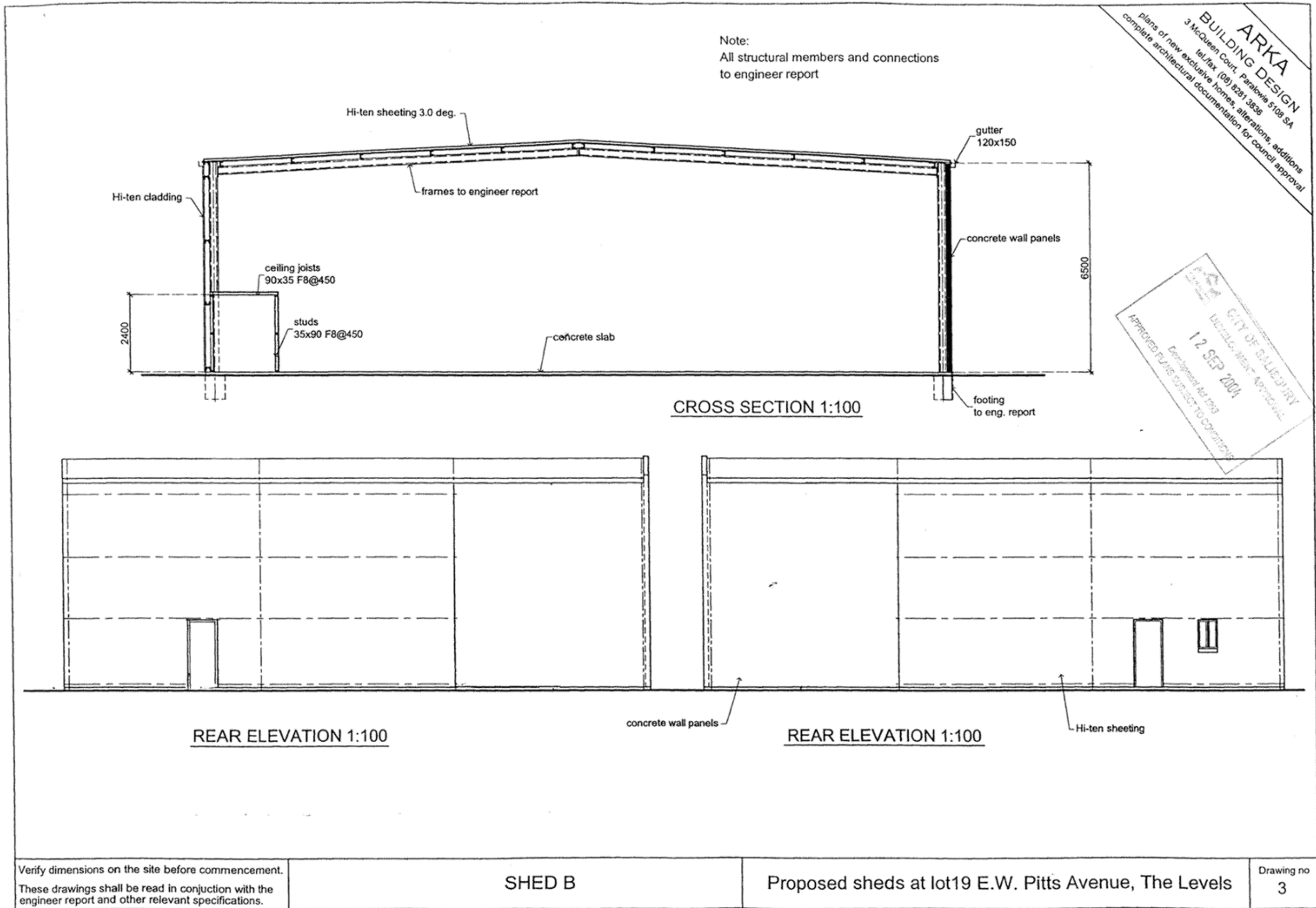
Item 5.1.1 - Attachment 1 - Development Approval 361/1789/2004 and Approved Plans



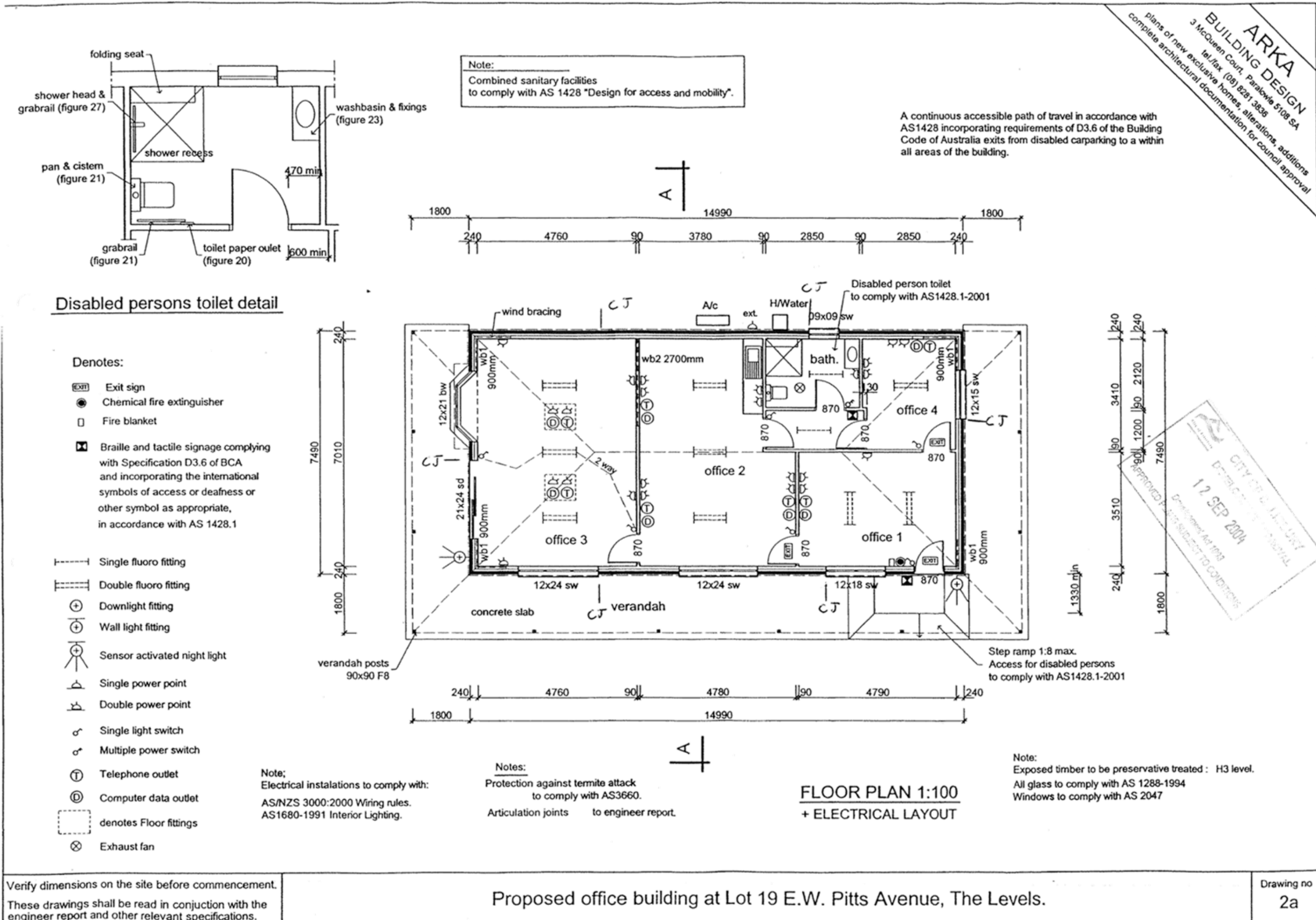
Item 5.1.1 - Attachment 1 - Development Approval 361/1789/2004 and Approved Plans







Item 5.1.1 - Attachment 1 - Development Approval 361/1789/2004 and Approved Plans



Proposed office building at Lot 19 E.W. Pitts Avenue, The Levels.

Drawing no 2a

**ARKA BUILDING DESIGN**  
 3 McQueen Court, Paralowie 5108 SA  
 tel/fax (08) 8281 3836  
 plans of new exclusive homes, alterations, additions  
 complete architectural documentation for council approval



colorbond roof sheeting

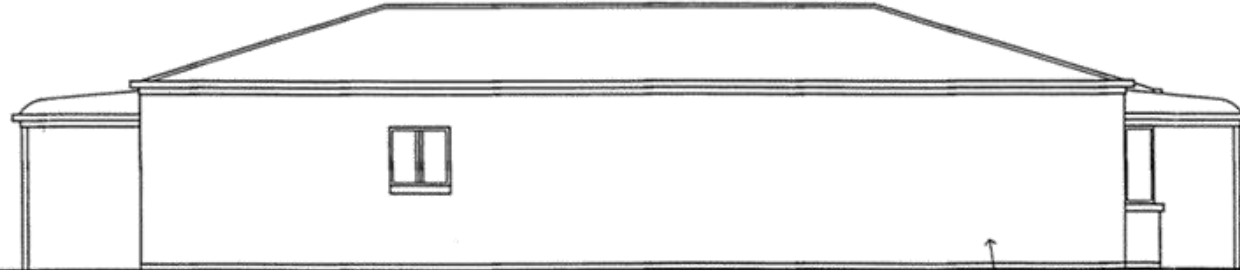
REAR ELEVATION 1:100



SIDE ELEVATION 1:100


Notes:

Articulation joints to engineer report.



face brickwork

FRONT ELEVATION 1:100



aluminium sliding windows & doors

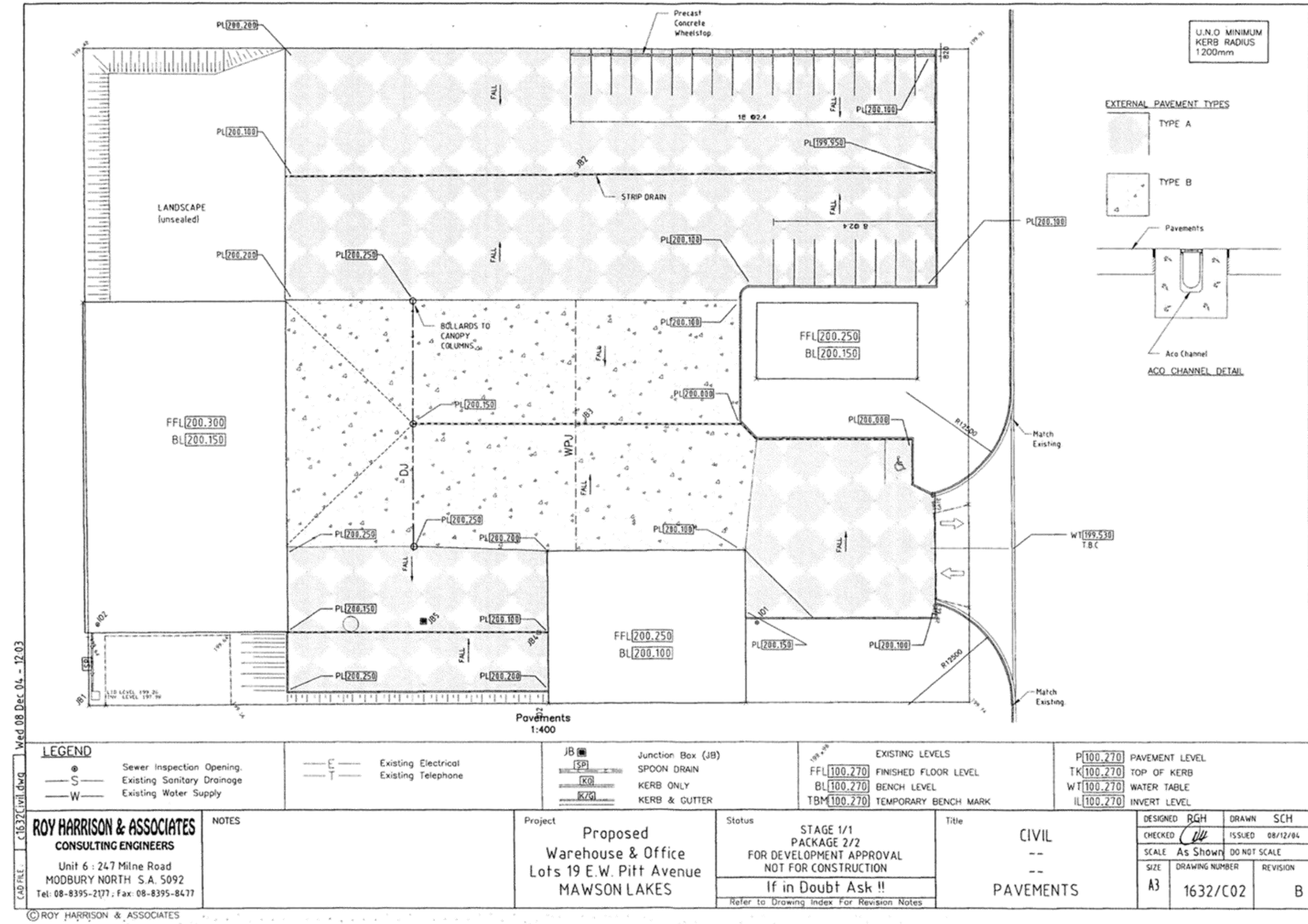
SIDE ELEVATION 1:100



Verify dimensions on the site before commencement.  
 These drawings shall be read in conjunction with the engineer report and other relevant specifications.

Proposed office building at Lot 19 E.W. Pitts Avenue, The Levels.

Drawing no  
5



Item 5.1.1 - Attachment 1 - Development Approval 361/1789/2004 and Approved Plans





**Eades Transport Pty Ltd**  
6 EW Pitts Avenue, Cavan SA 5094  
PO Box 226, Gumeracha  
SA 5233  
ABN: 58 111 297 244  
Email : [darrell@eades.net.au](mailto:darrell@eades.net.au)  
Ph: 0419 836 069

Wednesday 24<sup>th</sup> October 2018

City of Salisbury  
12 James Street  
Salisbury  
SA 5108

Application no:361/1789/2004MB

To Whom it may concern:

Eades Transport Pty Ltd operates a refrigerated transport company out of 6 EW Pitts Ave, Cavan Since 2015 and distributes/receives time sensitive food products. E.g. meat, eggs and produce for delivering to the S.A food network including Woolworths, Coles and Aldi. The freight arrives and departs the depot 24 hours a day 7 days a week.

Eades Transport currently employs approx 40 staff (12 staff permanent on site) with other staff travelling Australia wide. We do still have staff on site on weekends but this is kept to a minimum.

Eades Transport are currently working on enclosing the rear warehouse area, which in turn will eliminate any forklift noise to the outside. Electric forklifts will be utilised instead of gas forklifts. We have also put in place that all trucks after 5pm can only exit and enter through our southern gate to cut down on truck noise at the end of EW Pitts Ave.

We have invested money into the fitment of low decibel reversing buzzer to all of our fleet. Currently we are investigating an option of having personel unload trailers so that we minimise the amount of fridge motors running.

If you have any queries please feel free to contact me on 0419 836 069

Many Thanks

**Darrell Eades**  
Managing Director  
Ph : 0419 836 069  
[darrell@eades.net.au](mailto:darrell@eades.net.au)

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

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

**FROM** Name ENDES TRANSPORT  
Address 6 EW PITTS AVE CAVAN  
Phone No 81625535 Mobile \_\_\_\_\_

**DATE OF APPLICATION** \_\_\_\_\_

**LOCATION OF PROPOSED DEVELOPMENT**

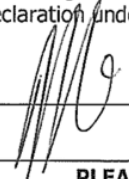
House No 6 Lot No \_\_\_\_\_ Street EW PITTS AVE  
Town/Suburb CAVAN  
Section No (full/part) \_\_\_\_\_ Hundred \_\_\_\_\_  
Volume \_\_\_\_\_ Folio \_\_\_\_\_

**NATURE OF PROPOSED DEVELOPMENT**

CONSTRUCTION OF FENCE ON BOUNDARY OF  
PROPERTY (ACOUSTIC BARRIER)

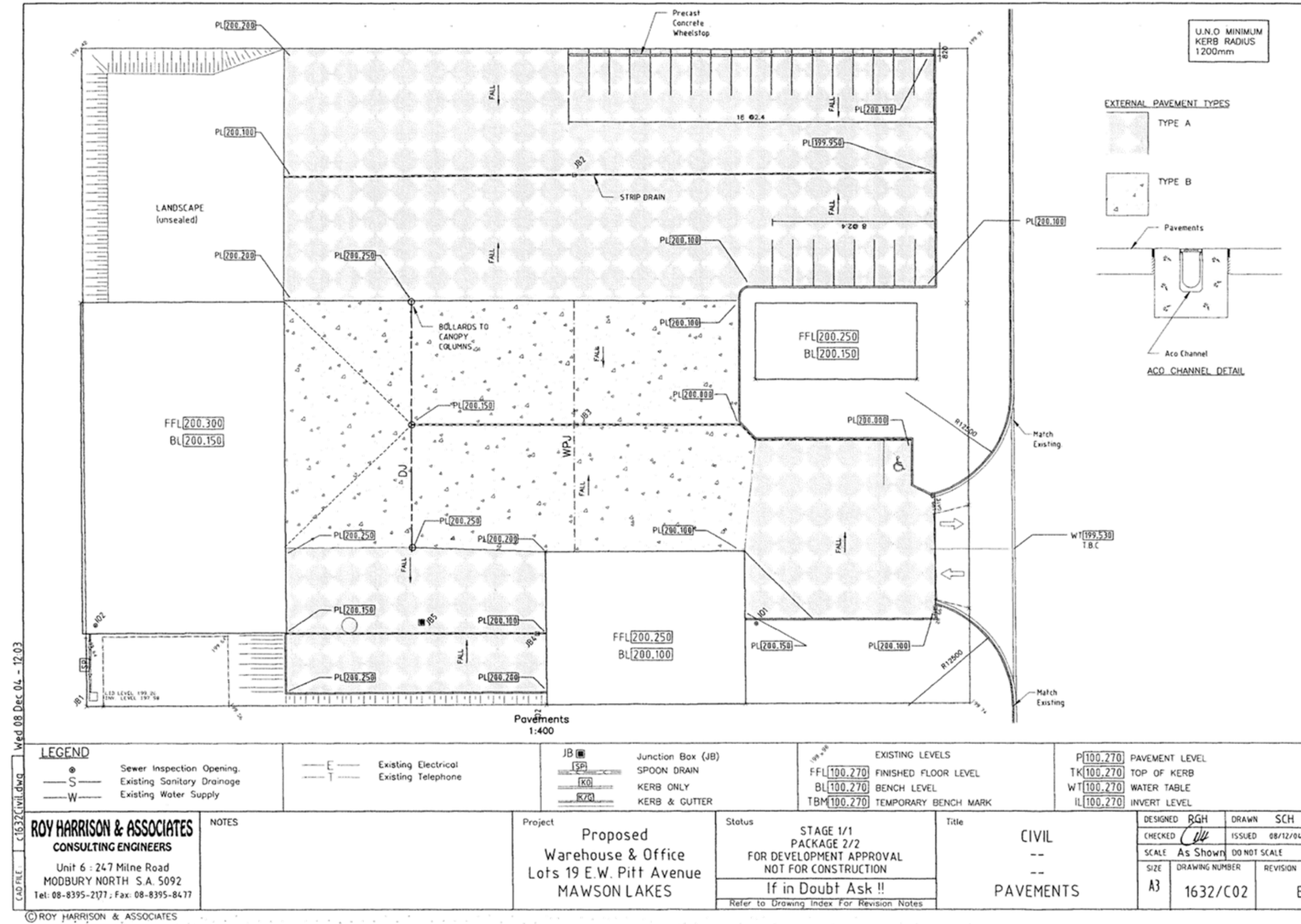
**I** (insert full name) PAUL HOWELL

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

**SIGNED**  **DATE** 6.7.20

**PLEASE NOTE THAT THE FORM CONTINUES OVER**

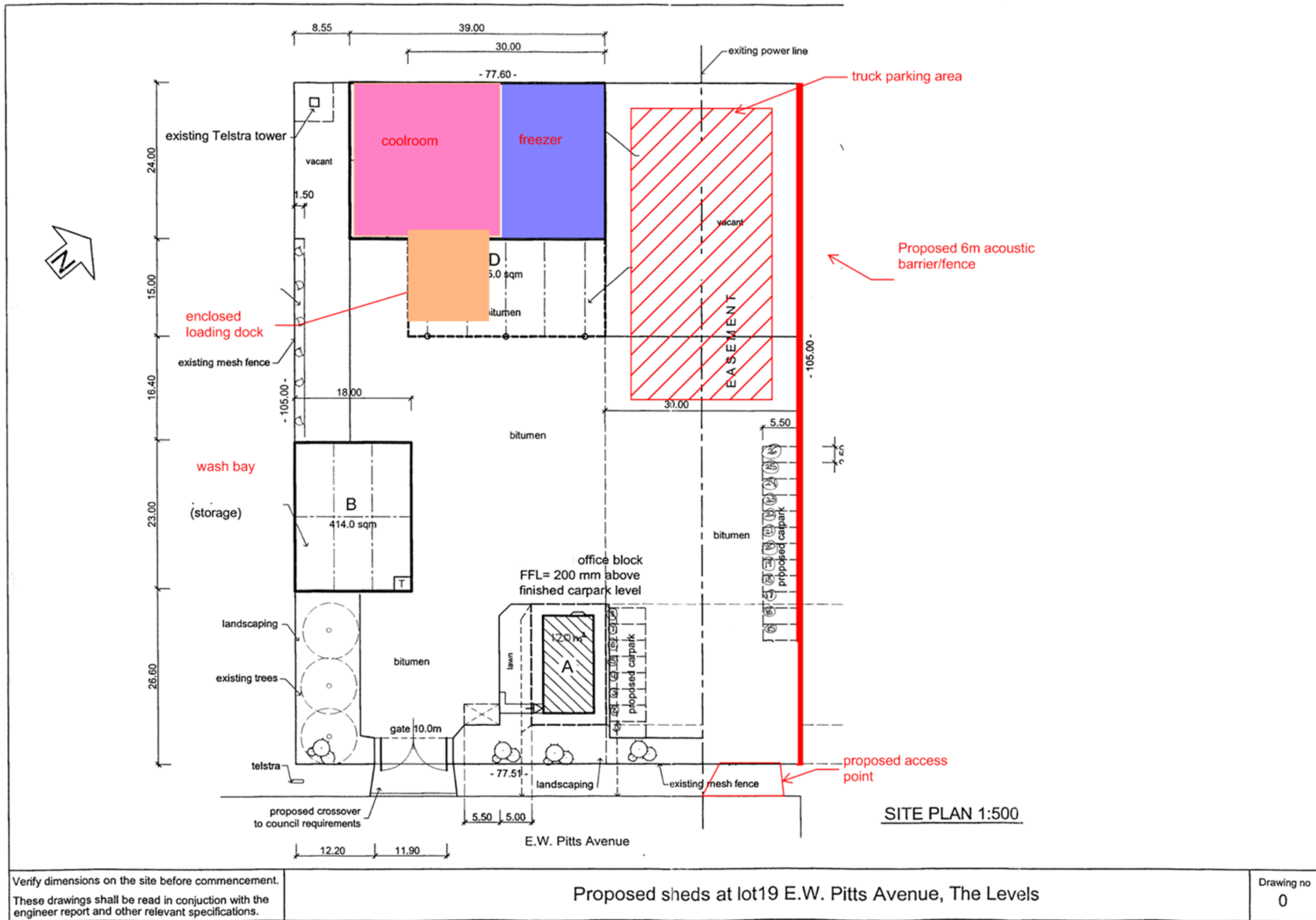
Item 5.1.1 - Attachment 2 - Proposal Plans and Supporting Documentation



CAD FILE: c1632civil.dwg Wed 08 Dec 04 - 12:03

© ROY HARRISON & ASSOCIATES

Item 5.1.1 - Attachment 2 - Proposal Plans and Supporting Documentation



Verify dimensions on the site before commencement.  
 These drawings shall be read in conjunction with the engineer report and other relevant specifications.

Proposed sheds at lot 19 E.W. Pitts Avenue, The Levels

Drawing no  
 0

# Eades Transport

Environmental Noise Assessment

S5844C4

April 2019

# sonus.

Chris Turnbull  
Principal  
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Prepared by  
Chris Turnbull (MAAS)

Reviewed by  
Jason Turner (MAAS)

Eades Transport  
Environmental Noise Assessment  
S5844C4  
April 2019

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<b>Document Title</b>	Eades Transport – Extension to Approved Hours– Environmental Noise Assessment
<b>Document Reference</b>	S5844C4
<b>Date</b>	April 2019
<b>Author</b>	Chris Turnbull, MAAS
<b>Reviewer</b>	Jason Turner, MAAS

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#### GLOSSARY

A-weighting	Frequency adjustment applied to measured noise levels to replicate the frequency response of the human ear
dB(A)	A-weighted noise level in decibels
Equivalent noise level	Energy averaged noise level
$L_{Aeq}$	A-weighted equivalent noise level measured in decibels
$L_{Amax}$	The instantaneous maximum A-weighted noise level measured in decibels

Eades Transport  
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#### INTRODUCTION

An environmental noise assessment has been made of the proposed extension to the existing Eades Transport site, located at 6 E W Pitts Avenue, Cavan.

This assessment has been based on the understanding that the current approval:

- includes operating hours of 8:00am to 5:00pm Monday to Friday and 8:00am to 12 noon Saturdays;
- permits Eades Transport to conduct all existing activity within the approved hours, including the movement, loading, unloading, washing, servicing and parking of trucks;
- does not permit access to or activity on the site outside of the approved hours but inherently allows for the operation of mechanical plant which is ancillary to the activity such as refrigeration equipment and a generator to allow trucks and trailers to remain parked on the site.

The proposal is to extend the approved operating hours such that movement, loading and unloading of trucks can occur 24 hours per day and servicing and washing can occur between the hours of 7:00am to 10:00pm. Therefore, this assessment considers:

- the noise outside of the approved hours from the movement, loading and unloading of trucks; and
- the noise outside of the approved hours but after 7am and prior to 10pm from the servicing and washing of trucks.

In addition, the cumulative noise of all existing approved activities combined with the extended activities noted above have been considered.

The closest noise sensitive locations to the subject site are the residences to the northeast. There is an existing noise barrier between the site and the closest residences in the order of 4m high. The locations of the residences and the subject site are shown in Appendix A.

The assessment has been based on:

- Observations and noise measurements taken at the existing facility on 7 February 2019; and,
- Previous noise measurements for similar plant and equipment at other similar sites.

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**CRITERIA**

**Development Plan**

The proposed facility is within the Industrial Zone of the Salisbury Council Development Plan<sup>1</sup>, while the residences are located within the Residential Zone. The Development Plan has been reviewed and the following provisions are considered relevant to the noise assessment.

**General Section – Interface Between Land Uses**

**OBJECTIVES**

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

**PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 *Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:  
....  
(b) Noise  
....*
- 2 *Development should be sited and designed to minimise negative impact on existing and potential future land uses desired in the locality.*
- 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 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.*

<sup>1</sup> Consolidated 15 December 2016



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#### Environment Protection (Noise) Policy 2007

Principle of Development Control 7 from the Development Plan references the *Environment Protection (Noise) Policy 2007*, which provides goal noise levels to be achieved at residences.

The Policy is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to satisfy all provisions of the Development Plan relating to environmental noise.

The Policy provides goal noise levels to be achieved at residences based on the principally promoted land use of the Development Plan Zones in which the noise source (the development) and the noise receivers (the residences) are located. Based on the land uses, the Policy provides the following goal noise levels to be achieved at residences;

- An average ( $L_{Aeq}$ ) noise level of 59 dB(A) during the day time (7:00am to 10:00pm); and
- An average ( $L_{Aeq}$ ) noise level of 50 dB(A) during the night time (10:00pm to 7:00am)

For noise sources which are the subject of the Development Application, the Policy recommends the following more onerous criteria:

- An average ( $L_{Aeq}$ ) noise level of 54 dB(A) during the day time (7:00am to 10:00pm);
- An average ( $L_{Aeq}$ ) noise level of 45 dB(A) during the night time (10:00pm to 7:00am); and
- A maximum instantaneous ( $L_{Amax}$ ) noise level of 60 dB(A) during the night time (10:00pm to 7:00am).

When measuring or predicting noise levels for comparison with the Policy, adjustments may be made to the average goal noise levels for each “annoying” characteristic of tone, impulse, low frequency, and modulation of the noise source. The character must be clearly heard above the existing environment at the receivers. The existing environment is associated with the interface of an industrial zone and a residential zone. Based on observations at night in the residential area, the noise is dominated by distant traffic and more locally continuous mechanical plant within the industrial area, such that truck movements are barely audible. Therefore, a penalty for modulating noise character is not warranted.

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#### ASSESSMENT

The noise from the site has been predicted based on specific noise measurements at the existing site and the understanding that the proposed activity during the extended hours will be no more than the following, within any 15 minute period<sup>2</sup>;

- Day time (7:00am to 8.00am and 5.00pm to 10:00pm Monday to Friday, Midday to 10.00pm Saturday and 7.00am to 10.00 pm Sunday):
  - A truck within the wash-down area with continuous high pressure spray;
  - Servicing of trucks within the warehouse;
  - A truck and trailer with refrigeration idling while being loaded continuously;
  - A truck being loaded continuously with non-refrigerated products;
  - A refrigerated truck leaving the site after being loaded;
  - A truck entering the site, reversing into the hardstand area at the northern corner of the site and idling continuously.
- Night Time (10:00pm to 7:00am)
  - A truck and trailer with refrigeration operating, driving into the site and reversing into the loading area, then idling continuously;
  - Continuous loading of the truck;
  - A truck and trailer with refrigeration entering the site and parking in a forward direction near the western corner of the site and continuing to idle.

In order to achieve the noise criteria, it is recommended that:

- Electric forklifts be utilised on the site in lieu of gas forklifts;
- The existing cool room is extended (as proposed) to allow all night time loading and unloading activity to occur from inside the building;
- The existing 4m high noise barrier on the north eastern boundary of the site is upgraded to 6m in height (when measured above the ground level of the subject site) as per other industrial interfaces in Mawson Lakes. The barrier may either be located at the line of the existing barrier or on the Eades Transport side of the existing barrier line. An example of a suitable barrier construction is a 3m high earth mound and 3m high 0.42BMT sheet steel fence (“Colorbond” or similar) on top. An airtight seal should be achieved at all junctions, including between the fence and the earth mound. Other barrier

<sup>2</sup> The default assessment period under the Policy

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configurations are possible but would need to be considered to ensure that the acoustic performance is maintained.

- A blade wall be constructed (shown as red) at the end of the proposed cool room addition (shown as blue), in general accordance with the following detail. The walls should be constructed from a minimum of 0.42 BMT sheet steel (“Colorbond” or similar) and should be sealed at all junctions, including at the cool room wall, the ground and at the roof of the lean-to.



Based on the above, average ( $L_{Aeq}$ ) noise levels from the activities, which are the subject of the Development Application are predicted to be as follows;

	Predicted Noise Level (dB(A))
Day Time Activity (Criteria 54 dB(A))	49 dB(A)
Night Time Activity (Criteria 45 dB(A))	45 dB(A)

The maximum instantaneous noise level from truck activity on the site during the night time has also been predicted based on previous noise measurements of trucks at other similar sites. The highest predicted maximum noise level from a truck with the above treatments implemented is less than 55 dB(A) associated with the release of the compressed air braking system, easily achieving the 60 dB(A) noise criterion.

Based on the predictions, the goal noise levels of the Policy will be achieved at the nearby residences from the additional activity at the site during the proposed extended operating hours.

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#### TOTAL NOISE

Notwithstanding the above assessment, the total noise from the site has also been considered against the goal noise levels of the Policy for approved noise sources. The goal noise levels to be achieved by the total site are therefore;

- An average ( $L_{Aeq}$ ) noise level of 59 dB(A) during the day time (7:00am to 10:00pm); and
- An average ( $L_{Aeq}$ ) noise level of 50 dB(A) during the night time (10:00pm to 7:00am).

In addition to the noise sources associated with the Development Application (described above), the following noise sources have been included in the predictions during the extended hours:

- Continuous operation of the site generator and refrigeration plant;
- Three refrigerated trailers parked and operating in the northern corner of the site;
- One refrigerated trailer parked in the western corner of the site.

With the consideration of a refrigerated trailer being loaded and another moving into the western corner of the site as part of the Development Application, this brings the total number of refrigerated trailers operating on the site during the extended hours of operation to six.

Based on the predictions and the assumption that the recommended acoustic measures are implemented, a noise level of 53 dB(A) is predicted during the day and 50 dB(A) is predicted at night for the total noise during the extended hours of operation. These levels achieve the goal levels of the Policy.

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#### CONCLUSION

An environmental noise assessment has been made of the proposed extension in operating hours of Eades Transport at 6 EW Pitts Avenue, Cavan. The assessment considers noise at the surrounding residences from the activity which is subject to the application.

The predicted noise levels from the facility will achieve the goal noise levels of the *Environment Protection (Noise) Policy 2007*, with the inclusion of the recommended acoustic treatments in this report. These include;

- Increasing the height of the acoustic barrier at the industrial to residential interface to a height which is consistent with other interface locations;
- Using only electric forklifts on the subject site;
- Extending the cool room structure such that all loading and unloading activity during the night time occur from within the building; and,
- Constructing a blade wall at the end of the new cool room structure.

In addition, the cumulative noise levels associated with the combined operation of all noise sources (ancillary and subject of the Development Application) during the extended operating period have been predicted and can satisfy the Policy requirements subject to implementation of the above treatments.

It is therefore considered that the additional activity at the facility during the extended operating hours has been designed to *minimise negative impacts, avoid unreasonable interference on amenity, and will not detrimentally affect the locality by way of noise*, thereby achieving the relevant provisions of the Development Plan related to environmental noise.

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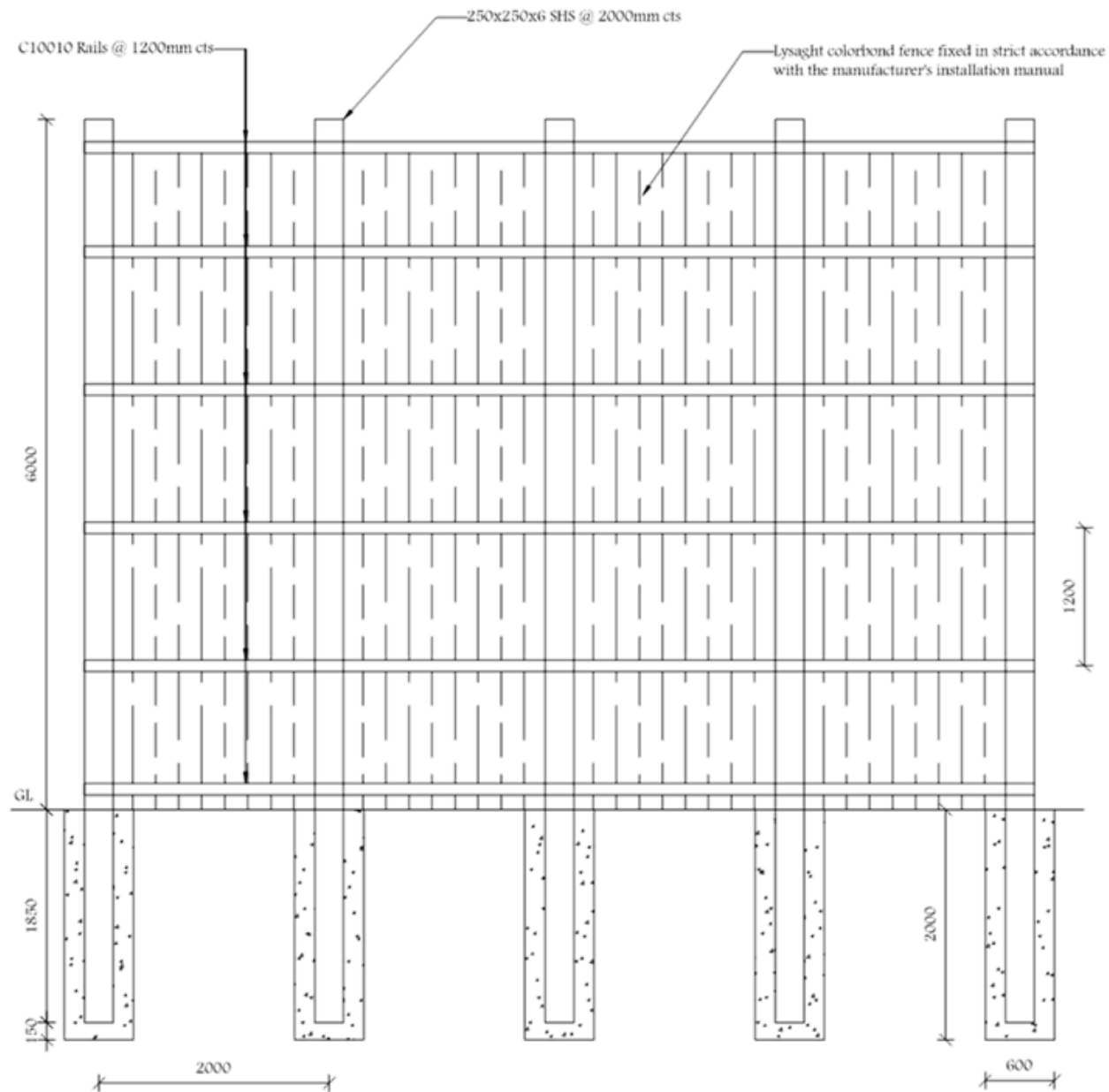
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**APPENDIX A:** *Site locality and surrounding residences*

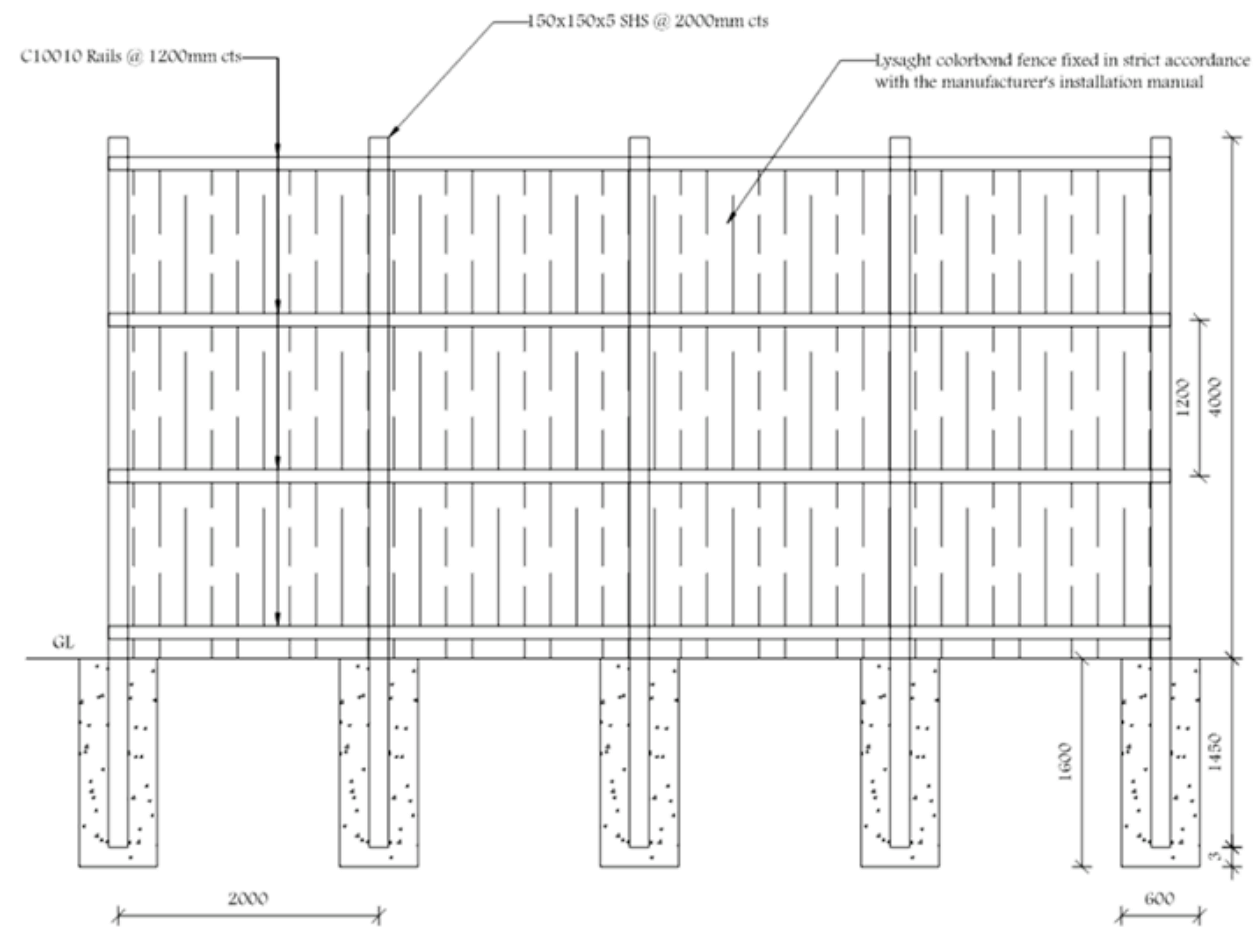


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6m TALL FENCE TYPICAL ELEVATIONS 1:50



4m TALL FENCE TYPICAL ELEVATIONS 1:50

SOUND BARRIER FENCE REQUIREMENTS					
Design Height	Distance btw Posts	Steel Upright Section	Fence Rails	Depth of Footing	Pier Diameter
6.0m	2.0m	250x250x6 SHS	C10010 @1200mm cts	2.0m	0.6m
4.0m	2.0m	150x150x5 SHS	C10010 @1200mm cts	1.6m	0.6m

Fence Notes

- Concrete piers are to be minimum 32MPa concrete
- A site soil investigation should be undertaken to ensure the footings are founded in natural soil and no problematic soil conditions are present.

	SOUND BARRIER FENCE DETAILS CLIENT: JIM'S FENCING ADDRESS: 6 E W PITTS AVENUE, CAVAN, S.A 5094	SHEET: 01 of 01 JOB NUMBER: HE9720 REVISION: A DATE: 17/04/2020 SCALE: 1:50 A3 Sheet
	34 Main North Road Willaston S.A. 5118 Phone: 0402518871	©Copyright This drawing is subject to copyright and unauthorized copying and/or use, whether in part or full is not permitted. Legal action will be instigated against any infringement, without prior approval.



## **SOUND BARRIER / FENCE ENGINEERING REPORT**

**ADDRESS:** 6 E W PITTS AVENUE, CAVAN, S.A. 5094

**CLIENT:** JIM'S FENCING

**JOB NUMBER:** HE9720

**APRIL 2020**

### **HARNETT ENGINEERING**

SAM HARNETT BE.Hons (UniSA) MIE.Aust, NER  
34 MAIN NORTH ROAD  
WILLASTON SA 5118  
PHONE: 0402 518 871  
EMAIL: [sam@harnettengineering.com.au](mailto:sam@harnettengineering.com.au)



**Design Brief – Statement**

This report contains advice supplied by Harnett Engineering for the design of a steel frame and concrete pads to support a sound barrier fence. Should the owner have any issues with any part of this service then the owner must contact Harnett Engineering in writing prior to any commencement of any work in order to determine if an adjustment is required to the design brief.

**Design Brief**

The design brief used for the structural design of steel and concrete by Harnett Engineering and for building projects is to complete the minimum design requirements in accordance with the Building standards of Australia and any other relevant building rules/codes at the time of this reports production.

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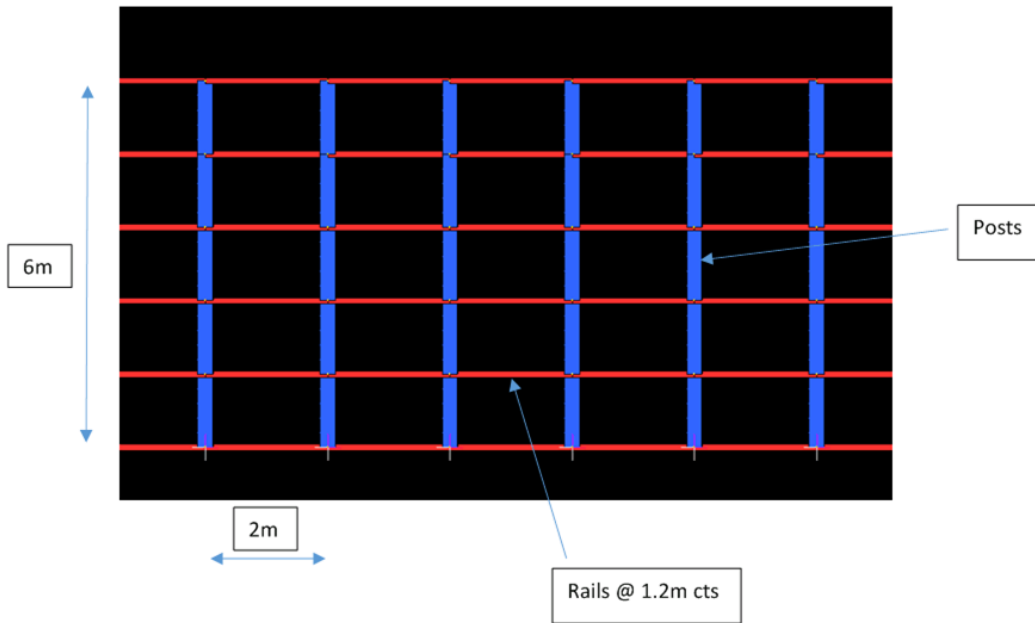
**Referenced Standards**

- AS1170 Structural Design Actions.
- AS3600 Concrete structures.
- AS4100 Steel Structures

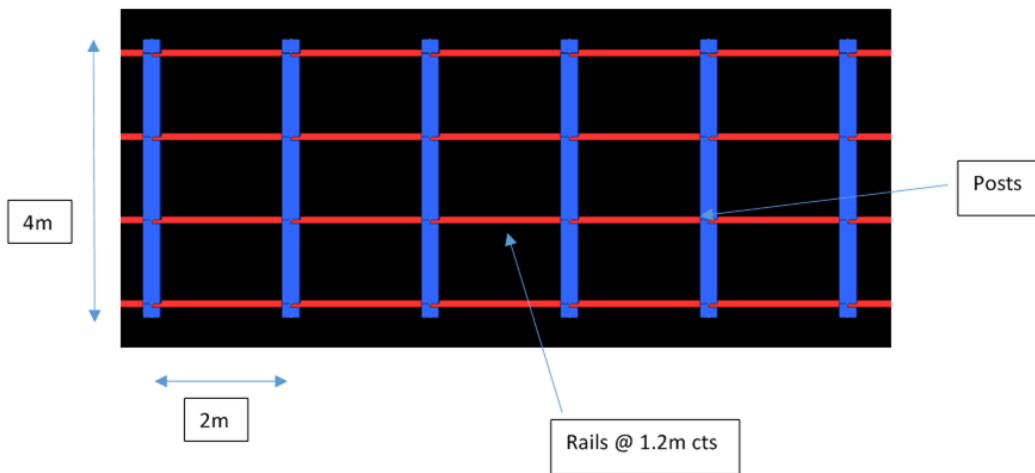
### 1.0 INTRODUCTION

The aim of this report is to provide structural calculations for two proposed sound barrier fences made of steel. One fence is to be 6m tall and the other 4m tall. Diagrams of the support frames are shown below:

#### 1.1 - 6m Tall Fence



#### 1.2 - 4m Tall Fence



**2.06m TALL FENCE**

**2.1 Wind Loads**

The wind pressures were calculated in accordance with AS1170.2 Appendix D

**Table 1: site wind parameters**

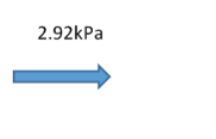
Wind Region:	A1
V <sub>500</sub> :	45m/s
Wind direction multiplier, M <sub>d</sub>	1
Wind Terrain Category: 2 Terrain Height Multiplier, M <sub>z,cat</sub>	1
Shielding, M <sub>s</sub>	1
Topographical multiplier, M <sub>t</sub>	1
Design Wind Speed V <sub>des</sub> ⊖	45 m/s

**Critical Wind pressure on sign**

**Table 2: Pressure due to wind**

The worst wind case was found to be wind at 45°

Location	Wind Pressure (kPa)	C <sub>pn</sub>	K <sub>p</sub>
0-2h	2.92	2.4	1
2h-4h	1.46	1.2	1
>4h	0.73	0.6	1



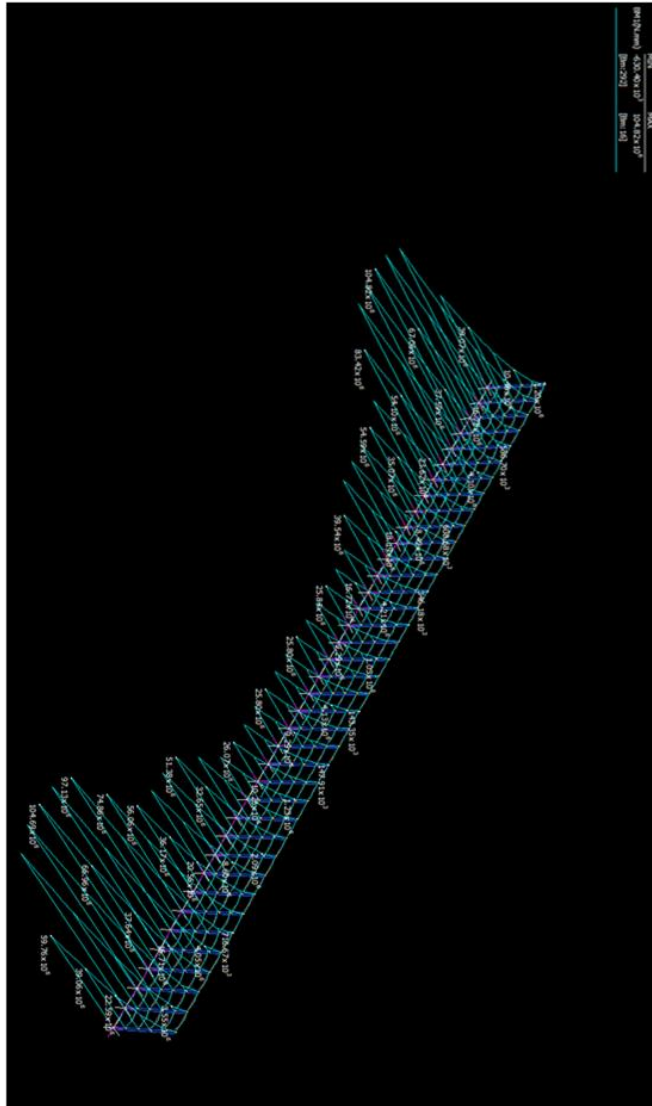
**2.2 Frame Analysis**

Determining loads for Strand 7 analysis.

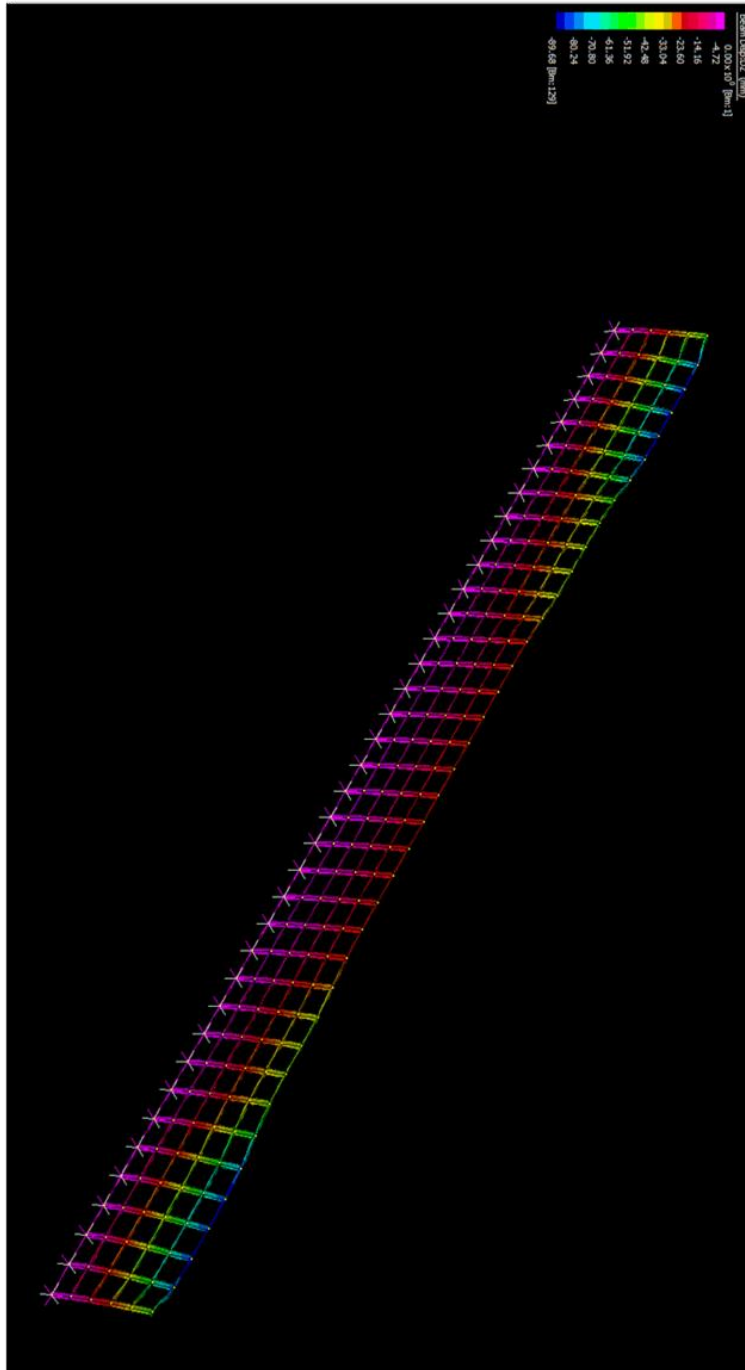
Rail Load width = 1.2m

Dead Load = self-weight =  $0.05\text{kPa} \times 1.2\text{m} = 0.06\text{kN/m}$

Wind =  $2.92\text{kPa} \times 1.2\text{m} = 3.5\text{kN/m}$



Bending moment diagram under worst case 0.9G+WIND (critical)



Deflection diagram under worst case 0.9G+WIND (critical)

**2.3 Fence Sheeting**

**Sheeting**

Select lysaght colorbond

BMT = 0.42mm (base metal thickness)

End span/Load width = 900mm

Internal spacing = 1200mm

Mass = 4.28 kg/m<sup>2</sup>

= 0.05kPa

Wind on sheet = 2.92kPa

5 fasteners per sheet per support

Sheet capacity serviceability = 3.32kPa > 2.92kPa OK

Sheet capacity strength = 12.0kPa > 2.92kPa OK

(from capacity tables for strength, 5 fasteners per sheet)

**Therefore adopt chosen sheeting (Lysaght colorbond).**

**2.4 Rails****Lysaght Cee**

End spacing	= 100mm	(<roof sheeting spacing)
Internal spacing	= 1200mm	(<roof sheeting spacing)
Load Width	= 1200mm	(spacing of purlins)
Purlin span	= 2000mm	(minimum 3 continuous spans)

**Design loads**

DL	=	Sheeting weight		
	=	0.04kN/m x 1.2m	=	0.5kN/m
Wind load	=	2.92kPa x 1.2m	=	3.5kN/m

**Select C purlin: C10010 minimum 2 continuous spans (span over 3 supports)**

$$0.9G+W_{\text{uroof}} = (0.9 \times 0.05) + 3.5$$

$$= 3.55 \text{ kN/m}$$

Purlin capacity inward	= 3.97kN/m	>	3.55kN/m
Purlin capacity outward	= 3.97kN/m	>	3.55kN/m
Purlin deflection capacity	= 8.09kN/m	>	3.55kN/m

**Therefore adopt C10010 purlins @ 1200mm ctrs spacing. Minimum 2 continuous spans.**

**2.5 Posts**

Try 250x250x6 SHS

$M^* = 104.8 \text{ kNm}$

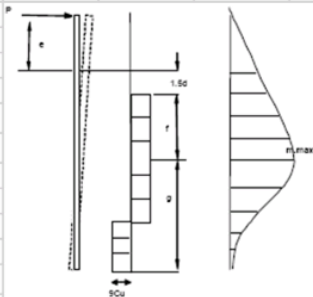
$L_e = 6000 \text{ mm}$

$\Phi M_s = 129 \text{ kNm} > 104.8 \text{ kNm} \quad \text{OK}$

**ADOPT 250x250x6 SHS @ 2000mm Centres**

**2.6 Pad Design**

Brom's analysis for cohesive soil			
Applied Moment	Mult:=	104.80 kNm	
Generated at eccentricity	ecc:=	6.00 m	
F of S (overturning).	F <sub>sot</sub> :	1.0	
Design moment	Md:=F <sub>sot</sub> .Mult		
	Md=	104.80 kNm	
Force at ecc..	P:=Md+ecc.		
	P=	17.47 kN	
	Ø:=	0.8	
Diameter of drilled pier	d:=	0.6 m	
Soil cohesion at surface	Ø <sub>cu</sub> :=	15 kPa	
Max moment occurs at	f:=P+9.Ø <sub>cu</sub> .d		
	f=	0.216 m	
	M <sub>max</sub> =	122.40 kNm	
taking moments about of max moment			
	M max:=P.(ecc+f+1.5d)-9.Ø <sub>cu</sub> .d.f <sup>2</sup> +2		
	M <sub>max</sub> +2.25.d.9.Ø <sub>cu</sub>	0.672	
	gg:=√M <sub>max</sub> +2.25.d.9.Ø <sub>cu</sub>	gg=	0.82 m
	L:= f+gg+1.5d		
Depth of Pier	L=	1.94 m	
Select depth	L2:=	2.00 m	



**ADOPT 600mm DIAMETER PADS, 2000mm DEEP, 32MPa CONCRETE**



### 3.04m TALL FENCE

#### 3.1 Wind Loads

The wind pressures were calculated in accordance with AS1170.2 Appendix D

**Table 3: site wind parameters**

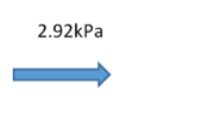
Wind Region:	A1
V <sub>500</sub> :	45m/s
Wind direction multiplier, M <sub>d</sub>	1
Wind Terrain Category: 2 Terrain Height Multiplier, M <sub>z,cat</sub>	1
Shielding, M <sub>s</sub>	1
Topographical multiplier, M <sub>t</sub>	1
Design Wind Speed V <sub>des</sub> ⊖	45 m/s

#### Critical Wind pressure on sign

**Table 4: Pressure due to wind**

The worst wind case was found to be wind at 45°

Location	Wind Pressure (kPa)	C <sub>pn</sub>	K <sub>p</sub>
0-2h	2.92	2.4	1
2h-4h	1.46	1.2	1
>4h	0.73	0.6	1



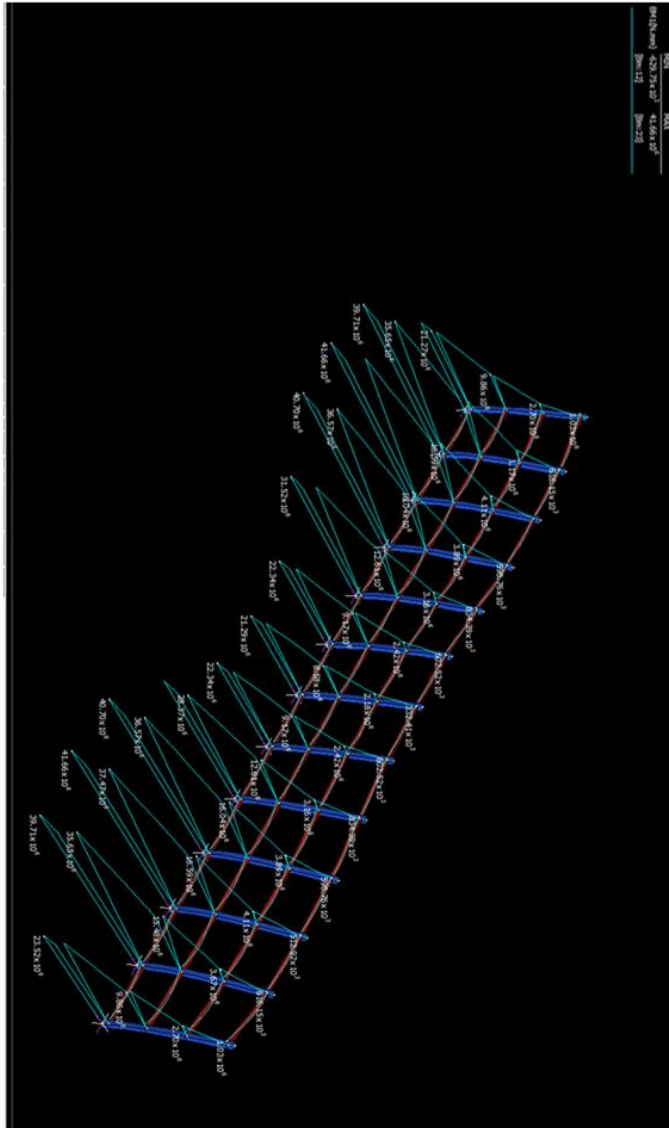
### 3.2 Frame Analysis

Determining loads for Strand 7 analysis.

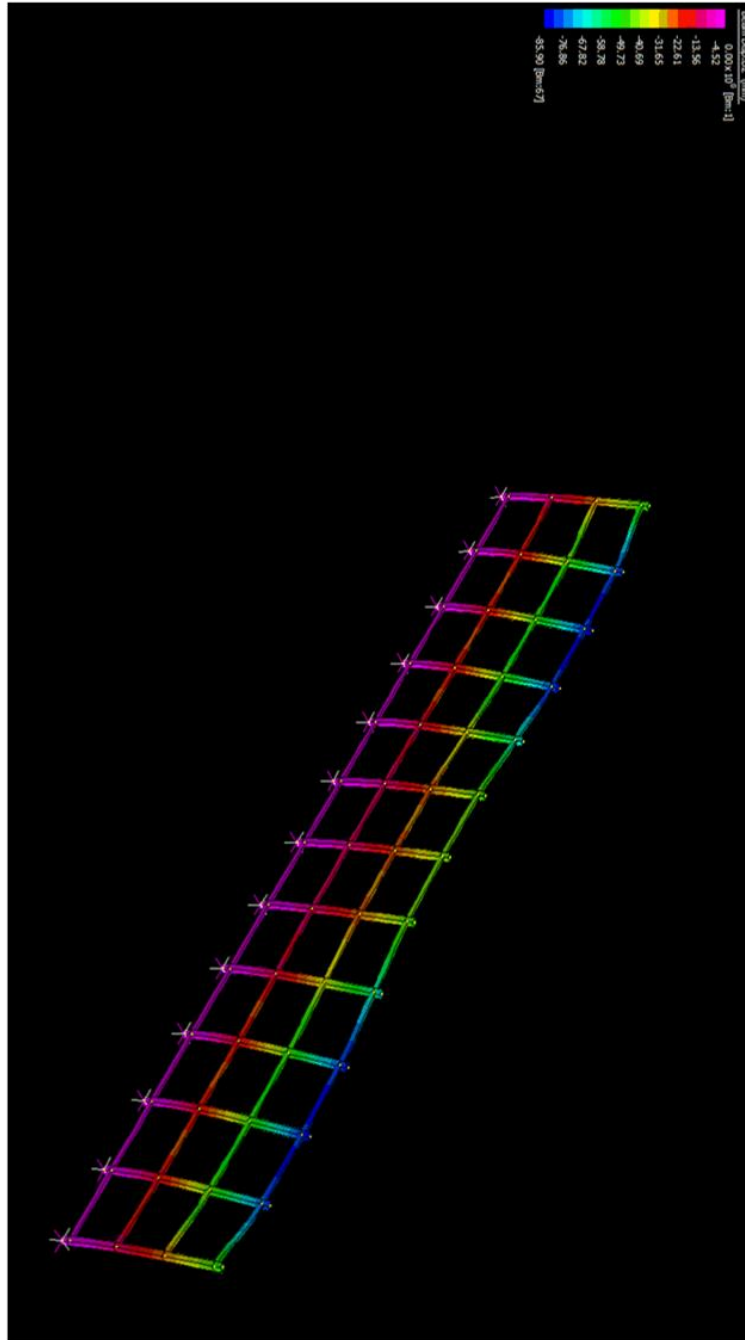
Rail Load width = 1.2m

Dead Load = self-weight =  $0.05\text{kPa} \times 1.2\text{m} = 0.06\text{kN/m}$

Wind =  $2.92\text{kPa} \times 1.2\text{m} = 3.5\text{kN/m}$



Bending moment diagram under worst case 0.9G+WIND (critical)



Deflection diagram under worst case 0.9G+WIND (critical)

**3.3 Fence Sheeting**

**Sheeting**

Select lysaght colorbond

BMT = 0.42mm (base metal thickness)

End span/Load width = 900mm

Internal spacing = 1200mm

Mass = 4.28 kg/m<sup>2</sup>

= 0.05kPa

Wind on sheet = 2.92kPa

5 fasteners per sheet per support

Sheet capacity serviceability = 3.32kPa > 2.92kPa OK

Sheet capacity strength = 12.0kPa > 2.92kPa OK

(from capacity tables for strength, 5 fasteners per sheet)

**Therefore adopt chosen sheeting (Lysaght colorbond).**

**3.4 Rails****Lysaght Cee**

End spacing	= 200mm	(<roof sheeting spacing)
Internal spacing	= 1200mm	(<roof sheeting spacing)
Load Width	= 1200mm	(spacing of purlins)
Purlin span	= 2000mm	(minimum 3 continuous spans)

**Design loads**

DL	=	Sheeting weight		
	=	0.04kN/m x 1.2m	=	0.5kN/m
Wind load	=	2.92kPa x 1.2m	=	3.5kN/m

**Select C purlin: C10010 minimum 2 continuous spans (span over 3 supports)**

$$0.9G+W_{\text{uroof}} = (0.9 \times 0.05) + 3.5$$

$$= 3.55 \text{ kN/m}$$

Purlin capacity inward	= 3.97kN/m	>	3.55kN/m
Purlin capacity outward	= 3.97kN/m	>	3.55kN/m
Purlin deflection capacity	= 8.09kN/m	>	3.55kN/m

**Therefore adopt C10010 purlins @ 1200mm ctrs spacing. Minimum 2 continuous spans.**

**3.5 Posts**

Try 150x150x5 SHS

$M^* = 41.7 \text{ kNm}$

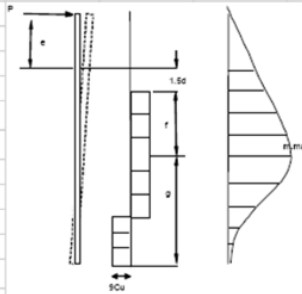
$L_e = 4000 \text{ mm}$

$\Phi M_s = 45.5 \text{ kNm} > 41.7 \text{ kNm} \quad \text{OK}$

**ADOPT 150x150x5 SHS @ 2000mm Centres**

**3.6 Pad Design**

Brom's analysis for cohesive soil			
Applied Moment	Mult:=	41.70	kNm
Generated at eccentricity	ecc:=	4.00	m
F of S (overturning).	Fsot:=	1.0	
Design moment	Md:=Fsot.Mult		
	Md=	41.70	kNm
Force at ecc..	P:=Md+ecc.		
	P=	10.43	kN
	Ø:=	0.8	
Diameter of drilled pier	d:=	0.6	m
Soil cohesion at surface	Øcu:=	15	kPa
Max moment occurs at	f:=P+9.Øcu.d		
	f=	0.129	m
	Mmax =	51.75	kNm
taking moments about of max moment			
	M max:=P.(ecc+f+1.5d)-9.Øcu.d.f²+2		
	Mmax+2.25.d.9.Øcu	0.284	
	gg:=√Mmax+2.25.d.9.Øcu	gg=	0.53 m
	L:= f+gg+1.5d		
Depth of Pier	L=	1.56	m
Select depth	L2:=	1.60	m



**ADOPT 600mm DIAMETER PADS, 1600mm DEEP, 32MPa CONCRETE**

**4.0 SUMMARY**

MEMBER	BEAM
<b>6M TALL FENCE</b>	Sheeting: Lysaght colorbond 0.42mm BMT  Rails: C10010 @ 1200mm cts  Posts: 250x250x6 SHS @ 2000mm cts  Concrete Pads: 600mm Diameter, 2000mm Deep, 32MPa
<b>4M TALL FENCE</b>	Sheeting: Lysaght colorbond 0.42mm BMT  Rails: C10010 @ 1200mm cts  Posts: 150x150x5 SHS @ 2000mm cts  Concrete Pads: 600mm Diameter, 1600mm Deep, 32MPa





**DEVELOPMENT ACT 1993  
CITY OF SALISBURY**

**NOTICE OF APPLICATION FOR CATEGORY 3 DEVELOPMENT**  
Pursuant to Section 38(5) of the *Development Act 1993*

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

<b>APPLICATION NO:</b>	361/1880/2018/3B
<b>APPLICANT:</b>	Eades Transport 6 EW Pitts Ave CAVAN SA 5094
<b>NATURE OF DEVELOPMENT:</b>	AMEND OPERATING HOURS TO 24 HOURS AND CONSTRUCT ACOUSTIC BARRIER OF 6M HIGH IN ASSOCIATION WITH EXISTING ROAD TRANSPORT TERMINAL
<b>LOCATION:</b>	6 EW Pitts Avenue , Cavan SA 5094
<b>CERTIFICATE OF TITLE:</b>	CT-6134/935
<b>ZONE:</b>	Industry

The application may be examined at the Salisbury Community Hub located at 34 Church Street, Salisbury during business hours (8.30am – 5pm Monday to Friday) and on Council's web site at [www.salisbury.sa.gov.au](http://www.salisbury.sa.gov.au). Any person or body may make representations in writing, or by email to [development@salisbury.sa.gov.au](mailto: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](mailto:representations@salisbury.sa.gov.au). Representations must be received **no later than Tuesday 7<sup>th</sup> July 2020**.

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 Council Assessment Panel meeting held at the Council offices, scheduled on the fourth Tuesday of each month at 6.00pm (unless otherwise advised).

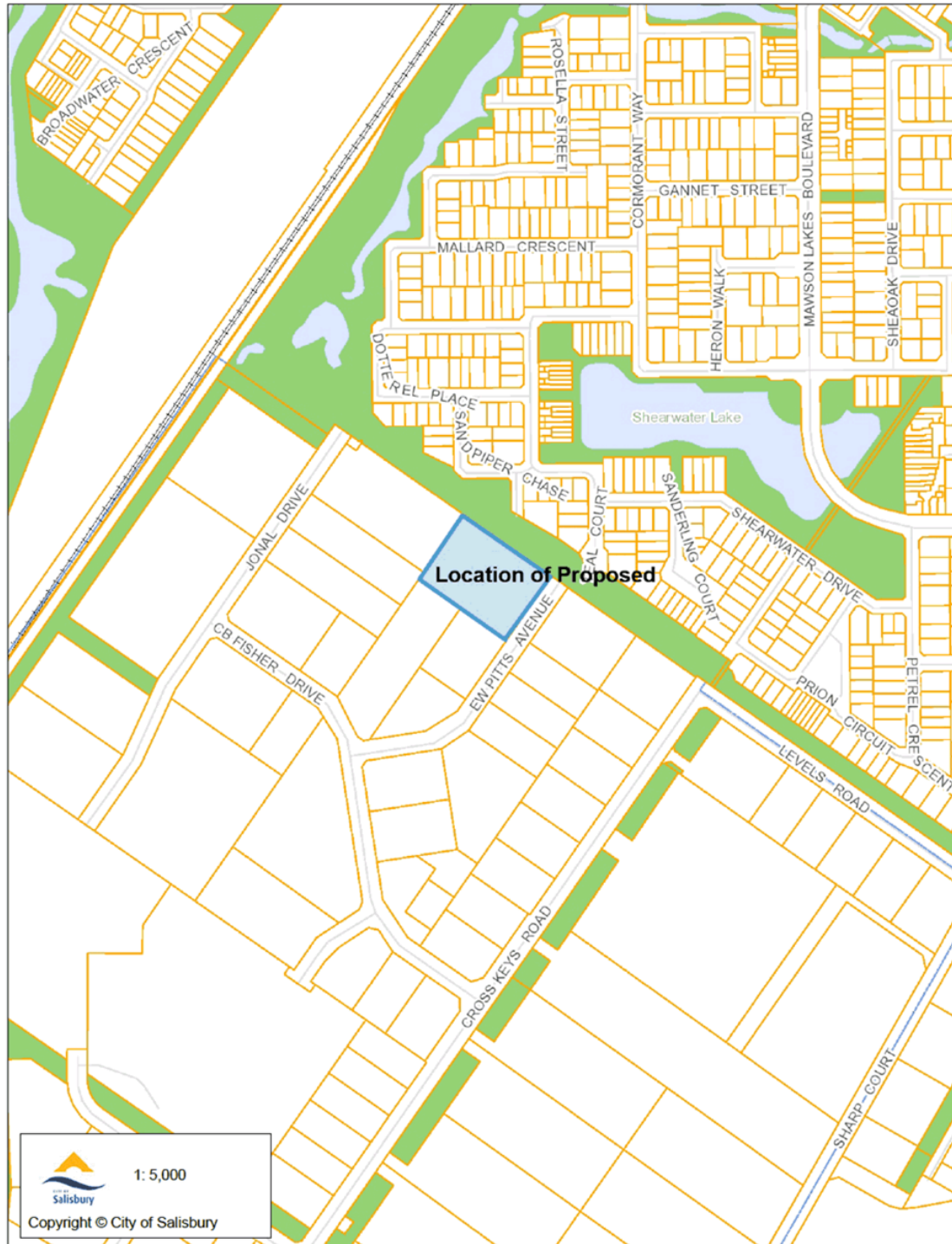
Please note that, pursuant to Section 38(8) of the *Development Act 1993*, a copy of each representation received will be forwarded to the applicant to allow them to respond to all representations received.

Signed: Aaron Curtis, Team Leader

Date: 24 June 2020

***THIS IS THE FIRST AND ONLY PUBLICATION OF THIS NOTICE***

**361/1880/2018/3B - Location of Proposed**



Item 5.1.1 - Attachment 3 - Category 3 Public Notice and Representations

**DEVELOPMENT ACT 1993  
CITY OF SALISBURY**

**NOTICE OF APPLICATION  
FOR CATEGORY 3  
DEVELOPMENT**

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the *Development Act 1993*

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development has been  
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as follows:

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361/1880/2018/3B

**APPLICANT:**

Eades Transport

6 EW Pitts Ave

CAVAN SA 5094

**NATURE OF DEVELOPMENT:**

AMEND OPERATING

HOURS TO 24 HOURS AND

CONSTRUCT ACOUSTIC

BARRIER OF 6M HIGH IN

ASSOCIATION WITH

EXISTING ROAD

TRANSPORT TERMINAL

**LOCATION:**

6 EW Pitts Avenue , Cavan

SA 5094

**CERTIFICATE OF TITLE:**

CT-6134/935

**ZONE:** Industry

The application may be  
examined at the Salisbury  
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during business hours  
(8.30am - 5pm Monday to  
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site at [www.salisbury.sa.gov.au](http://www.salisbury.sa.gov.au). Any person or body  
may make representations  
in writing, or by email to  
[development@salisbury.sa.gov.au](mailto: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](mailto:representations@salisbury.sa.gov.au). Representations  
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Aaron Curtis,

Team Leader

24 June 2020

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ONLY PUBLICATION OF  
THIS NOTICE**



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

**To:** City of Salisbury  
 PO Box 8, SALISBURY SA 5108  
 Email: [representations@salisbury.sa.gov.au](mailto:representations@salisbury.sa.gov.au)

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<b>Nature of Development:</b>	AMEND OPERATING HOURS TO 24 HOURS AND CONSTRUCT ACOUSTIC BARRIER OF 6M HIGH IN ASSOCIATION WITH EXISTING ROAD TRANSPORT TERMINAL
<b>Location:</b>	6 EW Pitts Avenue , Cavan SA 5094

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

NAME(S): BINA KAMRAN MANGI  
 ADDRESS: 15 FROME CRESCENT MAWSON LAKES SA 5095  
 PHONE NO: [REDACTED] .... EMAIL: .. [REDACTED]

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

- The owner/occupier of the property located at: 10 SANDPIPER CHASE MAWSON LAKES, SA 5095
- 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.**

- THIS PROPOSAL WILL DESTROY THE VALUE OF OUR PROPERTY.  
- IT MAY BE EXTREMELY DISTURBING FOR THE RESIDENTS.

PTO

361/1880/2018/3B

- I WOULD NEVER HAVE BOUGHT THIS PROPERTY HAD I KNOWN THAT ONE DAY THERE WILL BE A 24 HOURS OPERATING COMMERCIAL FACILITY NEARBY.
- THIS MUST NOT GO AHEAD.
- IT IS EXTREMEY UNFAIR WITH THE RESIDENTS.

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

THIS PROPOSAL GETTING REFUSED,  
NOTHING LESS.

PTO

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

I/We:

- Do not wish to be heard in support of my representation.
- Wish to be heard in support of my representation, and I will be:
  - Appearing personally,
  - OR**
  - Represented by the following person: .....
  - Contact details: .....

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

**Your written representation must be received by Council no later than 11.59pm on Tuesday 7<sup>th</sup> July 2020, 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: Bina Kamran Date: 06/7/2020

**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.
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**STATEMENT OF REPRESENTATION**  
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<b>Location:</b>	6 EW Pitts Avenue , Cavan SA 5094

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

NAME(S):..... } *TAYLOR.*  
 ADDRESS:..... } *IN CONFIDENCE, RE: 11 SANDPIPER CH., MAWSON LAKES*  
 PHONE NO: ..... EMAIL: ..... *||*

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

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

**YOUR COMMENTS:**

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

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

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

.....  
*WE OWN A RENTAL PROPERTY AT 11 SANDPIPER CHASE, MAWSON LAKES.*  
*THERE IS SIGNIFICANT NOISE ALREADY COMING FROM THE INDUSTRIAL*  
*AREA AT THE REAR OF OUR PREMISES. WE FEEL THAT EXTENDING THE*  
 .....

PTO

361/1880/2018/3B

OPERATING HOURS WILL ONLY MAKE THIS WORSE, DESPITE THE SOUND BARRIER PROPOSED. I AM NOT CONFIDENT THAT THE ELECTRIC FORKLIFT & LOADING/ UNLOADING PLANS WILL BE ADHERED TO & HAVE CONCERNS ABOUT THE 6M WALL BEING UNSIGHTLY.

WE HAVE TENANTS IN OUR PROPERTY WHO HAVE A BABY DUE IN 2 MONTHS TIME & HAVE CONCERNS ABOUT HOW NOISE MAY IMPACT UPON THEM.

I FEEL THAT INDUSTRIAL / DWELLINGS SHOULD NOT BE SO CLOSE ESPECIALLY IF OPERATING 24 HOURS PER DAY & HAVE CONCERNS ABOUT HOW THIS WILL AFFECT RESIDENTS & PROPERTY VALUES.

I CAN SEE COMPLAINTS FROM RESIDENTS TO CITY OF SALISBURY COUNCIL ON A REGULAR BASIS IF THIS DEVELOPMENT WAS TO PROCEED.

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

MAKING A 24 HR TRUCKING / TRANSPORT YARD IN AN INDUSTRIAL AREA NOT A RESIDENTIAL ONE.

THANK YOU.



PTO



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

I/We:


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Signature: ..... 

Date: 30 / 06 / 20.

**Please complete this checklist to ensure your representation is valid:**

- Name and address of person (or persons). *NOT SUPPLIED (IN CONFIDENCE)*
- 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.
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*THANK YOU.*



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<b>Location:</b>	6 EW Pitts Avenue , Cavan SA 5094

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

NAME(S): Dr. Sathesandra Kumar DHANASH KOTI  
 ADDRESS: 45 Shearwater Drive, Mawson Lakes SA 5095  
 PHONE NO: [REDACTED] .. EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 45 Shearwater Drive, Mawson Lakes, SA 5095
- Other (please state): .....

**YOUR COMMENTS:**

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

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

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

There is considerable noise already at night times, we can hear vehicles reversing keeping noise even at 3 or 4 am, apart from usual freezer/machine noise constantly affecting

PTO

361/1880/2018/3B

our sleep & well being.  
 This has had an affect on my  
 day time concentration too. I work as  
 an General Practitioner in Salisbury Town  
 My wife is a ICU Registrar working  
 at Lyell McEwin Hospital, <sup>(Hospital Doctor)</sup> currently on  
 Maternity leave.  
 She & I have  $\approx 3\frac{1}{2}$  month olds  
 daughters, constant noise at night time  
 does wake them up regularly.  
 one of the boys is unwell, having issues  
 with weight gain/poor feeding. Wonder  
 this noise has some effect on their  
 health too.

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

- ⓐ Stopping night time activity (this has already been brought to Councillor's notice).
- ⓑ Not to give permission for 24hrs operating hours.
- ⓒ To construct acoustic barrier of 6m high even for existing working/operating hours.
- ⓓ Please stop reversing the vehicles at night times causing the noise.

PTO

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I/We:

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

Appearing personally,

**OR**

Represented by the following person: My lawyer - Arthur Stratton

Contact details: (Can contact me & be informed)

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

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Signature: 

Date: 07/07/2020

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<b>Location:</b>	6 EW Pitts Avenue , Cavan SA 5094

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

NAME(S): Elena Luna + Simon Shepherd

ADDRESS: 10 Dotterel Place Mawson Lakes 5095

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

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

**YOUR COMMENTS:**

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

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

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

We have always struggled with the amount of noise coming from this location, even making a complaint to the council once. Though the suggested 24 hour running isn't ideal - if it will mean

PTO

361/1880/2018/3B

the noise will be reduced, then we support this.  
In particular, we support the extending of the  
cool room as we believe this is a major  
contributing factor to the noise.

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

The recommended changes would have been  
welcomed even without the 24 hour operation  
proposed. However, if this is what is needed  
to take action, then our concerns of noise  
would be reduced.

PTO

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I/We:

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- Wish to be heard in support of my representation, and I will be:
  - Appearing personally,
  - OR**
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  - Contact details: .....

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Signature: [Signature].....

Date: 7/7/20

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<b>Location:</b>	6 EW Pitts Avenue , Cavan SA 5094

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

NAME(S): Kevin Harris  
ADDRESS: 5 EW Pitts Avenue, Cavan 5094  
PHONE NO: [REDACTED] ... EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 5 EW Pitts Ave, Cavan.
- 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.**

24 hours will not affect our business as we do not generally operate after 5pm.

PTO

Item 5.1.1 - Attachment 3 - Category 3 Public Notice and Representations



361/1880/2018/3B

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

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PTO

Item 5.1.1 - Attachment 3 - Category 3 Public Notice and Representations

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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 Tuesday 7<sup>th</sup> July 2020, 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: 25/6/20.

**Please complete this checklist to ensure your representation is valid:**

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- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Tuesday 7<sup>th</sup> July 2020.**



**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](mailto: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.

<b>Application Number:</b>	361/1880/2018/3B
<b>Applicant</b>	Eades Transport
<b>Nature of Development:</b>	AMEND OPERATING HOURS TO 24 HOURS AND CONSTRUCT ACOUSTIC BARRIER OF 6M HIGH IN ASSOCIATION WITH EXISTING ROAD TRANSPORT TERMINAL
<b>Location:</b>	6 EW Pitts Avenue , Cavan SA 5094

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

NAME(S): Barbara, Paul, David & Lauren Hesselschwerdt and sZear Darkling.....

ADDRESS: 3 Teal Court, Mawson Lakes. 5095.....

PHONE NO: [REDACTED]..... EMAIL: [REDACTED].....

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

The owner/occupier of the property located at: 3 Teal Court, Mawson Lakes.....

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.***

Reasons:

It is disconcerting to consider the proposition that the City of Salisbury council would grant permission to the Eades transport company to continue persistent 24/7 operations, which has been going on for several years, rather than penalise them for having done so to the detriment of the local community residents. This proposal seeks to do no more than grant them impunity.

PTO

361/1880/2018/3B

Concerning the Sonus commissioned report S5844C4 and alleged solution to remedy the noise complaint held once by the EPA and now the City of Salisbury council, over Eades transport. In short, this report not only fails to identify the persistent, disturbing and intrusive low frequency oscillating vibration (and its sound profile), it makes efforts to exclude it from contention.

This image I have annotated from the report highlights the ignorance clearly:



A solution that may well insulate employees from on-site fork-lift noise, of which little can be heard at 3 Teal Court, but it fails to identify the hoard of refrigerated trailer units packed up against the north eastern fence line. I believe the failure to address the low frequency oscillating vibration (and its sound profile) generated by the refrigerator units, means that Sonus is not liable to Eades transport or the City of Salisbury council, when/if their proposition fails to solve the ongoing complaint even though they do identify refrigerator units as being in question, where noise is regarded. It also indicates a likelihood that they do not believe their solutions will address the issue for the council and their residents enduring it, of low frequency oscillating vibration (and its sound profile).

As an indicator to me and I hope the council, I am sharing my personal anecdotal experience which aided my comprehension of the likely temperament and attitude of Eades transport management. After one of the residents on Teal Court (Mawson Lakes) made direct contact with Eades about the low frequency noise issue, the following weeks onward an unknown employee would blast their subwoofer-boosted car sound system as loud as possible for stints of up to 5-minutes parked against the fence (in the Eades transport onsite parking), which would rattle the windows of the home at 3 Teal Court. I can only imagine how the boss disclosed the information of the complaint to his employees. Are we the villains by disturbing Eades transport persistent and illegitimate 24/7 operations, by having brought this issue forward to the respective authorities? On one occasion, when this was happening, I personally walked over to the fence tracking the disturbance and bumped into the aforementioned Teal Court resident, who proceeded to tell me how much the normal operation noise of the Eades transport company bothers his family.

PTO

361/1880/2018/3B

What should be concerning about this to the council, is that this man's residency (over the road on Teal Court) is not within the area of those considered to be impacted as highlighted by Sonus,. He had told me before out on the street about his discontent and aggravation with the idling sound of the refrigerator motors hitting the front of his house. Having moved to the area only in the last few years with his young family to find this adverse circumstance. One can only wonder what it does to property value if potential buyers become aware of the onsite noise at residences nearby Eades transport.

I do not believe Eades transport's role in the supply chain of mogul enterprises Woolworths, Coles or Aldi allocates them any special consideration. As these monopolies operate, often, at the detriment of local communities, so too does Eades transport.

What I would like to clarify especially with the council to aid their decision, is the quality of this disturbance. In terms of weeks, months and years - it is persistent. There may be odd days it is tolerable and even occasions when it is not noticeable, but they only serve to make the times it is bad, worse. The nature of the low frequency oscillation is consistent; however, the quantity of refrigerated trailers alters amplitude, their idling tempo is in unison and there are subtle characteristic changes. This makes it very difficult to leave your attention over time. For Eades Transport the contention with this issue might be justified, in that their obliviousness is understandable, considering they go home and leave their equipment idling in this area. The loudest time for them may well be when firing up the trucks in the morning, but for us this marks the best time as it means refrigerated units are finally leaving the premises. To clarify, the persistent invasive noise of the refrigerated units starts at the end of their 'operational hours' and goes all night disturbing our sleep thereby having a negative impact on our quality of life and health.

When studying sound engineering, my lecturer demonstrated acoustics of a space by generating a sine-wave tone and then asked us to move about the room. In some places we were astonished to find the tone inaudible and in others it was too loud to bear. Low frequency sound does not share this exact behaviour as it can penetrate mass/surfaces (like walls) easier; however, I feel it is important to tell the council that internal acoustics might need to be considered in regards to where Sonus has fallen short addressing the complaint using only on-site single event testing. The powerful vibration from idling refrigerated trailers on mass may well be turning nearby homes each into their own instrument, vibrating the very structure through the ground. At certain times during the day you may find yourself avoiding a certain room as the sound from Eades transport resonates there to a nauseating degree.

To be clear, this low frequency is not just an oscillating vibration, but a sound that travels strongly through air. We have found difficulty with reproducing it, as the quality of the noise which microphones can capture needs to be played back through speakers with a large enough diaphragm. Also, concerning the Eades application, they fail to mention the wall and Sonus has only proposed a 2 meter Colorbond steel construction on the 4 meter nature mound at Mawson Lakes, essentially replacing the fence that sound already travels over. How is this an improvement?

The City of Salisbury Council's engagement with the community over this issue has been commendable and we truly appreciate the efforts and time you've given to come to terms with and understand our position in person. Simply we find this application inadequate and slightly offensive.

PTO

361/1880/2018/3B

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

If there was some assurance that Eades transport was not applying for a blank check, but guaranteed actions to block the low frequency pulsing oscillation emanating from their site; a proposal to move their trailers away from the north eastern fence line and/or acquire additional property further down their road which has ample asphalt space on which to park their trucks overnight away from residents, would suffice to resolve most concerns of them continuing to operate 24/7.

Alternatively, they could operate within their approved operating hours of Monday-Friday 9am-5pm and Saturday 9am – 12 noon only.

Their application needs to give certainty with regards to more than their operating hours and their efforts to cut down on general noise on-site. Living with main roads in ear shot, aircraft overhead and a train nearby, should highlight that this noise complaint is more than just trucks loading or unloading. They need to deal with the after-hours truck idling noise and the overnight refrigerated units' noise.

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).*

PTO

361/1880/2018/3B

**Your written representation must be received by Council no later than 11.59pm on Tuesday 7<sup>th</sup> July 2020, to ensure that it is a valid representation and taken into account.**

**Representor's Declaration:**

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Signature: .....

Date: 06 / 07 / 2020

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- 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 **Tuesday 7<sup>th</sup> July 2020**.



**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](mailto: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.

<b>Application Number:</b>	361/1880/2018/3B
<b>Applicant</b>	Eades Transport
<b>Nature of Development:</b>	AMEND OPERATING HOURS TO 24 HOURS AND CONSTRUCT ACOUSTIC BARRIER OF 6M HIGH IN ASSOCIATION WITH EXISTING ROAD TRANSPORT TERMINAL
<b>Location:</b>	6 EW Pitts Avenue , Cavan SA 5094

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

NAME(S): Min Wang  
 ADDRESS: 63 Shearwater Drive, Manson Lakes, SA 5095  
 PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner occupier of the property located at: 63 Shearwater Drive, Manson Lakes
- 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.**

I am against the Eades Transport company changing the operating hours to 24 hours 7 days a week !!  
My reasons as follow:  
- My property is surrounded by single story houses, and it is the only

PTO



361/1880/2018/3B

Two story house in my block. All my bedrooms are on upstairs, most of them are facing to the Eades' site. Even all my windows closed, I still can hear the noises clearly when I lying on bed. So the 6mtrs acoustic barrier is not enough. Noises includes cool room machine noise, truck engine noise, forklift warning noise.

- In Eades Transport's application, they state the current approved operating hours is 8:00am - 17:00pm Monday - Friday. But I can hear the forklift beacon warning sound before 7:30am. On Eades' Google page, listed their business hours is 8:00am - 17:00pm Mon to Fri. When I drive pass 61W Pitts Ave (Eades' site), after 17:00pm, I still can see big trucks going in/out from their site. Even after 19:00pm, still have people working inside & gate wide open. So they already outside of the approval hours, they shouldn't operating anymore hours.
- With the extended hours (especially on weekend), it affects my living standard and the expectation of Maswinhake. And it will affect my property value and the whole environment. The extra Height barrier is not look good as well.

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

- Strictly operating within 8:00am - 17:00pm. Do not operating outside hours.
- If they have to extend the hours, then only <sup>on</sup> Monday to Friday, NOT weekends.
- And, build the acoustic barrier at least 10mtrs (higher than my Two-story house).
- Also, cover the whole site/build a shed & surround by walls. It will contain the noises within the building, not go out.
- Also, supply, install and replace all my <sup>current</sup> normal glass windows on upstairs to double glaze glass windows, and/or necessary new curtains. In this way, it will prevent the noises coming into my bedrooms, then I can have a good sleep.
- Relocate the Eades Transport company to more remote area NOT here!

PTO

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

I/We:

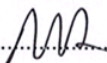
- Do not wish to be heard in support of my representation.
- Wish to be heard in support of my representation, and I will be:
  - Appearing personally,
  - OR**
  - Represented by the following person: .....
  - Contact details: .....

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

**Your written representation must be received by Council no later than 11.59pm on Tuesday 7<sup>th</sup> July 2020, 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: 06 / 07 / 2020

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- 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 **Tuesday 7<sup>th</sup> July 2020**.

29 JUN 2020



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

**To:** City of Salisbury  
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<b>Applicant</b>	Eades Transport
<b>Nature of Development:</b>	AMEND OPERATING HOURS TO 24 HOURS AND CONSTRUCT ACOUSTIC BARRIER OF 6M HIGH IN ASSOCIATION WITH EXISTING ROAD TRANSPORT TERMINAL
<b>Location:</b>	6 EW Pitts Avenue , Cavan SA 5094

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

NAME(S): TONY SICILIANO (OF AMPELITE AUSTRALIA PTY LTD)

ADDRESS: 3 EW PITTS AVE CAVAN

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

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

**YOUR COMMENTS:**

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

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

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

I feel there would be no additional impact on the  
surrounding businesses or residents.  
In addition the type of business performed is one  
of a clean and purposeful nature.

PTO

Item 5.1.1 - Attachment 3 - Category 3 Public Notice and Representations

361/1880/2018/3B

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

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PTO

Item 5.1.1 - Attachment 3 - Category 3 Public Notice and Representations

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: .....

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Signature:  .....

Date: 24 / 06 / 20.

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<b>Location:</b>	6 EW Pitts Avenue , Cavan SA 5094

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

NAME(S): Melison Zhang

ADDRESS: 6 Teal Court, Mansson Lakes

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 6 Teal Court, Mansson Lakes
- 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.**

I am the victim of the noise pollution, so I support the construction of the sound barrier.

PTO

361/1880/2018/3B

My concerns:

1. I noticed on page 3 of the Environmental Noise Assessment Report made by SONUS. They produced the assessment based on the noise measurement on 7 Feb 2019 night. According to my report (record), that night was a quiet night. Compared to the weekends, it could be 10 dB less. The acoustic engineer is confident to reduce the noise from 55 dB to 45 dB. I am concerned that if they make the assessment at weekends (very noisy usually), are they still going to be that confident.

I constantly records the noise level. Even though it's not from a professional machine, but you can lock out the scale:

Quiet (40-45 dB) Noticeable but tolerable (45-50 dB) Noisy (>50-55 dB)  
That 7 Feb 2019 would be less than 55 dB. But weekends are usually more than 60 dB, the worse was 68 dB.

I hope the acoustic engineer is still confident after knowing these fact.

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

2. I noticed on page 5 of the Environmental Noise Assessment report made by SONUS. They didn't factor in the "characteristics" of the noise namely low frequency, tone, impulse and modulation. This is a point could be potentially challenged. The noise from the trailers contains low to high frequencies. High freq noise are easily blocked by the house, while low frequency ones penetrates the wall and goes into people's ear. Therefore, the "low frequency" character exist. The acoustic engineer may not realise it because they only did the test in the open, where is dominated by high frequency noise. If they had done the test inside someone's house, they'll realise what I've said.

PTO

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I/We:

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

Appearing personally,

**OR**

Represented by the following person: .....

Contact details: .....

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Signature:  .....

Date: 25 / 06 / 2020

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- Submitted no later than 11.59pm on **Tuesday 7<sup>th</sup> July 2020.**





City of Salisbury  
ABN 82 615 416 895  
  
34 Church Street  
PO Box 8  
Salisbury SA 5108  
Australia

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

10 July 2020

Eades Transport  
6 EW Pitts Ave  
CAVAN SA 5094

Dear Sir/Madam

**Applicant:** Eades Transport  
**Application No:** 361/1880/2018/3B  
**Subject Site:** 6 EW Pitts Avenue , Cavan SA 5094  
**Proposed Development:** AMEND OPERATING HOURS TO 24 HOURS AND CONSTRUCT ACOUSTIC BARRIER OF 6M HIGH IN ASSOCIATION WITH EXISTING ROAD TRANSPORT TERMINAL

The Category 3 public notification period concluded on Tuesday 7<sup>th</sup> July 2020 and nine representations were received as follows:

S K Dhanash Koti	45 Shearwater Dr, MAWSON LAKES SA 5095
M Wang	63 Shearwater Dr, MAWSON LAKES SA 5095
E A Luna and S Shepherd	10 Dotterel Pl, MAWSON LAKES SA 5095
B K Mangi	15 Frome Cres, MAWSON LAKES SA 5095
B A Hesselschwerdt and Others.	3 Teal Ct, MAWSON LAKES SA 5095
D R Taylor	11 Sandpiper Court, MAWSON LAKES SA 5095
Z Zhang	6 Teal Ct, MAWSON LAKES SA 5095
Ampelite Australia Pty Ltd	PO Box 4263, DANDENONG SOUTH VIC 3164
K Harris	5 EW Pitts Ave, CAVAN SA 5094

A copy of the representations are attached.

Please provide a response to the representations within **ten (10) business days** from the date of this letter.

Note that some of the representors have requested to be heard in support of their representation, in which case the application will be presented to Council's Assessment Panel for a decision. Staff will prepare a report for consideration by the Panel. The representations and your response will be taken into account in preparing the report.

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



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ABN 82 615 416 895

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[www.salisbury.sa.gov.au](http://www.salisbury.sa.gov.au)

Yours sincerely

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

**Aaron Curtis**  
Team Leader - Planning  
Phone: 08 8406 8222  
Email: [development@salisbury.sa.gov.au](mailto:development@salisbury.sa.gov.au)



**Eades Transport Pty Ltd**  
6 EW Pitts Avenue, Cavan SA 5094

ABN: 58 111 297 244

14 July 2020

City of Salisbury  
34 Church Street  
Salisbury SA 5108

Dear Sir/Madam,

With this letter Eades Transport is responding to the nine representation which have been received, as a result of the Application made to amend operating hours and the construction of an acoustic barrier, at the existing road transport terminal/depot. Application No: 361/1880/2018/3B refers.

Eades Transport has made significant changes and modifications to not only the site but to vehicles and operating procedures to meet with the recommendations as stipulated by the EPA and Sonus. These stipulations are to ensure that Eades remain at or below the allowable decibel level for the business location.

As a result of the recommendations made by Sonus, Eades Transport has implemented the following changes to comply with those recommendations;

- We have exchanged reverse beepers for low decibel white noise alarms on our fleet
- We have exchanged motorised gas forklifts for electric forklifts
- We have enclosed the loading/unloading area by extending the existing coolroom. This has allowed us to load and unload completely inside the building with no loading noise escaping
- We have limited vehicle access at night to entry and exit via the western most gate only.
- Reduced the travelling speed of heavy vehicles attending the Eades Transport Depot to a maximum of 40km/h whilst on EW Pitts Avenue.
- We have to the best of our ability limited the use of refrigerated trailers at night to only the bare minimum, with the majority being unloaded and turned off. But still meeting the recommendations from Sonus in relation to running units.
- We have engaged contractors and obtained quotes along with engineers reports, for the fabrication and construction of a 6m high acoustic barrier to comply with the Sonus Report, and submitted all relevant documentation to Council for approval prior to construction

Eades Transport now firmly believes that by complying with all recommendations the business will be able to meet and comply with noise levels to a decibel measurement which is at or below those as stipulated by the EPA for the location of the business.



**Eades Transport Pty Ltd**  
6 EW Pitts Avenue, Cavan SA 5094

ABN: 58 111 297 244

Please see below for responses to the Statement of Representations which have been supplied;

1. S K Dhanash Koti – Night time noise from refrigeration units and vehicles reversing

Response

- Refrigeration units limited to allowable number as per Sonus report
- Reverse alarms on vehicle changed to low decibel white noise alarms
- Construction of acoustic barrier
- Use of alternative entry and exit point to limit traffic near boundary

2. M Wang - Devaluation of property

Response

- This complaint is not relevant to the application parameters. Eades has been operating in the same location since 2015, without affecting property values.

3. E A Luna and S Shepherd – Night time noise but agree to recommendations to allow 24hr operation if reduction in noise is achieved

Response

- Refrigeration units limited to allowable number as per Sonus report
- Reverse alarms on vehicle changed to low decibel white noise alarms
- Construction of acoustic barrier
- Use of alternative entry and exit point to limit traffic near boundary

4. B K Mangi – Lives in 2 story house surrounded by single story houses with bedrooms on upstairs level. Night time noise, devaluation of property, heavy vehicles entering and exiting site at times outside of nominated hours, only work Monday to Friday, build a 10m high wall or cover the whole site with a building, replace all windows on upstairs windows with double glazed windows and also curtains

Response

- Refrigeration units limited to allowable number as per Sonus report
- Reverse alarms on vehicle changed to low decibel white noise alarms
- Construction of acoustic barrier
- Use of alternative entry and exit point to limit traffic near boundary
- Eades has been operating in the same location since 2015, without affecting property values.
- Eades dispute the need to install double glazed windows and new curtains as this is not within the parameters of the application



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- Eades dispute the construction of a 10m high wall nor completed covering the site with a building as a realistic option. Neither of which are recommendations as per the Sonus report.

5. B A Hesselschwerdt and Others – night time noise from “on mass” refrigerated trailers, forklifts and a 2m extension to existing fence on 4m nature mound is insufficient, purchase additional property further away to store running trailers

Response

- Refrigeration units limited to allowable number as per Sonus report
- Reverse alarms on vehicle changed to low decibel white noise alarms
- Construction of 6m acoustic barrier on business boundary
- Use of alternative entry and exit point to limit traffic near boundary
- Abiding by All Sonus recommendations will minimise noise levels to an acceptable decibel level

6. D R Taylor – Does not believe electric forklift and loading/unloading plans will be adhered to and 6m wall will be unsightly. Does not believe Industrial/dwellings should be so close as it will devalue property prices. Believes Eades is located in a residential area.

Response

- Loading and unloading is currently completed internally in fully enclosed environment using electric forklifts
- Construction of 6m acoustic barrier on boundary is only 2m higher than existing fence and dirt mound located on council property between dwellings and Eades Transport. Likelihood of visual impact negligible.
- Eades Transport is located in an area zoned as Industrial. The location has been used as a transport yard for far longer than any houses have been present. The previous tenant also ran a transport company from the same location.

7. Z Zhang – night time noise but supports construction of the sound barrier

Response

- Refrigeration units limited to allowable number as per Sonus report
- Reverse alarms on vehicle changed to low decibel white noise alarms
- Construction of 6m acoustic barrier on business boundary
- Use of alternative entry and exit point to limit traffic near boundary
- Abiding by All Sonus recommendations will minimise noise levels to an acceptable decibel level



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8. Ampelite Australia Pty Ltd – No additional impact on the surrounding businesses of residents

Response

- Eades agree

9. K Harris – No affect to their business

Response

- Eades agree

In closing Eades Transport believe that, the construction of the 6m Acoustic Barrier, along with the compliance of all other recommendations from the Sonus report, will ensure that all decibel levels relating to noise emitted from the premises will be at a level acceptable to Council and surrounding residents.

Should you have any further questions please do not hesitate to contact me on the details below.

Yours sincerely

Darrell Eades  
Chief Operating Officer  
Eades Transport  
Phone:0419 836 069  
darrell@eades.net.au



## Salisbury Council

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Please refer to the Salisbury Council page at [www.sa.gov.au/developmentplans](http://www.sa.gov.au/developmentplans) to see any amendments not consolidated.



**Government of South Australia**  
Department of Planning,  
Transport and Infrastructure

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## Design and Appearance

### OBJECTIVES

- 1 Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.
- 2 Roads, open spaces, buildings and land uses laid out and linked so that they are easy to understand and navigate.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 2 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 3 Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:
  - (a) articulation
  - (b) colour and detailing
  - (c) small vertical and horizontal components
  - (d) design and placing of windows
  - (e) variations to facades.
- 4 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
  - (a) the visual impact of the building as viewed from adjoining properties
  - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.
- 6 Transportable buildings and buildings which are elevated on stumps, posts, piers, columns or the like, should have their suspended footings enclosed around the perimeter of the building with brickwork or timber, and the use of verandas, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.
- 7 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.
- 8 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.
- 9 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.

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**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:
- be integrated with the overall architectural form and detail of the building
  - be sited to face predominantly north, east or west to provide solar access
  - have a minimum area of 2 square metres.

**Development Adjacent Heritage Places**

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

**Overshadowing**

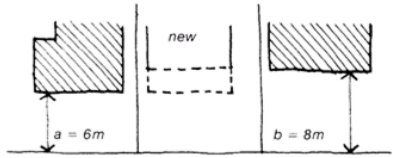
- 19 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:
- windows of habitable rooms
  - upper-level private balconies that provide the primary open space area for a dwelling
  - solar collectors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

**Visual Privacy**

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

**Building Setbacks from Road Boundaries**

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

Setback difference between buildings on adjacent allotments	Setback of new building
Up to 2 metres	The same setback as one of the adjacent buildings, as illustrated below:    <small>When <math>b &gt; a</math>: setback of new dwelling = a or b</small>
Greater than 2 metres	At least the average setback of the adjacent buildings.

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

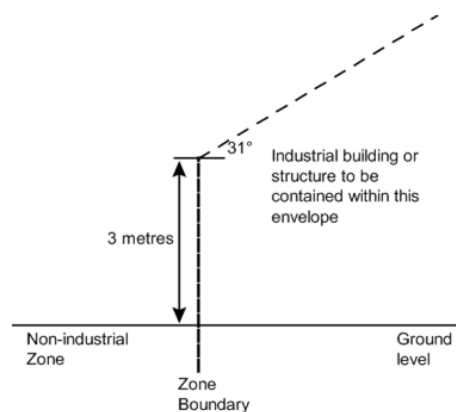
## Industrial Development

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

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



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

**Salisbury Council**  
**General Section**  
**Industrial Development**

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



## Interface between Land Uses

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

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

### Noise Generating Activities

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

**Salisbury Council**  
**General Section**  
**Interface between Land Uses**

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

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

**Air Quality**

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

**Rural Interface**

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

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**General Section**  
*Interface between Land Uses*

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

## Landscaping, Fences and Walls

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

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

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General Section  
*Landscaping, Fences and Walls*

- (c) introduce pest plants
  - (d) increase the risk of bushfire
  - (e) remove opportunities for passive surveillance
  - (f) increase leaf fall in watercourses
  - (g) increase the risk of weed invasion
  - (h) obscure driver sight lines
  - (i) create a hazard for train or tram drivers by obscuring sight lines at crossovers.
- 4 Fences and walls, including retaining walls, should:
- (a) not result in damage to neighbouring trees
  - (b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality
  - (c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance
  - (d) incorporate articulation or other detailing where there is a large expanse of wall facing the street
  - (e) assist in highlighting building entrances
  - (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites
  - (g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land
  - (h) be constructed of non-flammable materials.

## Orderly and Sustainable Development

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

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

## Industry Zone

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

### OBJECTIVES

- 1 A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses.
- 2 Development that is compatible with existing and forecast noise nuisance from aircraft operations based at RAAF Edinburgh or Parafield Airport.
- 3 Provision of landscaped buffers adjacent to main roads and residential areas.
- 4 Water sensitive urban design and landscaping incorporated as an integral elements of development within the zone.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 The following forms of development are envisaged in the zone:
  - industry
  - office in association with and ancillary to industry
  - transport distribution
  - warehouse.
- 2 Centre facilities such as shops, offices and consulting rooms should not occur unless it can be demonstrated that they primarily serve businesses in the zone and do not detract from the function of any centre zone or centres generally.
- 3 Development listed as non-complying is generally inappropriate.

#### Form and Character

- 4 Development should be set back from any road frontage in accordance with [Table Sal/1- Building Setbacks from Road Boundaries](#).
- 5 Industrial buildings should not occupy more than 50 per cent of the total area of the site upon which they are located.
- 6 In areas where a uniform street setback pattern has not been established, buildings should be set back in accordance with the following criteria (subject to adequate provision of car parking spaces and landscaping between buildings and the road):
  - (a) buildings up to a height of 6 metres should be sited at least 8 metres from the primary street alignment
  - (b) buildings exceeding a height of 6 metres should be sited at least 10 metres from the primary street alignment
  - (c) where an allotment has two street frontages, no building should be erected within 4 metres of the secondary street alignment.

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**Zone Section**  
**Industry Zone**

- 7 Development involving the outdoor storage of goods or materials should:
- (a) not be located adjacent to arterial roads and major roads, or facing residential properties unless it can be demonstrated that the amenity of the locality will be enhanced
  - (b) ensure that storage and service areas are effectively screened from public view.
- 8 Industrial buildings should present an attractive façade by incorporating offices of masonry or similar construction at the front of the building, and through the use of architectural elements that will enhance the appearance of the locality, such as surface treatments, form or decoration
- 9 Building facades facing land zoned for residential purposes should not contain openings or entrance ways that would result in the transmission of noise that would adversely affect the residential amenity.
- 10 Access points which are required to cross an open swale stormwater drain should:
- (a) be minimised by limiting the number of allotments with frontage to swales
  - (b) serve 2 or more allotments where possible
  - (c) be designed to facilitate efficient stormwater management and drainage.
- 11 Open swale stormwater drainage should:
- (a) be used in conjunction with roadways to cater for major stormwater flows and where practicable, for minor (2 to 10 year) stormwater flows
  - (b) be designed in an attractive form with grass-lined sides of no more than 1-in-5 gradient and a concrete base
  - (c) allow for the planting of trees and shrubs at either side of the channel.
- 12 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 non-industrially zoned allotments, and should be designed to minimise its effect on the amenity of the locality.
- 13 Development should ensure that the following is achieved:
- (a) at least 10 per cent of the site is landscaped
  - (b) landscaping along allotment boundaries that adjoin roads or public reserve and at least one side boundary, for a width of at least 3 metres
  - (c) landscaping within parking areas to break-up extensive areas of paving.
- 14 Freestanding structures should not exceed 6 metres in height and should be restricted to one such structure per 6 tenancies.
- 15 Advertisements and advertising hoardings should not include any of the following:
- (a) flashing or animated signs
  - (b) bunting, streamers, flags, or wind vanes
  - (c) roof-mounted advertisements projected above the roofline
  - (d) parapet-mounted advertisements projecting above the top of the parapet.
- 16 Advertisements and advertising hoardings that are internally illuminated should be unobtrusive and not conspicuous when viewed from adjacent residential properties.



- 17 Advertisements should not cover more than 10 per cent of a total surface area of a wall which can be seen from a public road or reserve.
- 18 For sites accommodating a number of tenancies, advertisements should be graphically and colour coordinated and allow for display by each tenant.
- 19 Within the portion of Salisbury North bounded by Commercial Road to the north and railway lines to the east and west:
  - (a) development should incorporate a landscaped reserve:
    - (i) with a 5-metre width along the boundaries of the site abutting the railways
    - (ii) that consists of thick planting, designed for effective visual screening and noise attenuation, consistent along the length of the reserve
  - (b) land division should ensure that new allotments do not have direct access to Bagster Road or Commercial Road.

**Land Division**

- 20 Land division should create allotments that:
  - (a) are of a size and shape suitable for the intended use
  - (b) except where specified in a particular policy area, have an area of not less than 2500 square metres, unless intended for a specific purpose consistent with the zone provisions and for which a lesser site area requirement can be demonstrated
  - (c) reserve sufficient land for the satisfactory disposal or detention of stormwater
  - (d) ensure roadways are designed to accommodate major stormwater flows in excess of the capacity of the underground drainage system.

## Greater Levels Policy Area 8

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

### OBJECTIVES

- 1 A policy area primarily accommodating a range of industrial activities.
- 2 The provision of unique entrance treatment identifying each industrial area at the junction of the major access points with arterial roads or major collector roads.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Form and Character

- 1 Development should be designed and sited to incorporate unique entrance treatments that incorporate co-ordinated area identification signage and pavement treatment to denote the entrance to the industrial area.
- 2 Land division should be designed to allow for the establishment of unique entrance treatments that identify each industrial area at the junction of the major access points with arterial roads or major collector roads.
- 3 Development on sites adjacent to Diagonal Road should:
  - (a) incorporate a 10 metre wide landscaped and mounded buffer area along the boundary of the site contiguous with the respective road boundary
  - (b) provide a building setback distance of 25 metres from the road to any building erected on the site.

#### Land Division

- 4 Land division should ensure that:
  - (a) all open space is located in the area marked 'Landscape Buffer' as shown on [Concept Plan Map Sal/8 - Mawson Lakes](#)
  - (b) allotments do not have direct access to arterial roads
  - (c) construction of spur-lines linking with the Port Augusta to Adelaide railway and adjacent marshalling yards do not unduly detract from the adjacent Open Space Zone, and is adequately screened from the view of the general public.

**PROCEDURAL MATTERS****Complying Development**

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

**Non-complying Development**

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

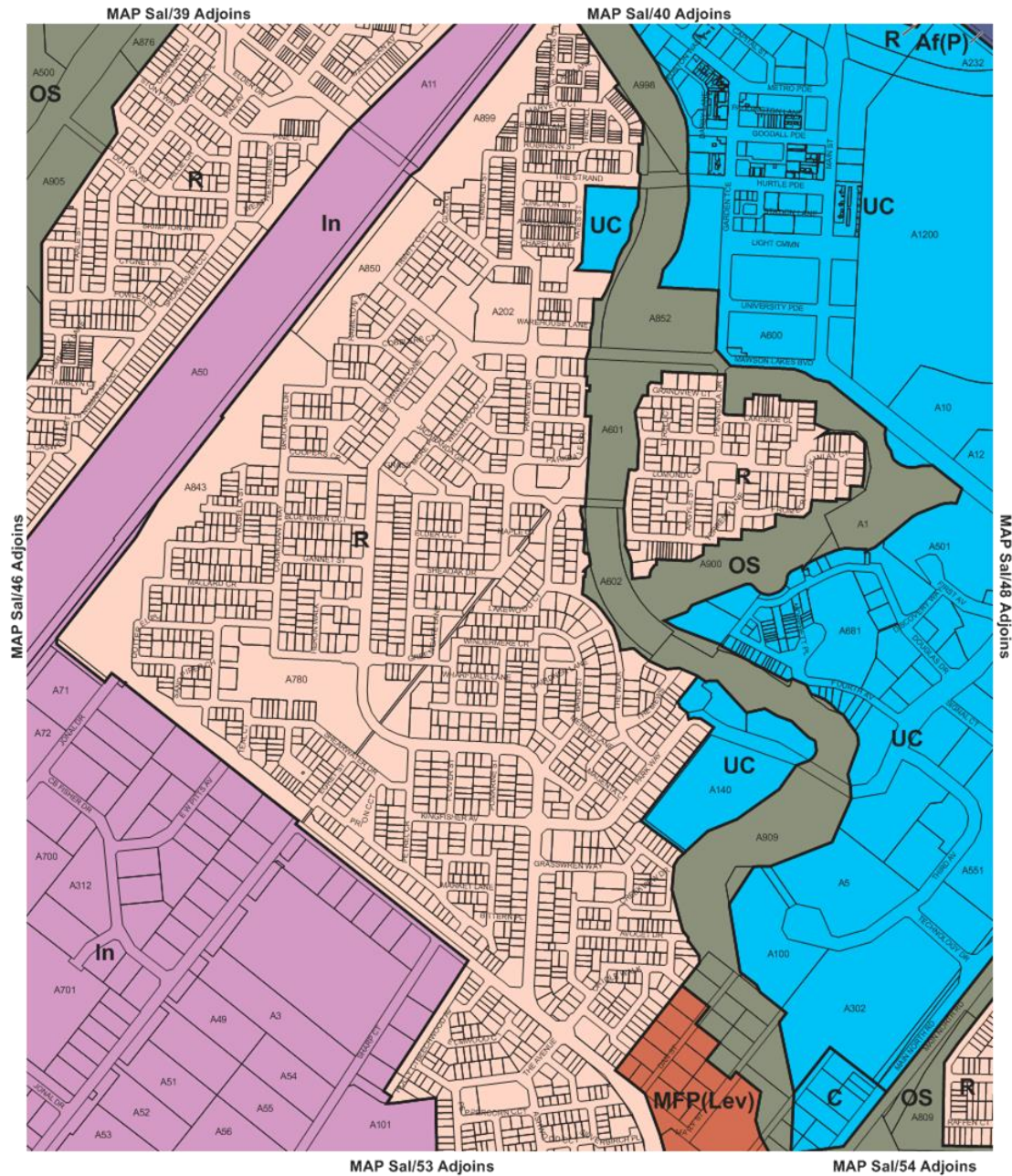
Form of development	Exceptions
Advertisement and/or Advertising hoarding	Except where it complies with all of the following: <ol style="list-style-type: none"> <li>it does not move, rotate or incorporate flashing lights</li> <li>it does not wholly or partly consist of bunting, streamers, flags, wind vanes and the like</li> <li>if attached to a building, it does not wholly or partly extend above the top of the wall or the fascia.</li> </ol>
Amusement machine centre	
Animal keeping	
Builder's yard	Except where it achieves all of the following: <ol style="list-style-type: none"> <li>it is located on an allotment which does not adjoin an arterial, controlled-access arterial or proposed controlled-access arterial road</li> <li>it is located at least 20 metres from an arterial, controlled-access arterial or proposed controlled-access arterial road.</li> </ol>
Bus depot where it is located within the <b>Infrastructure Policy Area 9</b>	
Caravan park	
Community centre	
Consulting room	
Dairy	
Dwelling	Except where: <ol style="list-style-type: none"> <li>ancillary to and in association with industrial development</li> <li>located on the same allotment.</li> </ol>
Educational establishment	Except where: <ol style="list-style-type: none"> <li>ancillary to and in association with industrial development</li> <li>located on the same allotment.</li> </ol>
General industry where it is located within the <b>Pooraka Policy Area 11</b>	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Intensive animal keeping where it is located in the <b>Pooraka Policy Area 11</b>	

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Form of development	Exceptions
Motel	
Nursing home	
Office	Except where it achieves all of the following: <ul style="list-style-type: none"> <li>(a) ancillary to and in association with industrial development</li> <li>(b) located on the same allotment</li> <li>(c) it achieves one of the following: <ul style="list-style-type: none"> <li>(i) it is located outside of the <b>Pooraka Policy Area 11</b></li> <li>(ii) it is located within the <b>Pooraka Policy Area 11</b> and it has a maximum floor area of no more than 250 square metres.</li> </ul> </li> </ul>
Place of worship	Except where it has a floor area greater than 500 square metres and is less than 60 metres from the boundary of the <b>Industry Zone</b> .
Pre-school	
Prescribed mining operations	
Primary school	
Residential flat building	
Road transport terminal where it is located in the <b>Infrastructure Policy Area 9</b> at Walkley Heights	
Shop or group of shops	Except where the gross leasable area is less than 250 square metres and it is located in one of the following policy areas or suburb: <ul style="list-style-type: none"> <li>(a) <b>Greater Levels Policy Area 8</b></li> <li>(b) <b>Pooraka Policy Area 11</b></li> <li>(c) the suburb of Greenfields.</li> </ul>
Special industry	
Stock sales yard	Except where it is located outside of the <b>Pooraka Policy Area 11</b> .
Stock slaughter works	Except where it is a poultry slaughter works and it is located within the <b>Burton Poultry Processing Policy Area 5</b> .
Telecommunication facility where it is located within 100 metres of a State Heritage Place	
Tourist accommodation	
Waste reception, storage, treatment or disposal in <b>Infrastructure Policy Area 9</b>	Except where it is located outside of the <b>Pooraka Policy Area 11</b> and/or the <b>Infrastructure Policy Area 9</b> .
Wrecking yard	Except where it achieves all of the following: <ul style="list-style-type: none"> <li>(a) it is located on an allotment which does not adjoin an arterial, controlled-access arterial or proposed controlled-access arterial road</li> <li>(b) it is located at least 20 metres from an arterial, controlled-access arterial or proposed controlled-access arterial road.</li> </ul>

#### Public Notification

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



Lamberts Conformal Conic Projection, GDA84

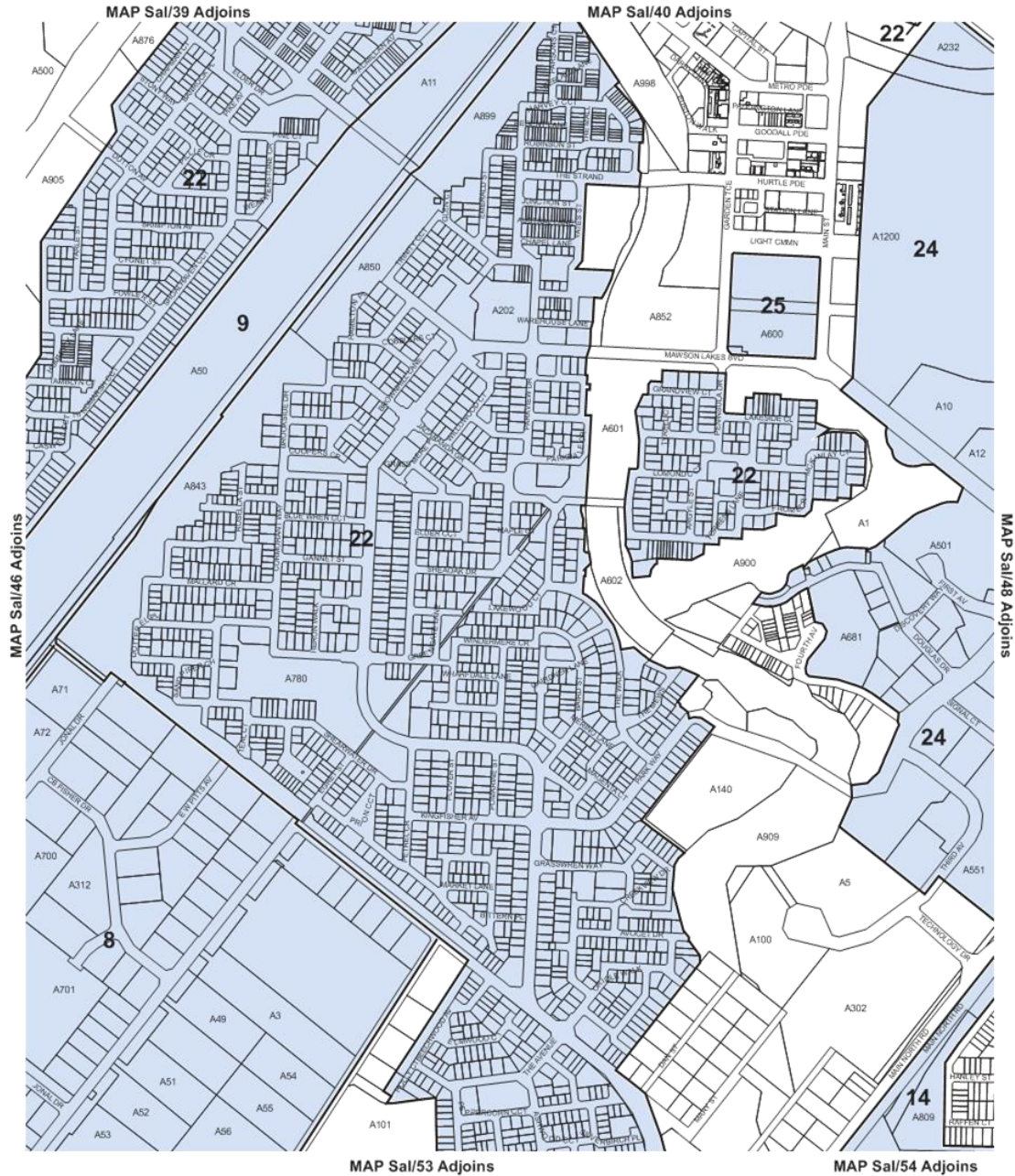
- Zones**
- Airfield (Parafield)
  - Commercial
  - Industry
  - Multi Function Poles (Levels)
  - Open Space
  - Residential
  - Urban Core
  - Zone Boundary



## Zone Map Sal/47

SALISBURY COUNCIL  
Consolidated - 15 December 2016

Item 5.1.1 - Attachment 5 - Extract of Relevant Development Plan Provisions Consolidated 15 December 2016



- Lamberts Conformal Conic Projection, GDA84
- Policy Area**
- 14 Landscape Buffer
  - 22 Mawson Lakes
  - 24 Mawson Innovation
  - 25 Main Shopping
  - 8 Greater Levels
  - 9 Infrastructure



## Policy Area Map Sal/47

Policy Area Boundary

SALISBURY COUNCIL  
Consolidated - 15 December 2016

Item 5.1.1 - Attachment 5 - Extract of Relevant Development Plan Provisions Consolidated 15 December 2016

<b>ITEM</b>	5.2.1
	<b>COUNCIL ASSESSMENT PANEL</b>
<b>DATE</b>	25 August 2020
<b>HEADING</b>	Appointment of Deputy Presiding Member
<b>AUTHOR</b>	Chris Zafiroopoulos, Manager Development Services, City Development
<b>CITY PLAN LINKS</b>	4.3 Have robust processes that support consistent service delivery and informed decision making.
<b>SUMMARY</b>	The Council Assessment Panel is required to appoint a Deputy Presiding Member.

**RECOMMENDATION**

1. That \_\_\_\_\_ be appointed as the Deputy Presiding Member to the Council Assessment Panel for the term to 31 May 2021, and the General Operating Procedures be updated to reflect the appointment.

**ATTACHMENTS**

There are no attachments to this report.

**1. BACKGROUND**

- 1.1 The Planning, Development and Infrastructure Act 2016 provides that Council should establish a process for appointing a Deputy Presiding Member to the Council Assessment Panel. The Council has resolved that the CAP determine the appointment of the Deputy Presiding Member in its Operating Procedures.
- 1.2 The Panel has established a procedure in clauses 3.6 and 3.7 of its General Operating Procedures. The procedure requires the appointment of the Deputy Presiding Member by resolution of the Panel. In the event both the Presiding Members and Deputy Presiding Member are absent, the appointment will be made by resolution of those members present.

**2. REPORT**

- 2.1 The Deputy Presiding Member has the same powers and duties of the Presiding Member when required to undertake the role. The role is important in the chairing of the meeting, including providing guidance to the other members on the Panel, representors and the gallery in respect to the considerations of the Panel. The Panel should give consideration to the appointment of a person with the knowledge and experience for this role.
- 2.2 As the term of the Independent Members on the Council Assessment Panel will conclude on 31 May 2021, it is recommended that the Deputy Presiding Member be appointed for this period.

**3. CONCLUSION / PROPOSAL**

- 3.1 That the Panel appoints the Deputy Presiding Member to the Council Assessment Panel.

**CO-ORDINATION**

Officer: GMCID  
Date: 10/8/2020