AGENDA

FOR COUNCIL ASSESSMENT PANEL MEETING TO BE HELD ON

28 JUNE 2022 AT 6.30 PM

IN THE COUNCIL CHAMBER, SALISBURY COMMUNITY HUB, 34 CHURCH STREET, SALISBURY

MEMBERS

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

REQUIRED STAFF

Assessment Manager, Mr C Zafiropoulos
General Manager City Development, Ms M English
Senior Development Officer Planning, Ms K Thrussell

APOLOGIES

Mr T Mosel (Presiding Member)

LEAVE OF ABSENCE

ADOPTED MINUTES FROM PREVIOUS MEETING

Presentation of the Minutes of the Council Assessment Panel Meeting held on 24 May 2022.

DECLARATIONS OF CONFLICTS OF INTEREST

REPORTS

Development Applications

8.1.1 22006655 15

24-30 Kaurna Avenue, Edinburgh SA 5111.

Change of use from Light Industry to General Industry (consisting of four (4) tenancies comprising machinery, equipment and steel fabrication, geo-membrane fabrication, metal pressing and assembly)

OTHER BUSINESS

8.2.1 Status of Current Appeal Matters and Deferred Items

8.2.2 Policy Issues Arising from Consideration of Development Applications

8.2.3 Future Meetings & Agenda Items

CLOSE

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MINUTES OF COUNCIL ASSESSMENT PANEL MEETING HELD IN THE COUNCIL CHAMBER, SALISBURY COMMUNITY HUB, 34 CHURCH STREET, SALISBURY ON

24 MAY 2022

MEMBERS PRESENT

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

STAFF

Assessment Manager, Mr C Zafiropoulos
General Manager City Development, Ms M English
Team Leader Planning, Mr C Carrey
Team Leader Business Services, Ms H Crossley

The meeting commenced at 6.30pm.

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

APOLOGIES

Apology was received from Mr M Atkinson.

LEAVE OF ABSENCE

Mr T Mosel advised that he will be an apology for the 28 June 2022 meeting.

ADOPTED MINUTES FROM PREVIOUS MEETING

The Minutes of the Council Assessment Panel Meeting held on 27 April 2022, be taken as read and confirmed.

DECLARATIONS OF CONFLICTS OF INTEREST

Mr Brug declared a conflict of interest for Item 8.1.1 - development application 2202996 and Item 8.1.2 – development application 22008360 that have been made by the City of Salisbury, given his role as an Elected Member of the City of Salisbury and in that capacity he would not take part in any deliberations or decision of the Panel for these items and that he will leave the meeting for those two items.

Mr B Brug left the meeting at 6.32pm.

REPORTS

Development Applications

8.1.1 22002996

Aquatic centre redevelopment comprising new indoor and outdoor swimming pools, water play areas, gymnasium, multi-purpose rooms, amenities, tennis court clubroom, plant room and alterations to existing car parking, removal of three (3) significant trees and new landscaping at Lot 65 Happy Home Drive, Salisbury North SA 5108
Lot 396 Waterloo Corner Road, Salisbury North SA 5108 for Will Gormly and City of Salisbury

REPRESENTATORS

Nil

APPLICANT

Nil

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

A. The proposed development is not considered to be seriously at variance with the Planning and Design Code – V2022.5.

B. That Development Application 22002996 for Aquatic centre redevelopment comprising new indoor and outdoor swimming pools, water play areas, gymnasium, multi-purpose rooms, amenities, tennis court clubroom, plant room and alterations to existing car parking, removal of three (3) significant trees and new landscaping is **GRANTED** Planning Consent subject to the following Reserved Matter and conditions:

Reserved Matter

The following matter shall be submitted for further assessment and approval by the Assessment Manager, as delegate of the Council Assessment Panel, as a Reserved Matter under Section 102(3) of the *Planning, Development and Infrastructure Act 2016*:

1. Civil and stormwater plans prepared by a suitably qualified engineer are required detailing:

    a) Finished floor levels for all buildings and hardstand surfaces;
    b) Cut/fill details;
    c) Retaining walls, kerbing or ramps, their design and grades;
    d) Pavement design details and gradients;
    e) Car parking dimensions, aisle widths, circulation movements and associated pavement markings and signage;
    f) Stormwater management arrangements, including accompanying design calculations, which consider the minor storm (Q10) and major storm (Q100) events. Discharge to the street water table is to be at the equivalent of the pre-development minor storm flows;
    g) Water sensitive urban design measures to maximise stormwater detention on site;
    h) Surface water treatment to ensure water quality objectives are met.

Planning Consent Conditions

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

Drawing No.	Plan Type	Dated	Prepared By
SK000	Cover Page and Drawing Register	18 January 2022	City Collective
SK001	Site Plan – Demolition	18 January 2022	City Collective
SK002	Site Plan – Proposed	18 January 2022	City Collective
SK003	Site Plan – Carpark	18 January 2022	City Collective
SK100	Ground Floor Plan	18 January 2022	City Collective
SK101	Plant Room and Pool Plant Floor Plan	18 January 2022	City Collective
SK102	Roof Plan	18 January 2022	City Collective
SK200	Ground Floor Plan – Part Plan 01	18 January 2022	City Collective
SK201	Ground Floor Plan – Part Plan 02	18 January 2022	City Collective
SK300	O/A Elevations	18 January 2022	City Collective
SK301	Material Schedule	18 January 2022	City Collective
SK400	Sections S-01	18 January 2022	City Collective
SK401	Sections S-02	18 January 2022	City Collective

SK500	3D Imagery – Entry	18 January 2022	City Collective
SK501	3D Imagery – Entry/Side	18 January 2022	City Collective
SK502	3D Imagery – Foyer	18 January 2022	City Collective
SK503	3D Imagery – Pool Hall	18 January 2022	City Collective
SK504	3D Imagery – Pool Concourse	18 January 2022	City Collective
21502 Version V1.1	Traffic and Parking Report	17 January 2022	Cirqa
321-0614-00-1-01-RP01 Issue 06	Landscape Concept Design and PPR Content Report	13 January 2022	Tract
-	Planning Statement	31 January 2022	City Collective
S32038	Pre-development Arboricultural Impact Assessment	21 December 2021	Project Green
A210645RP1 Revision A	Acoustic Design Report	17 December 2021	Resonate

2. The external surfaces of the building shall

   a) be of new non-reflective materials; and
   b) be finished in natural tones; and
   c) be maintained in good condition at all times.

3. All driveways, car parking and manoeuvring areas as designated on the civil plan approved under Reserved Matter 1, shall be constructed with brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicle types. Individual car parking bays shall be clearly line marked. Driveways and car parking areas shall be established prior to commencement of use and shall be maintained at all times thereafter to the reasonable satisfaction of Council.

4. The car parking layout including car park spaces, aisle widths and manoeuvring area shall be designed and constructed to comply with AS 2890.1-2009 – Off-Street Car Parking, Part 1, Austroads "Guide to Traffic Engineering Practice Part 11 – Parking", AS 2890.2 – Facilities for Commercial Vehicles and AS 2890.6 – 2009 – Parking Facilities – Part 6: Off-street parking for people with disabilities.

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

6. The designated landscaping areas shall be planted with shade trees, shrubs and ground covers in accordance with the Landscape Concept Design and PPR Content Report prepared by Tract dated 13 January 2022. All landscaping shall be completed, prior to commencement of use and shall be maintained at all times thereafter to the reasonable satisfaction of Council (including the replacement of diseased or dying plants and the removal of weeds and pest plants).

7. All waste and rubbish from the activity shall be contained and stored pending removal in covered containers which shall be kept in an area screened from public view.

8. The designated landscaping areas shall be planted with shade trees, shrubs and ground covers in accordance with the Landscape Concept Design prepared by Tract dated 13 January 2022. All landscaping shall be completed, prior to commencement of use and shall be maintained at all times thereafter to the reasonable satisfaction of Council (including the replacement of diseased or dying plants and the removal of weeds and pest plants).

9. Provision is to be made for chlorinated water to be discharged to sewer.

10. Except where otherwise approved, outside lighting shall be restricted to that necessary for security purposes only and shall be directed and shaded to prevent light overspill and/or nuisance to adjacent occupiers or distraction to drivers on adjacent public roads. All lighting shall be in accordance with Australian Standard 4282 – 1997 '*Control of the obtrusive effects of outdoor lighting*'.

11. The development approved herein shall incorporate the recommendations outlined in the Acoustic Design Report prepared by Resonate dated 17 December 2021 to the reasonable satisfaction of Council prior to commencement of use.

12. The operating hours of the development approved herein shall be between 5:30am and 9:30pm on any day.

13. Nine (9) replacement trees must be planted within 12 months of completion of the development, to offset the removal of the three (3) Regulated trees.

    Replacement trees cannot be within a species specified under regulation 3F(4)(b) of the *Planning, Development and Infrastructure (General) Regulations 2017*, and cannot be planted within 10 metres of an existing dwelling or inground swimming pool.

Commissioner of Highways Conditions

14. Vehicular access to serve the site shall be gained via Happy Home Drive only.

15. Stormwater run-off shall be collected on-site and discharged without impacting the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Advice Notes

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

- Building Consent and Development Approval must be obtained within 24 months from the date of this Notification, unless this period has been extended by the Council. Work cannot commence until a Development Approval is obtained.

- The development shall be lawfully commenced by substantial work on the site of the development within 2 years from the date of Development Approval.

- A final survey of the site boundaries is recommended to ensure the approved building works are accommodated within the designated footprint and achieve the designated boundary setbacks.

- The Council approved plans should be available on site at all times while performing the building work.

- It is your responsibility to ensure that any building work is correctly sited with respect to the property boundaries of the site and it is strongly recommended that a boundary survey be undertaken before any work commences to ensure the building work is accommodated within the designated footprint and achieves the designated boundary setbacks.

- 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.

  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

- The applicant is reminded that demolition and construction is required to be carried out so that it complies with the mandatory construction noise provisions of 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 to constitute 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.*

Commissioner of Highways Advice Notes

- It is recommended that any proposed signage is consistent with DIT's publication '*Advertising Signs: Assessment Guidelines for Road Safety*'.

8.1.2 22008360

Demolition of two (2) existing sports clubrooms, construction of a single storey sports clubroom, shed, amenities, removal of 9 Regulated Trees, car parking and landscaping at The Paddocks comprising Lot 2 (CT6079/2 & CR-6223/525), Lot 12 (CT-5471/511) and Lot 14 (CT-6098/381) for City of Salisbury

REPRESENTATORS

Nil

APPLICANT

Mr J Olar, City of Salisbury, on behalf of the applicant.

Ms C Gill moved , and the Council Assessment Panel resolved that:

A. The proposed development is not considered to be seriously at variance with the Planning and Design Code.

B. Pursuant to Section 107 of the *Planning, Development and Infrastructure Act 2016*, Planning Consent is **GRANTED** to application number 22008360 for Demolition of two (2) existing sports clubrooms, construction of a single storey sports clubroom, shed, amenities, removal of 9 Regulated Trees, car parking and landscaping in accordance with the plans and details submitted with the application and subject to the following Reserved Matters and conditions:

Reserved Matters:

The following matter/s shall be submitted for further assessment and approval by the Assessment Manager, as delegate of the Council Assessment Panel, as Reserved Matters pursuant to Section 102(5) of the *Planning, Development and Infrastructure Act 2016*:

1. Civil and Siteworks Plan, prepared by a qualified and experienced engineer, for all civil and stormwater works, which shall address all of the following:
   a. Finished floor levels for all buildings and hardstand surfaces; and
   b. Cut/fill details; and
   c. Retaining walls, kerbing or ramps, their design and grades; and
   d. Pavement design details and gradients; and
   e. Car parking dimensions, aisle widths, circulation movements and associated pavement markings and signage; and
   f. Stormwater management arrangements, including accompanying design calculations, which consider the minor storm (10% AEP) and major storm (1% AEP) events; and
   g. Water sensitive urban design measures; and
   h. Surface water treatment.

2. Final landscaping plan, prepared by a qualified and experienced landscape architect or horticulturalist, which shall include all of the following:
   a. Final locations for all landscaped areas, including designated areas for trees, shrubs and groundcovers; and
   b. Replacement tree planting to offset the removal of Regulated Trees (minimum 18 trees); and
   c. Designated species to be used, noting should comprise species contained in the City of Salisbury Landscape Plan; and
   d. Shade trees within the car parking areas; and
   e. Pot sizes, confirming the tree planting shall comprise advanced growth species at time of planting; and
   f. Maintenance methods including irrigation, barriers and protection from vehicles and pedestrians.

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.

Drawing No.	**Plan Type**	**Date**	**Prepared By**
	Planning Statement	11 March 2022	URPS
PL100	Site Plan + Drawing List	11 March 2022	Stallard Meek – Flightpath

PL101	Demolition Site Plan	11 March 2022	Stallard Meek – Flightpath
PL102	Proposed Site Plan	11 March 2022	Stallard Meek – Flightpath
PL103	Proposed Floor Plan	11 March 2022	Stallard Meek – Flightpath
PL104	Proposed Roof Plan	11 March 2022	Stallard Meek – Flightpath
PL105	Ceiling Plan	11 March 2022	Stallard Meek – Flightpath
PL106	Shed Extension + Public WC	11 March 2022	Stallard Meek – Flightpath
PL107	New Shed	11 March 2022	Stallard Meek – Flightpath
PL108	Elevations	11 March 2022	Stallard Meek – Flightpath
	Traffic and Parking Report	10 March 2022	CIRQA Pty Ltd

* The approved documents referred to above may be subject to minor variation, pursuant to Regulation 65 of the *Planning, Development and Infrastructure (General) Regulations 2017.*

* Except where otherwise stated, the development shall be completed prior to commencement of use.

* All documents referred to under Reserved Matters 1 and 2 inclusive constitute approved documents and form part of this Consent.

2. The external surfaces of the building shall:
   a. be of new non-reflective materials; and
   b. be finished in natural tones; and
   c. be maintained in good condition at all times.

3. All driveways, car parking and manoeuvring areas as designated on the Civil Plan Approved under Reserved Matter 1, shall be constructed with brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicle types. Individual car parking bays shall be clearly line marked. Driveways and car parking areas shall be established prior to commencement of use and shall be maintained at all times thereafter to the reasonable satisfaction of Council.

4. The car parking layout including car park spaces, aisle widths and manoeuvring area shall be designed and constructed to comply with AS 2890.1-2009 – Off-Street Car Parking, Part 1, Austroads "Guide to Traffic Engineering Practice Part 11 – Parking", AS 2890.2 – Facilities for Commercial Vehicles and AS 2890.6 – 2009 – Parking Facilities – Part 6: Off-street parking for people with

disabilities.

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

6. All waste and rubbish from the activity shall be contained and stored pending removal in covered containers which shall be kept in an area screened from public view.

7. The designated landscaping areas shall be planted with shade trees, shrubs and ground covers in accordance with the Landscape Plan Approved under Reserved Matter 2. All landscaping shall be completed, prior to commencement of use and shall be maintained at all times thereafter to the reasonable satisfaction of Council (including the replacement of diseased or dying plants and the removal of weeds and pest plants).

8. Stormwater systems shall be designed and constructed to cater for minor storm flows (Industrial / Commercial ARI = 10 years). The design of the stormwater system shall ensure that no stormwater is discharged onto any adjoining land. Surface stormwater is to be managed in a manner that ensures no ponding of water against buildings and structures, no creation of any insanitary condition, and no runoff into neighbouring property for the major storm ARI = 100 years.

9. Except where otherwise approved, outside lighting shall be restricted to that necessary for security purposes only and shall be directed and shaded to prevent light overspill and/or nuisance to adjacent occupiers or distraction to drivers on adjacent public roads. All lighting shall be in accordance with Australian Standard 4282 – 1997 'Control of the obtrusive effects of outdoor lighting'.

10. Eighteen (18) Replacement trees must be planted within 12 months of completion of the development, to offset the removal of nine (9) Regulated Trees.

    Replacement trees cannot be within a species specified under regulation 3F(4)(b) of the Planning, Development and Infrastructure (General) Regulations 2017, and cannot be planted within 10 metres of an existing dwelling or inground swimming pool.

11. Noise measured at the nearest residential property boundary shall comply with the Environment Protection (Noise) Policy 2007 at all times.

OTHER BUSINESS

8.2.1 Status of Current Appeal Matters and Deferred Items

Verbal update provided to Panel.

Applicant Appeal to Environment, Resources and Development Court, Tony Maiello (N27 Pty Ltd) v City of Salisbury (ERD-22-000014) - Development Application 361/1618/2020/2A

Council staff attended the conference at the Environment, Resources and Development Court on 5 May 2022. The Applicant represented by Botten Levinson Lawyers advised that they are considering alternative options and a possible submission of further information and/or alternative proposal. The matter has been adjourned before the Court until 6 July 2022, to allow for a possible re-presentation of an alternative proposal to the CAP on 28 June 2022.

Applicant Appeal to Environment, Resources and Development Court, 48 Commercial Road, Salisbury Pty. Ltd. v Salisbury Council Assessment Panel (ERD-22-000046) - Development Application 21034988

The conference scheduled for 19 May 2022 has been adjourned to 20 July 2022. In the interim, the applicant has submitted a new development application for land division only. The new application is largely the same allotment configuration of that previously considered by the Panel and is presently under assessment.

8.2.2 Policy Issues Arising from Consideration of Development Applications

Nil

8.2.3 Future Meetings & Agenda Items

Next meeting scheduled for Tuesday 28 June 2022.

ADOPTION OF MINUTES

Ms Gill moved, and the Council Assessment Panel resolved that the Minutes of the Council Assessment Panel Meeting be taken and read as confirmed.

The meeting closed at 7.00 pm.

PRESIDING MEMBER: Mr T Mosel

DATE: 25 May 2022
(refer to email approving minutes registered in Dataworks Document Number 7310215)

ITEM 8.1.1

COUNCIL ASSESSMENT PANEL

DATE 28 June 2022

APPLICATION NO. 22006655

APPLICANT Regent Street Properties Pty Ltd

PROPOSAL Change of use from Light Industry to General Industry (consisting of four (4) tenancies comprising machinery, equipment and steel fabrication, geo-membrane fabrication, metal pressing and assembly)

LOCATION 24-30 KAURNA AV EDINBURGH SA 5111

CERTIFICATE OF TITLE CT-6011/317

AUTHOR Kieron Barnes, Planning Consultant

1. DEVELOPMENT APPLICATION DETAILS

Zone	Strategic Employment Zone
Application Type	Performance Assessed (Planning and Design Code)
Public Notification	Representations received: Four Representations to be heard: Two
Referrals - Statutory	Nil
Referrals – Internal	Nil
Planning and Design Code Version	2022.6
Assessing Officer	Kieron Barnes (Planning Consultant – Planning Studio)
Recommendation	Planning Consent with Conditions
Meeting Date	28 June 2022

2. REPORT CONTENTS

This Report provides an assessment of the proposed development against the relevant provisions of the Planning and Design Code. This assessment has been based on a review of the following plans and documents which are appended to this report:

Assessment Report
Attachment 1: Attachment 1 - Application Documentation
Attachment 2: Attachment 2 - Sign on Land and Representations Received
Attachment 3: Attachment 3 - Response to Representations
Attachment 4: Attachment 4 - Code Extract 19 April 2022

3. EXECUTIVE SUMMARY

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

The proposed development seeks to change the use of the subject land from 'light industry' to 'general industry' in order to accommodate four individual industrial businesses which will share the existing building as well as the external areas and associated facilities. The various activities undertaken by the four businesses will be subject to a number of restrictions imposed by a Noise Management Plan which is intended to ensure that the requirements of the *Environment Protection (Noise) Policy 2007* are met. The Noise Management Plan also provides a mechanism whereby complaints from nearby residents will be formally recorded and responded to.

The proposed development also involves the provision of additional landscaping along the western and southern boundaries of the subject land.

The subject land is located in the Strategic Employment Zone and is adjacent the General Neighbourhood Zone. In accordance with Table 5 of the Strategic Employment Zone, the proposed development was subject to a statutory public notification process during which four representations were received. All four of these representations were opposed to the development and raised concerns in relation to noise, hours of operation and the intensity of the activities.

This report provides a detailed assessment of the application against the relevant provisions of the Planning and Design Code. This assessment has concluded that the proposed development:

- Is consistent with the land uses sought by the Strategic Employment Zone;
- Represents an appropriate use of the existing building which has been specifically designed for industrial purposes within the broader Edinburgh Parks industrial estate;
- Provides appropriate vehicular access and car parking spaces to accommodate the proposed use; and
- Has appropriately addressed potential interface issues with the adjacent residential area through the provision of a Noise Management Plan which establishes a management regime designed to ensure compliance with the requirements of the *Environment Protection (Noise) Policy 2007*.

For the above reasons, it is recommended that the Council Assessment Panel grants Planning Consent for the proposed development subject to a number of Conditions.

4. BACKGROUND

At the outset, it is noted that the subject land and the existing building have been used for a range of industrial activities for a considerable period of time. It is also noted that these industrial activities, as well as similar activities on nearby sites within the Edinburgh Parks industrial estate, have been the subject of numerous complaints from adjacent residents – particularly in terms of the transmission of noise. Further, the subject land currently has the benefit of a Development Approval for "Light Industry" which is defined in the Planning and Design Code as follows:

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

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

Based on the complaints that the Council has received from residents within the adjacent residential area, it appears that the previous activities on the site may have been detrimentally affecting the amenity of the locality. Therefore, the most recent use may not have been operating within the definition of a 'Light Industry' and may, in fact, have been more akin to 'General Industry' which is defined in the Planning and Design Code as *"... any industry other than a light industry or special industry".*

Given that the current application seeks to change the use of the land from 'Light Industry' to 'General Industry', it follows that the proposed development may, by definition, have a detrimental impact on the amenity of the locality. Therefore, and noting that 'General Industry' is an anticipated land use in the Strategic Employment Zone, the key planning considerations relate to an assessment as to whether or not any impacts associated with the proposed development can be managed at an acceptable level. Given that the majority of impacts are likely to relate to the transmission of noise, the ability of the proposed development to comply with the requirements of the *Environment Protection (Noise) Policy 2007* is considered critical.

With the above in mind, considerable discussions have been held with the applicant and a peer review of the Environmental Noise Assessment provided by the applicant has been commissioned to verify its findings and recommendations. These matters are addressed in more detail in the following sections of this report.

5. SUBJECT SITE

The subject land is formally described as Lot 303, 24-30 Kaurna Avenue, Edinburgh in Certificate of Title Volume 6011 Folio 317.

The subject land is a large 5.077-hectare site which currently accommodates a substantial building with a floor area of approximately 1.25 hectares. The building contains an existing workshop with a range of equipment including an overhead crane which has been used in association with previous industrial activities. A second building, which is located to the east of the main building, contains smaller workshops and plant equipment relating to the operation of the overall site.

A series of hardstand areas are located around the main building. These areas have been used for external storage purposes as well as for the parking of vehicles and for the loading and unloading of trucks.

A 2.4-metre-high colorbond fence is located along the western boundary while the remaining boundaries feature a chainmesh security fence.

The site contains scattered vegetation including along the western and northern boundaries.

The figures on the following pages illustrate the subject land and subject site in more detail.

Photo 1: Entrance to the subject land from Kaurna Avenue.

Photo 2: Existing building as viewed from Kaurna Avenue

Photo 3: Existing hard stand area to the north of the building

Photo 4: Subject site and adjoining drainage reserve as viewed from the west

Photo 5: Subject site and adjacent railway as viewed from Camira Way to the west

6. LOCALITY

While the subject land forms part of the broader Edinburgh Parks industrial estate, the locality also includes residential development in the adjacent General Neighbourhood Zone. Therefore, the locality features a mixture of land uses and considerable variety in terms of the built form.

More specifically, to the east, south-east, north and north-east of the subject land are other similarly large industrial sites which are serviced by Kaurna Avenue and which generally feature large buildings surrounded by significant expanses of hard stand areas.

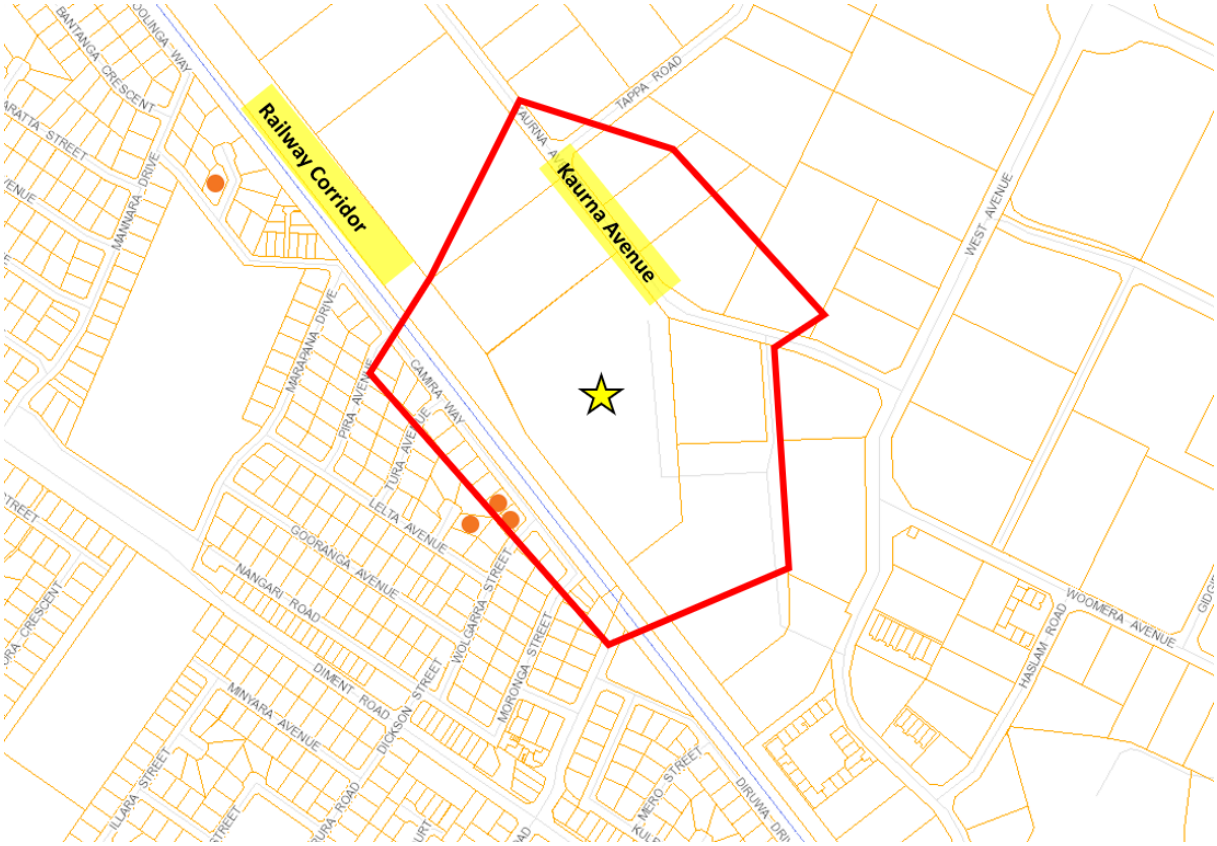
To the immediate west and south-west of the subject land is a linear corridor with a width of approximately 50 metres which contains a drainage reserve as well as a rail-line for freight and passenger trains travelling interstate. An established residential area is located further to the west which generally features low density residential development in the form of single-storey detached dwellings.

A locality plan and contextual plan are provided below.

Locality Plan - Aerial

Legend (Source: Geocortex)	
★	Subject site
—	Locality boundary
●	Representors

Locality Plan – Cadastre



Legend (Source: Geocortex)	
★	Subject site
—	Locality boundary
●	Representors

Item 8.1.1

Panoramic Aerial View – Looking North

Source: NearMap

Panoramic Aerial View – Looking West

Legend (Source: NearMap)	
●	Representors

7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development proposes to change the use of the subject land from 'Light Industry' to 'General Industry'. More specifically, the proposed development involves the co-location of four individual industrial businesses within the existing building on the subject land. These businesses, which currently operate from various locations around Adelaide, will relocate to the subject land and will be managed by a single entity.

The Environmental Noise Assessment prepared by Resonate Acoustic Engineers (Appendix 1) provides the following detailed description of each business:

Heavymech
Heavymech repairs and machines heavy spare parts and/or components used in industrial equipment. The parts arrive by truck (usually less than 5 tonne) and are unloaded by an overhead crane or a mobile crane or a forklift. The majority of the components machined by Heavymech weigh less than 1 tonne. Components are cleaned and then machined in a manner so as to make it fit for purpose. Heavymech undertakes approximately 100 jobs per month and the deliveries on a daily basis are usually less than 5 movements in and out. Occasionally hearing protection is worn on the noise generating machines. In the main, the machinists elect to listen to their machines as they are working as this enables them to control their functionality.

On the Kaurna Ave hard stand (North of the main building) and on the western area hardstand it is proposed to store steel raw materials and components waiting for repair or waiting for collection having been repaired. It is expected that there will be movement from these work in progress areas on a daily basis.

QMM
QMM repair and fabricate quarry and mining equipment. QMM does the majority of its work utilising light or medium weight steel components. A feature of QMM's fabricated equipment is its size rather than weight i.e. the limitation on transporting in and for loading out QMM equipment is the physical size of the equipment as determined by transport criterions i.e. 15m long x 4.5 wide etc rather than its weight. The steel components arrive by truck and usually weigh less than 5 tonnes. The majority of the components fabricated by QMM weigh less than 5 tonne. QMM is currently located in a light industry zone and the majority of its fabricated components are assembled on site from individual components weighing less than 5 tonne. The majority of QMM's completed components including spare parts imported from overseas weigh less than 1 tonne. Occasionally hearing protection is worn when noisy work such as grinding or hammering takes place. No grinding or hammering takes place outside the main building.

The fabricated components are often designed by QMM's in house personal. The engineered components are drafted in workshop drawings and are assembled having been manufactured or machined. The completed fabricated equipment is then dispatched by truck.

On the Kaurna Ave hard stand and on the western area hardstand it is proposed to store steel raw materials and components waiting for fabrication or waiting for collection having been fabricated. It is expected that there will be movement from these work in progress areas on a daily basis. QMM advise that without exception each item stored is valuable and will not be dropped whilst being handled.

Fabtech
It is proposed that Fabtech will use part of one of the bays within the main building. Fabtech installs geomembrane liners. As part of its operation, Fabtech prefabricates geomembrane liners by cutting them to size using a Stanley knife and welding the sub sections together using a high temperature welder. The process requires a high degree of cleanliness and does not generate noise of any significance in an environmental impact context. The delivery and dispatch of geomembrane components for Fabtech takes place on a weekly rather than daily basis.

Auspress
Auspress intends to use a section of the premises to store prefabricated press-fit plumbing components. The storage of these components requires a small number of light vehicle movement all of which will occur from the Kaurna Ave end (northern end) of the premises.

Auspress imports products and is primarily a warehousing and repackaging facility. No manufacture of components is proposed to occur on site.

The Site Plan identifies that four 'bays' or workshop areas will be provided within the existing building to accommodate the four industrial businesses. Noise abatement screens will be positioned within the northern part of the building where high-noise activities will be located as per the Noise Management Plan. A shared office and amenities area will be located in the south-western corner of the building as per the existing layout.

The main access to the building will continue to be provided via four roller doors on the northern elevation of the building. Secondary access will be provided to the office area via a number of doors along the western elevation while additional access to the main workshop area will be provided via four roller doors located on the southern elevation.

Vehicular access to the site will continue to be from the north-east via Kaurna Avenue with the internal roads enabling vehicles to circulate around the site and access the main car parking area on the western side of the building which provides parking for approximately 78 cars.

Originally, the proposed development included two external 'laydown areas' to the north and south of the building. However, following discussions with the applicant in relation to potential interface issues with the adjacent residential area, amended plans have been submitted which indicate that the southern 'laydown' area will be converted to a car park for staff and will not be accessible for heavy vehicles. This arrangement has been noted in the Noise Management Plan and will controlled by a series of gates as shown on the Site Plan.

The remaining 'laydown' area to the north of the building will be used for the temporary storage of raw steel materials as well as components which are either awaiting repair or awaiting collection following repair.

A separate 'work in progress storage area' will be located to the north-west of the building and will be used for the temporary storage of materials and fabricated components.

The proposed development also involves the planting of additional vegetation along the western and southern boundaries of the site to reinforce existing plantings and to soften views from the adjacent residential area. The development proposes to retain the existing fences around the subject site, including the existing 2.4-metre-high colorbond fence along the western boundary.

In terms of the operational aspects of the proposed development, the applicant has advised that approximately 100 people will be employed. More specifically, approximately 60 workshop staff and 40 supporting administration staff will be employed on the site. Hours of operation will generally be limited to between 7:00am to 10:00pm daily except for emergency works which may occasionally occur outside of these hours. If emergency works are required, the number of workers will be limited to a maximum of three.

Noting the proximity of the residential area to the west, the development proposes to:

- Restrict outdoor activity (including forklift movements) to between the hours of 7:00am and 10:00pm while the southern car park will only be accessible during the hours as well;
- Ensure that the roller doors on the southern elevation of the building will remain closed at all times;
- Restrict 'high noise' activities to the northern portion of the building. This would include activities and the use of equipment such as angle grinders, hammering of metal, circular saws and other activity that requires the operator or those in the immediate vicinity to wear hearing protection; and
- Restrict heavy vehicle movements, as well as the loading and unloading of trucks, to the northern portion of the site.

These measures have been incorporated into the Noise Management Plan which forms part of the application.

In terms of potential emissions generated by the proposed development, the applicant's Planning Consultant has indicated:

> *The proposed land use for machinery and equipment fabrication, metal pressing, and assembly will not produce any air quality emissions that would unduly affect the amenity of the nearest residential or industrial sensitive receiver and air quality impacts are managed within the existing building for the employees.*

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

8. CLASSIFICATION

Given that 'general industry' is not listed as 'Accepted' or 'Deemed to Satisfy' in the Strategic Employment Zone, the proposed development is a Performance Assessed development which must be assessed against the relevant provisions of the Planning and Design Code.

9. PUBLIC NOTIFICATION

Table 5 of the Strategic Employment Zone identifies land use classes of performance assessed development that are excluded from notification. Table 5 indicates that 'general industry' is exempt from notification except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone. Given that the subject site is adjacent to land used for residential purposes in the General Neighbourhood Zone, the proposed development requires public notification.

Public notification commenced on 6 May 2022 and concluded on 26 May 2022. Four (4) representations were received during the notification period, with all four in opposition.

The representors are listed below:

Representations received		
Representations received		**Wish to be Heard**
1	James Buckoke – 6-10 Bennett Street, Salisbury Plain Phillip Bleasdale – 67 Camira Way, Salisbury North	**No**
2	Leanne Coxall – 8 Camira Way, Salisbury North	**Yes**
3	Colin and Jacquiline Eckert – 10 Camira Way, Salisbury North	**Yes**
4	Wayne Mitchell – 5 Lelta Court, Salisbury North	**No**

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

Summary of Representations	
Representation	**Applicant's Response**
Phillip Bleasdale	
• Noise from former use of the site by Maxiplus and SA Structural affected dwellings along Camira Way. • Considers that the proposed use will also affect dwellings along Camira Way. • Existing health problems are likely to be exacerbated by noise from the proposed development.	• It is noted that 67 Camira Way is located 369m west of the subject site boundary, separated by the freight rail corridor. Acoustic investigations undertaken by Resonate have clearly outlined that the proposed operations will not exceed the noise control standards for this location. • Given the distance from the site, no impact from the proposed operations at 24-30 Kaurna Avenue is anticipated.
Leanne Coxall	
• Current noise generated from the Edinburgh Parks development is already unacceptable and is increasing	• The proposed industrial use relates to repair and machining of high value industrial mining equipment,

with each new tenant. • Noise from steel fabrication and general noise (such as workers talking) is a nuisance at night. • The site is inappropriate for manufacturing and fabrication due to the close proximity of established housing. • Existing noise from other sites is already unacceptable. • Site should only be used for storage.	with other complementary light industrial and warehousing activities. The nature of this use requires precision and careful handling internal to the building, with none of this industrial activity occurring in the external storage areas. • The applicant advises that all the businesses proposed to relocate to the subject site currently operate within existing premises in Adelaide in close proximity to residential neighbours with no history of complaints. • The applicant has committed to locating noise generating activities relating to the machining and repair of this high value equipment, use of angle grinders, metal hammering and sawing at the northern end of the existing building, with detailed acoustic modelling as outlined in the Resonate report demonstrating that acceptable noise levels will be achieved through containment inside the building. • The applicant has agreed to cluster movement and noise activities at the northern end of the site, with all access via the northern doors and the Kaurna Avenue access point. In acknowledgement of the residents' concerns, the rear doors will remain closed, with only employee parking areas accessible between 7am and 7pm proposed within the existing southern hard stand, with no storage, truck or forklift movements to occur in this area. • Unlike the previous examples cited by the representor, the proposed development will not be a 24-hour operation. There may be infrequent night works for 2-3 employees internal to the building in the event of emergency breakdown of critical mining equipment, however this has been modelled by Resonate, with the results indicating that this activity

	will meet the night time noise criteria. • Based on the detailed acoustic modelling, the proposed operations meet all minimum criteria with additional controls and mitigations proposed in the Noise Management Plan to protect from adverse amenity impacts for this representor.
Colin and Jacquiline Eckert	
• Opposed to continuous noise associated with activities such as grinding, metal cutting, scraping of metal, forklifts, cranes and trucks. • Noise cannot be contained to the site and will be stressful.	• Resonate has used technical modelling to demonstrate that noise can be appropriately contained, and a Noise Management Plan has been prepared to ensure that any use of the external spaces for temporary storage and deliveries is positioned away from the residential properties to mitigate the perception or actual impacts from these activities on the site. • Based on the detailed acoustic modelling, the proposed operations meet all minimum criteria with additional controls and mitigations proposed in the Noise Management Plan to protect from adverse amenity impacts for this representor.
Wayne Mitchell	
• Previous activities on the site have caused issues in relation to noise. • Proposed development will create noise in relation to fabrication, forklifts, cranes and trucks loading and unloading.	• The applicant currently operates a number of industrial businesses in close proximity to residential properties without impact. However, in acknowledgement of the concerns raised, the Noise Management Plan prepared by the applicant provides an additional level of clarity for Council and the residents on how the site will be operated to ensure mitigation of impacts.

10. REFERRALS – STATUTORY

No statutory referrals were trigged by the proposed development.

11. REFERRALS – INTERNAL

No internal referrals were required given that the proposal seeks to change the use of an existing building and does not require any associated building work.

12. ASSESSMENT

Pursuant to Section 107(2)(c) of the *Planning, Development and Infrastructure Act*, it is recommended that the Panel determine that the proposed development is not seriously at variance with the Planning and Design Code. The following reasons are given in support of this recommendation:

a) The proposed development is consistent with the land uses sought in the Strategic Employment Zone; and
b) The proposed development will not have an unreasonable impact on the amenity of the locality.

Assessment

Detailed assessment of the application has taken place against the relevant provisions of the Planning and Design Code and is described below under headings.

A Policy Enquiry containing the relevant provisions of the Planning and Design Code relating to the proposed development on the subject land, is contained in Attachment 4.

Overlays

A summary of the proposed development's compliance with the relevant Overlays affecting the subject land is provided in the table below.

Overlay	**Assessment**
Building Near Airfields	Satisfied – no additional outdoor lighting is proposed by the development and the change in use is unlikely to attract or result in the congregation of wildlife.
Defence Aviation Area (All structures over 15 metres)	Satisfied – the proposed development does not propose any building work or structures over 15 metres in height.
Hazards (Flooding)	Satisfied – the proposed development does involve any additional building work nor does it seek to change the existing stormwater management arrangements or increase the amount of impervious surfaces on the site.
Hazards (Flooding - General)	Satisfied – the proposed development does involve any additional building work nor does it seek to change the existing stormwater management arrangements or increase the amount of impervious surfaces on the site.
Prescribed Wells Area	Not applicable – the proposed development will not rely on a water supply from a prescribed well.
Regulated and Significant Tree	Not applicable – the proposed development does not include Tree Damaging Activity.
Water Resources	Satisfied – the proposed development will not affect a watercourse.

Local Variation

It is noted that the subject land is subject to a Technical and Numerical Variation (Local Variation) which requires consideration of 'Concept Plan 81 – Edinburgh Defence Airfield Lighting Constraints'. Given that the proposal does not include any additional external lighting, an assessment against Concept Plan 81 is not required.

Land Use

The Strategic Employment Zone seeks:

> *A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state. (DO 1)*

Performance Outcome (PO) 1.1 and its associated Deemed to Satisfy / Designated Performance Feature (DTS/DPF) provides greater clarity in relation to the land uses sought in the Zone:

PO 1.1	*DTS/DPF 1.1*
Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.	*Development comprises one or more of the following:* *(a) Advertisement* *(b) Automotive collision repair* *(c) Electricity substation* *(d) Energy generation facility* *(e) Energy storage facility* *(f) Fuel depot* *(g) General industry* *(h) Intermodal facility* *(i) Light Industry* *(j) Motor repair station* *(k) Public service depot* *(l) Rail marshalling yard* *(m) Renewable energy facility (other than a wind farm)* *(n) Retail fuel outlet* *(o) Service trade premises* *(p) Shop* *(q) Store* *(r) Telecommunications facility* *(s) Training facility* *(t) Warehouse*

The proposed use of the land for 'general industry' is consistent with the land uses sought by DO 1 and PO1.1. However, PO 1.2 of the Zone clarifies that lower impact uses should be located on land adjacent to another Zone which is used for residential purposes:

PO 1.2 *Development on land adjacent to another zone which is used for residential purposes incorporates a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone.*	*DTS/DPF 1.2* *Development involving any of the following uses on a site adjacent land in another zone used for or expected to be primarily used for residential purposes:* *(a) Bulky goods outlet* *(b) Consulting room* *(c) Indoor recreation facility* *(d) Light industry* *(e) Motor repair station* *(f) Office* *(g) Place of worship* *(h) Research facility* *(i) Service trade premises* *(j) Store* *(k) Training facility* *(l) Warehouse.*

Given that the proposed 'general industry' use of the site does not appear amongst the list of anticipated land uses in DTS/DPF 1.2, it is necessary to assess the development against Performance Outcome 1.2 which seeks *"... a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone."*

In responding to PO 1.2, it is noted that the subject site forms part of an established industrial estate and has a long history of accommodating large-scale industrial activities. Having said this, it is also noted that the proposed 'general industry' use of the land has the potential to create adverse amenity impacts on the adjacent residential areas within the General Neighbourhood Zone. Accordingly, during the assessment process, Council Planning Staff requested that the applicant demonstrate how the proposed activities will be managed in order to mitigate adverse amenity impacts on the adjacent residential area. In addition, Council Staff commissioned Sonus Acoustic Engineers to undertake a peer review of the Environmental Noise Assessment provided by the applicant. Following this review, the applicant has provided an updated Environmental Noise Assessment and a Noise Management Plan. In addition, the Site Plan has been amended to clarify where certain activities will occur. Finally, a Landscape Plan has also been provided to soften the appearance of the existing buildings when viewed from the adjacent residential area.

Based on the additional information that has been provided, it is considered that the proposed development represents a low-impact non-residential use as sought by PO 1.2 of the Strategic Employment Zone. More specifically, the proposed change in use to 'general industry' will incorporate a range of measures and practices which will appropriately mitigate adverse amenity impacts on the adjacent residential area in the General Neighbourhood Zone. On this basis, the proposed land use is considered acceptable.

Interface between Land Uses

The Strategic Employment Zone seeks development which achieves a:

A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements. (DO 3)

Desired Outcome 3 is reinforced by Performance Outcome 1.2 of the Strategic Employment Zone which seeks *"... a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone."* Further guidance is provided by the following 'Interface between Land Use' General Development Policies within the Planning and Design Code:

DO 1 Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.

PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:

(a) the nature of the development
(b) measures to mitigate off-site impacts
(c) the extent to which the development is desired in the zone
(d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.

PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).

DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.

PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:

(a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers
(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers

(c) housing plant and equipment within an enclosed structure or acoustic enclosure
(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.

In response to these policies, the applicant engaged Resonate to prepare an Environmental Noise Assessment. As mentioned previously, the Resonate assessment has been updated to address a number of comments arising from a peer review commissioned by the Council and prepared by Sonus Acoustic Engineers.

The Resonate assessment is based on noise measurements undertaken at the four existing businesses at their current locations around Adelaide on 31 May and 1 June 2022. Resonate also undertook additional internal noise logging between 6 and 14 June 2022, within the existing QMM and Heavymech facilities.

Resonate note that the primary sources of noise from the proposed development are expected to be:

- Noise breakout from the building arising from industrial activities;
- Truck movements and loading/unloading activities;
- On site car parking including light vehicle movements; and
- Waste collection.

It is noted that the sources of noise identified by Resonate are generally consistent with the noise related concerns raised by the Representors. It is also noted that Resonate has identified that the residential area to the south-west is considered to be 'noise affected premises'. Therefore, in order to comply with the *Environment Protection (Noise) Policy 2007* the proposed development must not exceed the following noise criterion when measured at the residential buildings:

- ***Night*** (10pm to 7am) – a maximum of 60 dB(A) L_{max} in addition to continuous noise level of 45 dB(A) L_{eq}; and
- ***Day*** (7am to 10pm) – a maximum of 60 dB(A) L_{max} in addition to a continuous noise level of 52 dB(A) L_{eq}.

Based on the measurements undertaken at the existing businesses, Resonate has modelled the predicted noise levels associated with the proposed change in use and has concluded that the noise levels will comply with the relevant environmental noise criteria.

Importantly, Resonate has indicated that proposal's ability to comply with the relevant environmental noise criteria will be dependent (to some extent) on the ongoing management of the various activities occurring on the site. Accordingly, the applicant has provided a Noise Management Plan which introduces the following measures and processes to ensure that activities undertaken on the site and within the building comply with the requirements of the *Environment Protection (Noise) Policy.*

- Restricting outdoor activity (including forklift movements) to between the hours of 7:00am and 10:00pm;
- Restricting access to the southern car park between the hours of 7:00am and 10:00pm through the incorporation of a series of gates;

- Ensuring that the roller doors on the southern elevation (rear) of the building will remain closed at all times;
- Restricting 'high noise' activities to the northern portion of the building through the incorporation of noise abatement screens. This would include activities involving the use of equipment such as angle grinders, hammering of metal, circular saws and other activity that requires the operator or those in the immediate vicinity to wear hearing protection; and
- Restricting heavy vehicle movements, as well as the loading and unloading of trucks, to the northern portion of the site.

Further to the above, the peer review undertaken by Sonus has recommended that the following Conditions of Consent be incorporated into any Planning Consent to ensure that the activities comply with the requirements of the *Environment Protection (Noise) Policy*. The applicant has accepted these Conditions and has agreed to comply with them.

- No truck or forklift movements will occur on the southern side of the building.
- No cutting, welding, grinding or hammering activities will occur outside the building.
- Noise from the facility shall not exceed the following noise levels:
  - L_{Aeq} level of 52 during the day (7.00am to 7.00pm)
  - L_{Aeq} level of 45 at night (10.00pm to 7.00am)
  - L_{Amax} level of 60 dB(A) at night (10.00pm to 7.00am)

  when measured and adjusted in accordance with the *Environment Protection (Noise) Policy 2007*.
- No external mechanical plant is permitted.
- Between the hours of 10:00pm and 7:00am, no more than three staff shall be working on the site, all doors must remain closed and no truck movements are permitted.

As an aside, Council's Planning Staff requested that the Acoustic Engineers consider whether or not any alterations could be made to the existing 2.4-metre-high colourbond fence on the western boundary to improve its acoustic performance. However, both Acoustic Engineers agreed that the boundary fence would not be effective in reducing noise levels given that the noise paths are likely to be via the high-level open louvres within the building.

Further, Planning Staff questioned the applicant in relation to the assumption within the Resonate Environmental Noise Assessment that the existing evaporative cooling units will note be used for the proposed development. In response, the applicant's Planning Consultant has advised:

> *The evaporative cooling system is not operational and therefore will not be used. It is not envisaged that the workshop area will be air-conditioned. Accordingly, the Noise Management Plan prohibits the use of this plant. The office area may be air-conditioned in the future but this does not form part of the current application. Moreover, if the offices were proposed to be airconditioned in the future, the system is likely to represent the equivalent of a large domestic system and would be subject to a future application process to vary any approval granted at this time. In Resonate's experience, external AC condenser units that would be typically associated with administration and office areas of this scale can readily comply with the applicable EPP Noise criteria when considering the distance between the building and nearest noise sensitive receivers.*

Based on the Environmental Noise Assessment prepared by Resonate which was peer reviewed by Sonus, and subject to ongoing adherence to the requirements of the Noise Management Plan, it is considered that the proposed development will satisfy the relevant 'Interface between Land Uses' provisions of the Planning and Design Code and will, in particular, comply with the requirements of the *Environment Protection (Noise) Policy 2007.*

Transport, Access and Parking

As outlined previously in this report, the proposed development will generally retain the existing access and parking arrangements that currently apply to the subject land. In this respect, appropriate access for heavy vehicles will continue to be provided from Kaurna Avenue and an appropriately designed loading and unloading area will continue to be provided on-site directly to the north of the building. Also, appropriate areas for the parking of passenger vehicles (for staff and visitors) will continue to be provided on the western side of the building near the administration area.

Further to the above, the amended Site Plan provided by the applicant indicates that the existing hardstand area to the south of the main building will now be used for the parking of cars between the hours of 7:00am and 7:00pm. It is understood that this area was previously used for the storage of materials and components associated with the former use of the building. The amended Site Plan also indicates that access to the car parking areas will be controlled by a series of gates.

It is noted that there is a slight inconsistency between the amended Site Plan and the Noise Management Plan in that the Noise Management Plan permits the use of the car parking areas up to 10:00pm at night (as opposed to 7:00pm). Accordingly, a Condition of Consent is recommended which requires that the Site Plan be amended to reflect the Noise Management Plan in order to avoid the potential for confusion.

In terms of the adequacy of the parking area, it is noted that "*Table 1 - General Off-Street Car Parking Requirements*" indicates that 'Industry' should provide 1.5 spaces per 100m^2 of total floor area. This equates to approximately 188 car parking spaces for the 1.25-hectare building. While the site may be able to accommodate this number of car parks with the addition of the southern car parking area, this number seems excessive given that only 100 people will be employed on the site and given that industrial developments do not require significant numbers of visitor parks. On this basis, the existing and proposed parking arrangements are considered acceptable.

With the above in mind, the proposed development satisfies the relevant Transport, Access and Parking provisions of the Planning and Design Code including the following:

PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.

PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.

PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.

PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.

DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.

PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.

PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.

PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.

PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.

PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads

PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:

(a) availability of on-street car parking
(b) shared use of other parking areas
(c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared
(d) the adaptive reuse of a State or Local Heritage Place.

PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.

PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.

PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.

Landscaping

The Strategic Employment Zone includes the following provisions in relation to the provision of landscaping:

PO 3.1 Development includes distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.

PO 5.1 Landscaping is provided along public roads and thoroughfares and zone boundaries to enhance the visual appearance of development and soften the impact of large buildings when viewed from public spaces and adjacent land outside the zone.

PO 5.2 Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.

DTS/DPF 5.2 Landscape areas comprise:

(a) not less than 10 percent of the site
(b) a dimension of at least 1.5m.

PO 5.3 Landscape areas incorporate a range of plant species of varying heights at maturity, including tree species with a canopy above clear stems, to complement the scale of relevant buildings.

A Landscape Plan has been provided which indicates that additional landscaping in the form of various grasses, shrubs and trees will be planted along the western and southern boundaries of the subject site. The grasses and shrubs will assist to 'green' the site while the trees will assist to soften the impact of the building as viewed from the adjacent residential area to the west. In addition, the landscaped areas will exceed 10% of the site and will have a dimension of at least 1.5 metres. In this way, the proposed landscaping will satisfy the requirements of the Planning and Design Code.

Notwithstanding the above, it appears that the Landscape Plan has not been prepared by a Landscape Architect or a suitably qualified professional. Accordingly, it is recommended that a Reserved Matter be included to require that an updated Landscape Plan be prepared and submitted for the further assessment.

13. CONCLUSION

This report has provided a detailed assessment of the application against the relevant provisions of the Planning and Design Code. The assessment found that the proposed development:

- Is consistent with the land uses sought by the Strategic Employment Zone and long-standing use of the land for industrial activities;
- Has appropriately addressed the interface with the adjacent residential area to the west through the provision of a Noise Management Plan which places a number of restrictions on activities occurring on the site and within the building;

- Retains the existing access and parking arrangements while also introducing appropriate restrictions on the movement of vehicles around the site to ensure that the associated impact on the adjacent residential area is minimised; and
- Includes additional landscaping along the southern and western boundaries which will assist to soften the visual impact of the building as viewed from the adjacent residential area.

Accordingly, it is recommended that Planning Consent be granted, subject to a Reserved Matter and Conditions.

14. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

A. The proposed development is not considered to be seriously at variance with the Planning and Design Code.

B. Pursuant to Section 107 of the *Planning, Development and Infrastructure Act 2016*, Planning Consent is **GRANTED** to application number 22006655 for Change of use from Light Industry to General Industry (consisting of four (4) tenancies comprising machinery, equipment and steel fabrication, geo-membrane fabrication, metal pressing and assembly) in accordance with the plans and details submitted with the application and subject to the following Reserved Matters and conditions:

Reserved Matters:

The following matter/s shall be submitted for further assessment and approval by the Assessment Manager, as delegate of the Council Assessment Panel, as Reserved Matters pursuant to Section 102(5) of the *Planning, Development and Infrastructure Act 2016:*

- Final landscaping plan, prepared by a qualified and experienced landscape architect or horticulturalist, which shall include all of the following:

  a) Final locations for all landscaped areas, including designated areas for trees, shrubs and groundcovers; and
  b) Designated species to be used, noting should comprise species contained in the City of Salisbury Landscape Plan; and
  c) Shade trees within the car parking areas; and
  d) Pot sizes, confirming the tree planting shall comprise advanced growth species at time of planting; and
  e) Maintenance methods including irrigation, barriers and protection from vehicles and pedestrians.

Planning Consent Conditions

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

Drawing No.	Plan Type	Date	Prepared By
N/A	Planning Report	28.02.22	Holmes Dyer
N/A	Response to Correspondence	15.06.22	Holmes Dyer
N/A	RFI Response	28.04.22	Holmes Dyer
A220039RP1 Rev D	Environmental Noise Assessment	14.06.22	Resonate
A220039RP2 Rev A	Noise Management Plan	14.06.22	Resonate
QMM0483-01-000-01	Site & Landscape Plan (Rev 2)	15.03.22	QMM (R. Heinjus)
QMM0483-01-000-01	Permitted Activity Locations (Rev 2A)	15.03.22	QMM (R. Heinjus)

2. The Site Plan shall be amended to ensure consistency with the Noise Management Plan in relation to the hours of operation for the car park (i.e. 7:00am to 10:00pm) and to clarify that the smaller building will only be used as a store as per the letter from Holmes Dyer dated 15 June 2022.

3. The development shall be carried out in strict accordance with the Noise Management Plan including the hours of operation and the following noise management measures:

   a. No truck or forklift movements will occur on the southern side of the building.
   b. The roller doors on the southern side of the building shall remain closed at all times except in the case of an emergency.
      - No cutting, welding, grinding or hammering activities will occur outside the building.
      - Noise from the facility shall not exceed the following noise levels:
        - L_{Aeq} level of 52 during the day (7.00am to 7.00pm)
        - L_{Aeq} level of 45 at night (10.00pm to 7.00am)
        - L_{Amax} level of 60 dB(A) at night (10.00pm to 7.00am)

        when measured and adjusted in accordance with the *Environment Protection (Noise) Policy 2007*.
      - No external mechanical plant is permitted.
      - Between the hours of 10:00pm and 7:00am, no more than three staff shall be working on the site, all doors must remain closed and no truck movements are permitted.

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

5. The car parking layout including car park spaces, aisle widths and manoeuvring area shall be designed and constructed to comply with AS 2890.1-2009 - Off-Street Car Parking, Part 1, Austroads "Guide to Traffic Engineering Practice Part 11 - Parking", AS 2890.2 - Facilities for Commercial Vehicles and AS 2890.6 - 2009 - Parking Facilities - Part 6: Off-street parking for people with disabilities.

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

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

8. All waste and rubbish from the activity shall be contained and stored pending removal in covered containers which shall be kept in an area screened from public view.

9. Except where otherwise approved, outside lighting shall be restricted to that necessary for security purposes only and shall be directed and shaded to prevent light overspill and/or nuisance to adjacent occupiers or distraction to drivers on adjacent public roads. All lighting shall be in accordance with Australian Standard 4282 – 1997 'Control of the obtrusive effects of outdoor lighting'.

ATTACHMENTS

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

1. Attachment 1 - Application Documentation
2. Attachment 2 - Sign on Land and Representations Received
3. Attachment 3 - Response to Representations
4. Attachment 4 - Code Extract 19 April 2022

Appendix 1

Application Documentation

HOLMES DYER

24-30 KAURNA AVENUE, EDINBURGH

PLANNING APPLICATION

Prepared for:
Regent Street Properties Pty Ltd

Date:
28.02.2022

create • manage • deliver | land • cities • communities

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Proprietary Information Statement

The information contained in this document produced by Holmes Dyer Pty Ltd is solely for the use of the Client identified on the coversheet for the purpose for which it has been prepared and Holmes Dyer Pty Ltd takes no responsibility to any third party who may rely upon this document.

Document Control

Revision	Description	Author	Date
v1	Draft	CM	28.01.2022
V2	Final	CM	28.02.2022

Reviewed by: NT Date: 18.02.2022

HOLMES DYER

APPLICATION SUMMARY

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Application Summary

Address	Allotment 303, 24-30 Kaurna Avenue, Edinburgh SA 5111
Proposal	Change of Use to General Industry (Machinery and Equipment Fabrication, Metal Pressing & Assembly)
Certificate of Title	CT 6011/317
Site Area	5.077 hectares
Local Government Authority	City of Salisbury
Planning Authority	City of Salisbury
Planning Scheme	Planning and Design Code
Zone	Strategic Employment
Existing use	Light Industry (Manufacture of Plastic Products)
Notification	Yes – Adjacent land within the General Neighbourhood Zone
Owner	Regent Street Properties Pty Ltd
Applicant	Regent Street Properties Pty Ltd
Contact Person	Chantal Milton, Holmes Dyer

HOLMES DYER

Contents

Appendices

Figures

HOLMES DYER

1 - INTRODUCTION

HOLMES DYER

1. Introduction

1.1. The Applicant

Regent Street Properties Pty Ltd (ABN: 80 806 518 432) of Level 1, 1 Alexandra Avenue, Rose Park SA 5067

1.2. Background

The subject land is located at 24-30 Kaurna Avenue, Edinburgh, on one title with an area of 5.077 hectares. The land is traversed by Electrical, Sewer and Communications easements on the eastern boundary as depicted on the Certificate of Title provided in Appendix A.

The applicant has a contract to purchase the land from Renewal SA, subject to securing the necessary land use approvals to relocate from existing premises into the City of Salisbury. The proponent currently operates three businesses at three different locations in metropolitan Adelaide, that are proposed to be consolidated onto the property at 24-30 Kaurna Avenue, Edinburgh.

The businesses proposed for relocation include:

- Quarry Mining & Manufacturing Pty Ltd (QMM), ACN 121 382 125, currently located at 22 Duncan Court, Ottoway
- Heavymech Pty Ltd, CAN 007 682 144 – Machining and General Engineering currently located at 717 Grand Junction Road, Northfield
- Aus Press Industries- Stainless Steel Pressure & Drainage Systems current located at 127 Corunna Avenue, Melrose Park

1.2.1. Strategic Alignment

The consolidation of the three existing business operations onto the existing industrial property at 24-30 Kaurna Avenue, Edinburgh, will result in the relocation of approximately 100 employment jobs into the City of Salisbury.

The proponent has recognised that the City of Salisbury is a place of choice for businesses to start, invest and grow and this proposal will result in a significant relocation of jobs in alignment with the critical actions as set out in the City Plan 2035, specifically the strategic direction towards 'a growing City that creates new opportunities'.

1.3. The Proposal

The application seeks planning approval for a change of use from Light Industry (manufacture of plastic products) to General Industry (machinery and equipment fabrication, metal pressing and assembly), for an existing industrial building located on the property.

1.4. Procedural Matters

The subject land is in Edinburgh Parks, within a Strategic Employment Zone under the Planning and Design Code. The proposal does not meet the criteria for a deemed-to-satisfy pathway, and therefore will require a performance assessment against the relevant provisions of the Code.

The proposed development will trigger public notification as it is on land adjacent to another zone which is used for residential purposes.

The proponent has demonstrated through a detailed acoustic engineering study that the impact from the operations on this site for general industry will not exceed the noise levels for a residential area as set out in the Environmental Protection Authority Noise Policy.

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1.5. Referrals

No statutory referrals are required.

The proposed land use does not meet any of the criteria set out in Schedule 9 Part 9 Activities of Environmental Significance of the Planning, Development, and Infrastructure (General) Regulations 2017, Schedule 9. Further the activities proposed for the site do not involve an activity specified under the Planning & Design Code Part 9.1: Referral Body Environment Protection Authority.

The proponent has confirmed that the existing activities proposed to be relocated to the site do not require any EPA licenses.

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2 – Subject Site and Locality

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2. Subject Site and Locality

The subject land is located at 24-30 Kaurna Avenue, Edinburgh, identified as Allotment 303, within DP 76945, Certificate of Title 6011 Folio 317. A copy of the Certificate of Title is provided within Appendix 1.

Figure 1. *Subject Site*

The subject site is an irregular parcel of land with a depth of approximately 197 metres on the north-western boundary. The site is generally flat with the established industrial building located on the site in a north/south orientation. The site has a frontage to Kaurna Avenue of 98.83 metres with all vehicular movement to and from the site through the existing access arrangements off Kaurna Avenue.

The site is located within the Edinburgh Parks Industrial Precinct of Salisbury surrounded by a collection of industrial and warehouse operations, developed over the last twenty years and is a major employment hub for the City of Salisbury. The Edinburgh Parks area is separated from the residential properties in Salisbury North by the interstate rail line providing a separation of approximately 60 metres from the development site property boundary to the property boundary of the nearest residential sensitive receiver.

The subject land currently comprises one large industrial property with supporting offices/amenities accessed from roller doors located on the north and south elevations of the existing building. The administration component of the building fronts west over the staff and visitor parking area. To the north, east and south of the building area various areas of hard stand, vehicle circulation paths and outdoor laydown areas are constructed in support of the main site's operations.

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All heavy and commuter vehicle access to and from the site utilises the established road networks through Edinburgh Park via Edinburgh Road, Purling Avenue and Kettering Road which provides direct access onto the Northern Connector.

Figure 2. *Site Locality Context Plan*

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Figure 3. *Photographs of site and surrounds*

Photo 1 – Existing industrial building, staff parking view from east

Photo 2 – View looking south along western façade to staff parking area and administration entrance

Photo 3 – Internal View, open industrial building (Previous Use)

Photo 4 – View from south to the rear of the building

Photo 5 – Aerial Photo from Kaurna Ave of entrance and front

Photo 6 – Aerial Photo from west, building and 60m separation by road and rail corridor to General Neighbourhood Zone.

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Photo 7 – 21 Moronga Street, side onto rail corridor

Photo 8 – 20 Moronga Street, side onto Camira Way & Rail Corridor

Photo 9 – View north Wolgarra Street/Camira Way to rail screen

Photo 10 – View east along Camira Way from Tula Avenue across rail corridor to site

Photo 11 – Western Elevation of Industrial Property

Photo 12 – Eastern Driveway showing stormwater easement to Industrial Property

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3 – PROPOSAL DETAIL

3. Proposal Detail

3.1. Land Use

The proposal, the subject of this application, is for a change of use from Light Industry (manufacture of plastic products) to General Industry (machinery and equipment fabrication, metal pressing and assembly), for an existing established industrial building with associated office, carparking and landscaping. The property currently has approval for a light industrial land use related to the former MaxiPlas/Trident operations for plastic product manufacture (DA 361/2937/2010). The site has been vacant for less than two years.

The applicant has a contract to purchase the land from Renewal SA, which is subject to securing the necessary land use approvals required for the proposed manufacturing operations.

The proponent currently operates three businesses at three different locations in metropolitan Adelaide, that are proposed to be consolidated onto the property at 24-30 Kaurna Avenue, Edinburgh. The business proposed for relocation include:

- Quarry & Mining Manufacturing (QMM), currently located at 22 Duncan Court, Ottoway
- Heavy Mech – Machining and General Engineering currently located at 717 Grand Junction Road, Northfield
- Aus Press Industries- Stainless Steel Pressure & Drainage Systems current located at 127 Corunna Avenue, Melrose Park

A total of 100 staff are anticipated to be based at the premises, made up of approximately 60 workshop staff and 40 supporting administration staff.

3.2. Design

3.2.1. Site Specifics

The buildings and supporting infrastructure that are existing on the site will be used by the new operations, there are no adjustments proposed to the existing built form, carparking, and site access/egress as part of this application.

All external mounted mechanical plant will remain unchanged, with all industrial equipment relocated from existing operations into the building in support of the new proposed operations.

3.3. Interfaces

3.3.1. Hours of Operation

The proponent has advised that the site will primarily operate between 7am and 10pm for core activities, although some workshop activity internal to the building could occur outside of these hours, which has been considered as part of the acoustic report assessment provided as Appendix 2.

The staff carparking is positioned on the northwest part of the site, in front of the administration building, with passenger vehicles leaving to the north entrance onto Kaurna Avenue, minimising impacts on adjacent properties, given this configuration and the separation between the site and the nearest sensitive land use, with both Camira Way and the freight rail corridor separating the site at an approximate distance of 60 metres.

The existing building design is configured for materials and equipment to be delivered into the northwest roller doors, with typical delivery movements of between 3-4 a day, with larger semi-trailers ranging between 3 and 10 Tonnes attending site approximately twice a week.

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3.3.2. Acoustic Noise Transfer

The issue of managing the noise transfer to the nearest sensitive receiver residential properties located to the south of the facility in the General Neighbourhood Zone has been the subject of extensive investigations, involving Resonate Acoustics.

Resonate Acoustics have reviewed both the individual building configuration and locality and the acoustic reports and actual noise readings from the existing operations within their current facilities.

The full report, is provided as Appendix 2, with the key findings summarised below:

In support of the application, an Environmental Noise Assessment has been completed by *Resonate*. This report includes modelling of three use-case scenarios, considerate of the existing building construction materials, position of the building the site and proximity to the nearest sensitive received.

The three use-case scenarios modelled include:

1. Scenario 1 – Peak operation with truck movements within the 15-minute noise assessment period with all roller doors open
2. Scenario 2 – Peak operation with truck movements within the 15-minute noise assessment period with all roller doors closed.
3. Scenario 3 – Night-time operation internal to the building, roller doors closed no truck movements.

All three modelled scenarios are under the Noise EPP criteria for the nearest industrial and residential sensitive receiver. Based on this acoustic investigation it is considered that the proposed land use is appropriate in this location, given the separation, existing landscaping, and rail corridor land for the specific operations proposed.

3.3.3. Air Quality Emissions

The proposed land use for machinery and equipment fabrication, metal pressing, and assembly will not produce any air quality emissions that would unduly affect the amenity of the nearest residential or industrial sensitive receiver and air quality impacts are managed within the existing building for the employees.

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4 – Planning Assessment

4. Planning Assessment

As the planning proposal is seeking a change in land use and not any new built form the following zone provisions are not considered relevant and have not been addressed in the relevant zone provision table below:

- Built Form and Character
- Interface Height
- Landscaping

4.1. Zone Provisions

4.1.1. Strategic Employment

DESIRED OUTCOME
DO 1 *A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.* ***DO 2*** *Employment-generating uses are arranged to:* *a) support the efficient movement of goods and materials on land in the vicinity of major transport infrastructure such as ports and intermodal freight facilities* *b) maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related industry and warehousing, ship building and related support industries* *c) create new and enhance existing business clusters* *d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes* *e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.* ***DO 3*** *A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements.*

PERFORMANCE OUTCOME	DTS/DPF	PLANNING COMMENTARY
Land Use and Intensity		
PO 1.1 *Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.*	***DTS/DPF 1.1*** *Development comprises one or more of the following:* … *(g) General industry*	**Commentary** The proposed development is for General Industry and therefore complies with the envisaged land uses specified in DTS/DPF 1.1

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PO 1.2	***DTS/DPF 1.1***	**Commentary**
Development on land adjacent to another zone which is used for residential purposes incorporates a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone.	*Development involving any of the following uses on a site adjacent land in another zone used for or expected to be used for residential purposes.*	The proposed development is for General Industry and therefore DTS 1.2 is not met. The impact of the proposed land use on the amenity and safety of the adjoining General Neighbourhood Zone (separated from the subject land by the freight rail line) has been assessed in the Resonate Acoustic Report which has deemed that the proposed activities can meet all EPA Noise Policy requirements within the proposed operational parameters.

Concept Plans		
PO 8.1	***DTS/DPF 8.1***	**Commentary**
Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure	*Concept Plan 81 – Edinburgh Defence Airfield Lighting Constraints*	The site is located outside the extraneous lighting (CASA) Legend for upward lighting as referenced on Concept Plan 81. The site is within the controlled light installation area. The proponent has confirmed that no additional flood lighting from the existing building security and carpark lighting is proposed to be added to the building in support of the new land use.

Overlays

As the planning proposal is seeking a change in land use and not any new built form the following overlays are not considered relevant and have not been addressed in the relevant zone provision table below:

- Hazards (Flooding) Overlay
- Hazards (Flooding-General) Overlay
- Prescribed Wells Area Overlay
- Water Resources Overlay

4.1.2. Building Near Airfields Overlay

DESIRED OUTCOME		
DO 1 *Maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.*		
PERFORMANCE OUTCOME	**DTS/DPF**	**PLANNING COMMENTARY**
PO 1.1 *Outdoor lighting associated with a non-residential use does not pose a hazard to commercial or military aircraft operations.*	***DTS/DPF 1.1*** *Development:* ... *(b) for non-residential purposes that does not incorporate outdoor floodlighting.*	**Commentary** The site is within the controlled light installation area. The proponent has confirmed that no additional flood lighting from the existing building security and carpark lighting is proposed to be added to the building in support of the new land use.
PO 1.2 *Development likely to attract or result in the congregation of wildlife is adequately separated from airfields to minimise the potential for aircraft wildlife strike.*	***DTS/DPF 1.2*** Not Applicable	Not Applicable
PO 1.3 *Buildings are adequately separated from runways and other take-off and landing facilities within certified or registered aerodromes to minimise the potential for building-generated turbulence and windshear that may pose a safety hazard to aircraft flight movement.*	***DTS/DPF 1.3*** Not Applicable	Not Applicable

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4.1.3. Defence Aviation Area Overlay

DESIRED OUTCOME
DO 1 *Management of potential impacts of buildings on the operational and safety requirements of Defence Aviation Areas.*

PERFORMANCE OUTCOME	DTS/DPF	PLANNING COMMENTARY
PO 1.1 *Building height does not pose a hazard to the operations of Defence Aviation Areas.*	*DTS/DPF 1.1* Not Applicable	Commentary Not Applicable
PO 1.2 *Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with Defence Aviation Areas.*	*DTS/DPF 1.2* Development does not include exhaust stacks.	Commentary The proponent has confirmed that no new exhaust stacks are required for any equipment used within the workshop facility.

4.2. General Development Policies

As the planning proposal is seeking a change in land use and not any new built form the following general development policies are not considered relevant and have not been addressed in the relevant zone provision table below:

- Design
- Infrastructure and Renewable Energy Facilities
- Interface between Land Uses – Overshadowing
- Transport, Access & Parking

4.2.1. Clearance from Overhead Powerlines

DESIRED OUTCOME
DO 1
Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.

PERFORMANCE OUTCOME	DTS/DPF	PLANNING COMMENTARY
PO 1.1	***DTS/DPF 1.1***	**Commentary**
Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	*One of the following is satisfied:* ... *(b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development*	There are no aboveground powerlines adjoining the site with all service infrastructure in Edinburgh Parks underground.

4.2.2. Interface between Land Uses

DESIRED OUTCOME
DO 1
Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses

PERFORMANCE OUTCOME	DTS/DPF	PLANNING COMMENTARY
General Land Use Compatibility		
PO 1.2	***DTS/DPF 1.2***	**Commentary**
Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	*None are applicable*	The proponent engaged Resonate Acoustics to prepare an Environmental Noise Assessment which has confirmed that the General Industry operations can be operated based on a set of scenarios within out adverse impacts on the sensitive receivers.

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Hours of Operation		
PO 2.1 *Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:* *a) the nature of the development* *b) measures to mitigate off-site impacts* *c) the extent to which the development is desired in the zone* *d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.*	***DTS/DPF 2.1*** *None are applicable*	**Commentary** General Industry Use is a form of development that is envisaged in the Strategic Employment Zone. The land is separated from the General Neighbourhood Zone by a rail corridor and landscape buffer with the nearest residential sensitive receiver approximately 60 metres away As identified in Section 3.1 of this Planning Report, the hours of operation have been modelled based on the three proposed scenarios of operation for both day and night activities. All modelled scenarios have been confirmed by Resonate to be within the Noise EPP guidelines for both day and night for the nearest industrial and residential sensitive receiver.
Activities Generating Noise or Vibration		
PO 4.1 *Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).* **PO 4.2** *Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor workspaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:* *a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers* *b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers*	***DTS/DPF 4.1*** *Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.* **DTS/DPF 4.2** *None are applicable*	**Commentary** As described above, all modelled scenarios have been confirmed by Resonate to be within the Noise EPP guidelines for both day and night for the nearest industrial and residential sensitive receiver. **Commentary** On-site manoeuvring of employee, visitor and service delivery vehicles for the proposed land use will use the existing infrastructure and configuration previously approved. The existing building has existing roller doors that will be used by the new operations. The Resonate Acoustic report has modelled operations both with the existing roller doors open and closed and both scenarios are within the Noise EPP day criteria. Any operations at night would operate with the roller doors closed to mitigate the impacts on the adjacent sensitive receiver, with carparking areas on the western and northern edges of the building used for any staff that will be on-site between the hours of 10pm and 7am.

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and zones primarily intended to accommodate sensitive receivers c) housing plant and equipment within an enclosed structure or acoustic enclosure d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.		The proposed use will utilise the existing plant and all new equipment will be internal to the existing building with the operation of this equipment included within the scenario modelling undertaken by Resonate. Given the outcomes of the acoustic modelling supported by the existing rail corridor and significant landscape buffer, there is no visual or acoustic barrier required on the proposed site to meet the requirements of PO 4.2.
Air Quality		
PO 5.1 *Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.*	**DTS/DPF 5.1** *None are applicable*	**Commentary** The proposed land use for machinery and equipment fabrication, metal pressing and assembly will not produce any air quality emissions that would unduly affect the amenity of the nearest residential or industrial sensitive receiver and air quality impacts are managed within the existing building for the employees.
PO 5.2 *Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by:* *a) incorporating appropriate treatment technology before exhaust emissions are released* *b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.*	**DTS/DPF 5.2** *None are applicable*	**Commentary** There are no additional exhaust flues proposed as part of the proposed land use operations, with the existing building plant and equipment suitable for the new operations.

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Light Spill		
PO 6.1 *External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).* **PO 6.2** *External lighting is not hazardous to motorists or cyclists*	**DTS/DPF 6.1** *None are applicable* **DTS/DPF 6.2** *None are applicable*	**Commentary** All external security lighting will remain on site, with no changes to the carparking and building security lighting. With no identified impact from the existing lighting design and configuration causing impacts to adjacent roads and/or sensitive receivers.

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5 – CONCLUSION

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5. Conclusion

The application seeks planning consent for a change of land use from Light Industry to General Industry.

The operations will bring approximately 100 new jobs to the City of Salisbury and the proposal is consistent with the land uses encouraged for establishment within the Edinburgh Parks Industrial Precinct, which is considered by the proponent to be one of Adelaide's premier employment and economic development centres.

The facility operator is seeking to establish and grow their business in the City of Salisbury and have undertaken the necessary investigations to confirm that operations can be delivered from the existing building and supporting site infrastructure established at 24-30 Kaurna Avenue, Edinburgh, meeting all technical requirements for noise in accordance with the *Environment Protection (Noise) Policy 2007 (Noise EPP)*.

The Resonate Acoustic report provided as a key technical supporting document to support this assessment has confirmed that the proposed operations to be relocated to the site can fully meet the required technical standards for noise transfer and meet the performance outcomes sought in the zone for acoustic levels at the nearest residential and industrial sensitive receiver.

On balance, it is considered that the proposed land use, with the supporting technical acoustic engineer report, demonstrates sufficient compliance with the performance outcomes sought by the zone and relevant overlays to warrant Council's favourable consideration.

LAND SERVICES SA

Product	Register Search (CT 6011/317)
Date/Time	30/06/2020 03:12PM
Customer Reference	
Order ID	20200630009032

REAL PROPERTY ACT, 1886
South Australia

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

Certificate of Title - Volume 6011 Folio 317

Parent Title(s) CT 5878/659

Creating Dealing(s) RTU 10927508

Title Issued 16/06/2008 **Edition** 4 **Edition Issued** 01/05/2018

Estate Type

FEE SIMPLE

Registered Proprietor

URBAN RENEWAL AUTHORITY
OF LEVEL 9 (WEST) RIVERSIDE CENTRE NORTH TERRACE ADELAIDE SA 5000

Description of Land

ALLOTMENT 303 DEPOSITED PLAN 76945
IN THE AREA NAMED EDINBURGH
HUNDRED OF MUNNO PARA

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED C TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (RTC 9135064)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED E FOR THE TRANSMISSION OF ELECTRICITY BY UNDERGROUND CABLE TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (RTC 9135064)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED F TO TELSTRA CORPORATION LTD. (RTC 9135064)

SUBJECT TO SERVICE EASEMENT(S) OVER THE LAND MARKED B FOR SEWERAGE PURPOSES TO SOUTH AUSTRALIAN WATER CORPORATION (223LG RPA)

Schedule of Dealings

NIL

Notations

Dealings Affecting Title NIL

Priority Notices NIL

Notations on Plan NIL

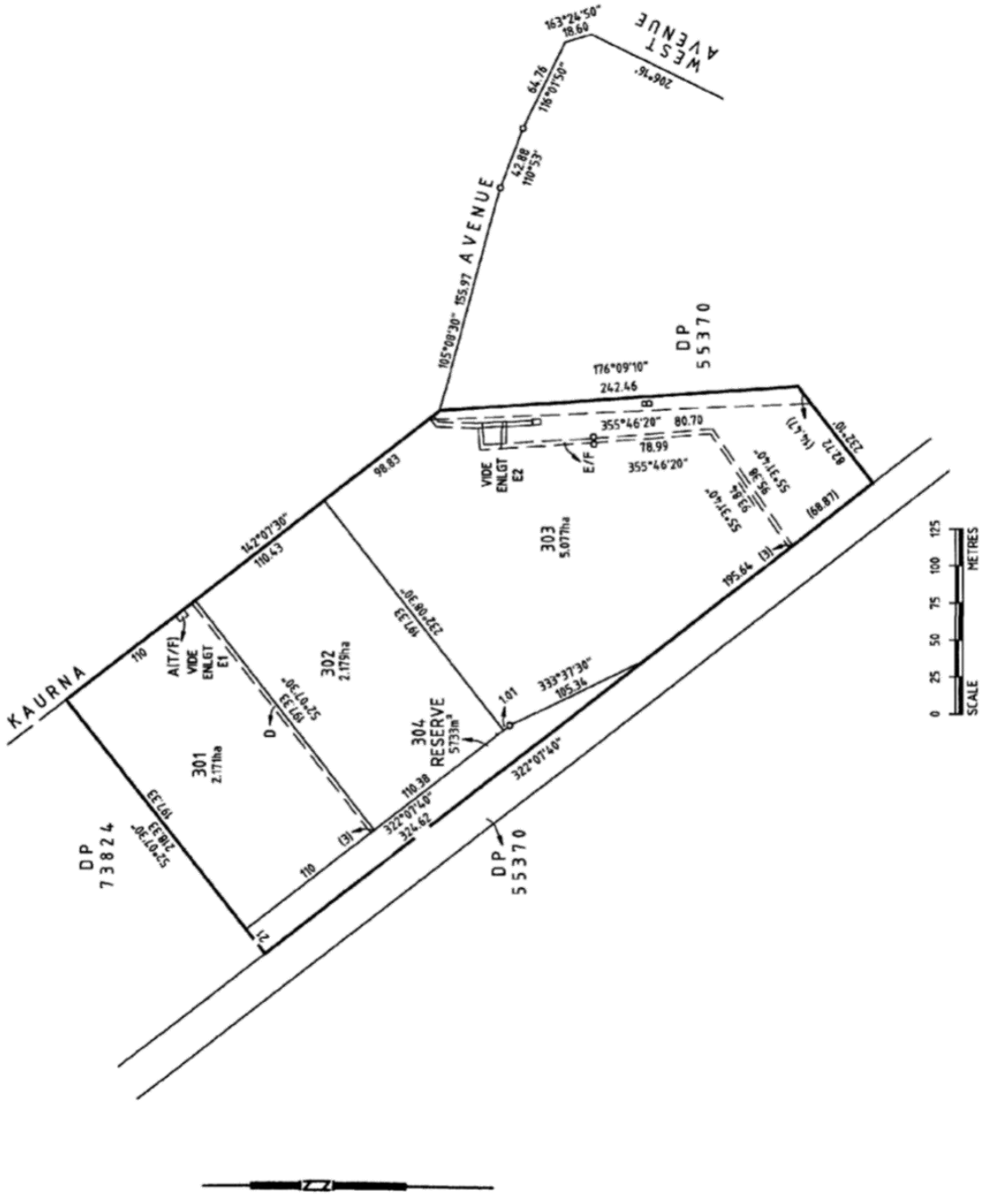
Registrar-General's Notes

NEW EDITION CREATED DUE TO EXPIRATION OF LEASE

Administrative Interests NIL

LAND SERVICES SA

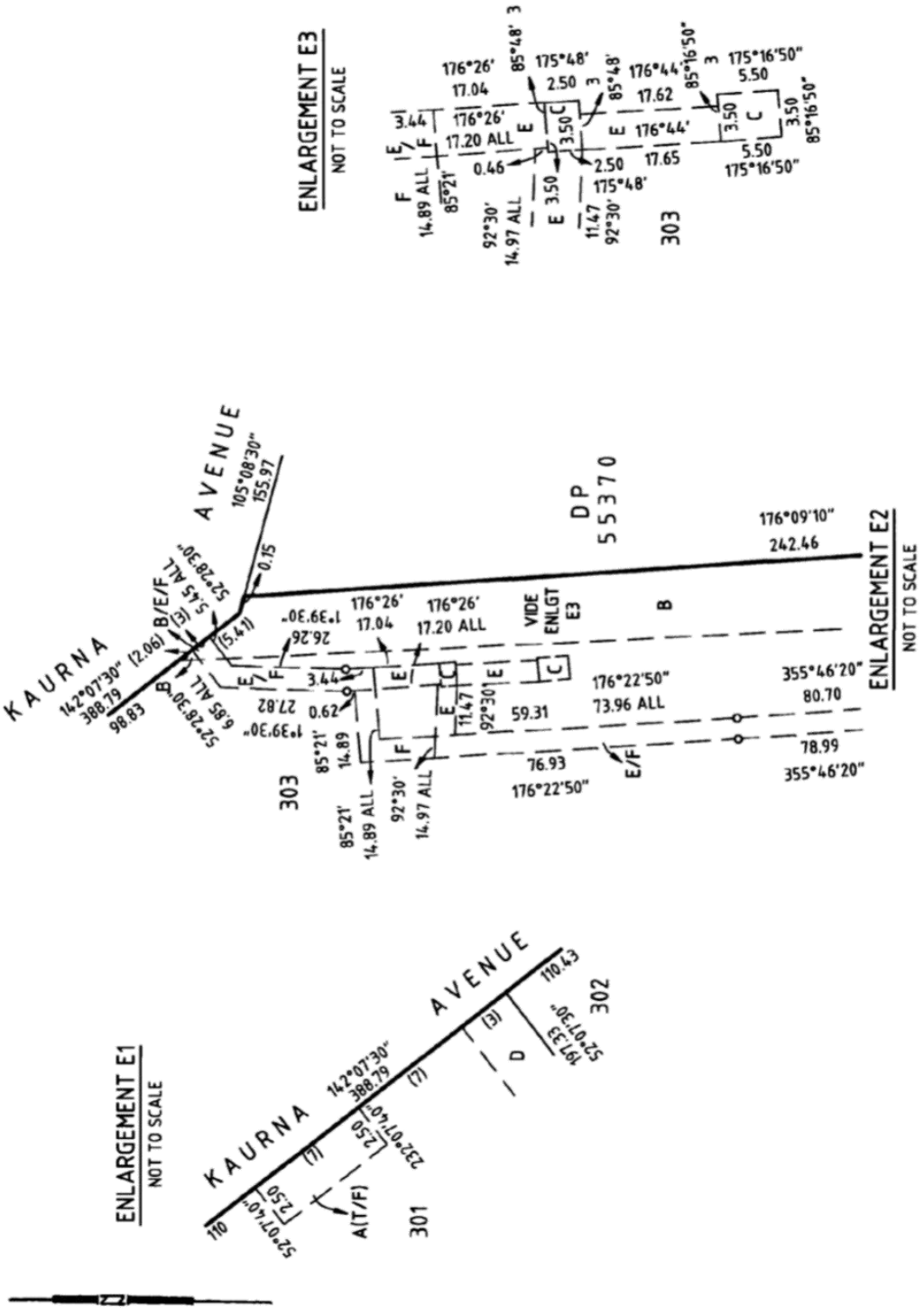
Product	Register Search (CT 6011/317)
Date/Time	30/06/2020 03:12PM
Customer Reference	
Order ID	20200630009032



Item 8.1.1 - Attachment 1 - Attachment 1 - Application Documentation

LAND SERVICES SA

Product	Register Search (CT 6011/317)
Date/Time	30/06/2020 03:12PM
Customer Reference	
Order ID	20200630009032



32 Kaurna Road, Edinburgh Park
Site Plan

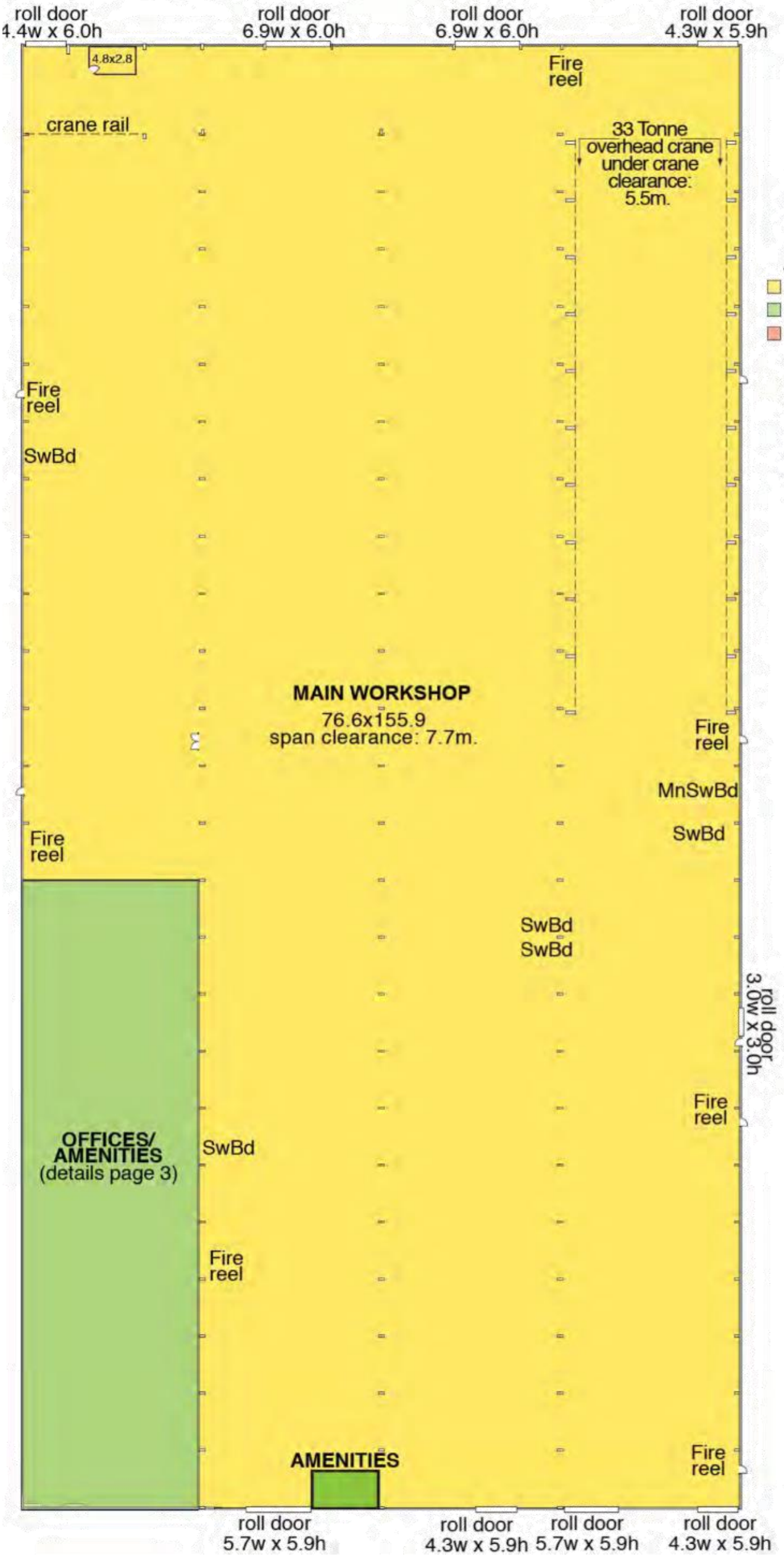
ESTIMATED GROSS LETTABLE AREA	
Main Workshop	10,704 sq. metres
Offices/Amenities	1,255 sq. metres
Workshops	505 sq. metres
Total Gross L.A.	12,464 sq. metres
Site (approx.)	5.07 Ha (50,700 sq. metres)

Complies with the PCA Method of Measurement

0 25
(Scale in metres)

N

JLL



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32 Kaurna Road, Edinburgh Park
Main Warehouse

ESTIMATED GROSS LETTABLE AREA

Main Workshop	10,704 sq. metres
Offices/Amenities	1,255 sq. metres
Workshops	505 sq. metres
Total Gross L.A.	12,464 sq. metres
Site (approx.)	5.07 Ha (50,700 sq. metres)

Complies with the PCA Method of Measurement

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(Scale in metres)

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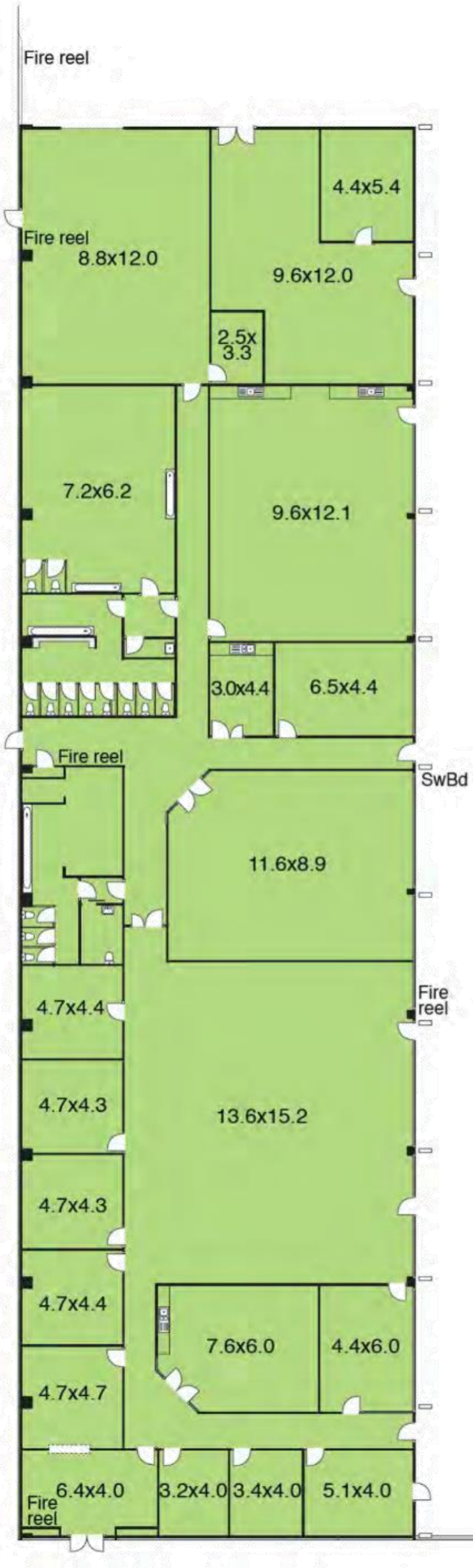

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32 Kaurna Road, Edinburgh Park
Offices / Amenites Plan

ESTIMATED GROSS LETTABLE AREA

Main Workshop	10,704 sq. metres
Offices/Amenities	1,255 sq. metres
Workshops	505 sq. metres
Total Gross L.A.	12,464 sq. metres
Site (approx.)	5.07 Ha (50,700 sq. metres)

Complies with the PCA Method of Measurement

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(Scale in metres)

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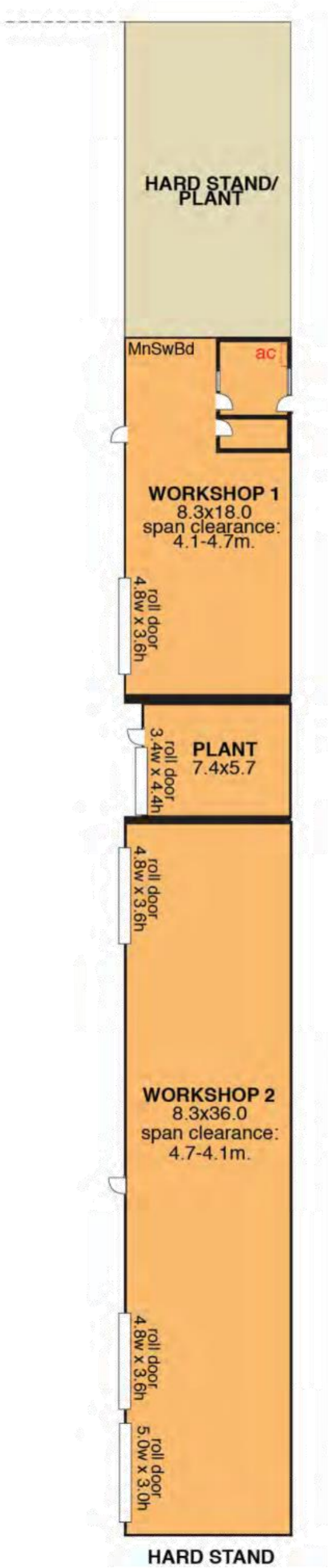

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32 Kaurna Road, Edinburgh Park
Workshops Plan

ESTIMATED GROSS LETTABLE AREA

Main Workshop	10,704 sq. metres
Offices/Amenities	1,255 sq. metres
Workshops	505 sq. metres
Total Gross L.A.	12,464 sq. metres
Site (approx.)	5.07 Ha (50,700 sq. metres)

Complies with the PCA Method of Measurement

0 25
(Scale in metres)

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HOLMES DYER PTY LTD
ABN: 30 608 975 391
Telephone: 08 7231 1889
Level 3, 15 Featherstone Place
Adelaide SA 5000

Unit 7, 326 Edgecliff Road
Woollahra NSW 2025

15 June 2022

Reference: 0718

Chris Carrey & Katherine Thrussel
City of Salisbury
34 Church Street
Salisbury, South Australia 5108

Attention: Chris Carrey & Katherine Thrussel

By Email: CCarey@salisbury.sa.gov.au
KThrussell@salisbury.sa.gov.au

Dear Chris and Katherine,

24 – 30 KAURNA AVENUE: RESPONSE TO CORRESPONDENCE FROM CHRIS CARREY ON 10 JUNE 2022

Thank you for your request for further clarification on a number of matters pertaining to the application at 24 – 30 Kaurna Avenue, Edinburgh Parks.

We have responded to each matter in the order you have raised them.

- The Noise Management Plan (DWG no. QMM0483-01-000-01 REV 2A) and the Site Plan (DWG No. QMM 0483-01-000-01 REV 2) are now consistent and supersede all previous plans. Specifically note that DWG QMM0483-01-000-01 and DWG QMM0483-01-000-02 have been superseded by these new plans. The area to the south of the building is now labelled 'Staff Car Park'. Access to this southern car park will be through gates that are locked from 7.00pm until 7.00am each working day to avoid after hours noise from vehicles arriving and departing outside working hours.
- The new car parking arrangements to the west of the building are now consistent between the two plans.
- The fencing will remain 2.4m high Colorbond fencing as currently exists. The plans have been amended to show this.
- As identified above, the gates to restrict access to the southern staff car park will be installed and managed to limit use to between the hours of 7.00am and 7.00pm. The gates will be unlocked and then locked at those times each day.
- Internal screens will be utilised within the building to limit the transfer of noise from the 'Workshop – High Noise' area to the 'Workshop – General Noise'. Note that these screens are not required to achieve the relevant EPP criteria at the nearest noise sensitive receiver locations. These screens will be moveable abatement screens of 4kg per m^2 and likely to utilise a Power Panel Hebel product, a Flexshield Mobile Soundproof Panel or similar. They can be moved to divide the two areas within the workshop or could be positioned to cocoon a particular activity if required. The primary purpose of this screening is management of noise levels within the workshop from an OH&S perspective, however there is potential for this screening to provide some incidental mitigation of environmental noise emissions by further containing noise from grinding, hammering and the like to the northern end of the

workshop. Moveable screening has been included in our noise predictions which show noise levels comply with Noise EPP criteria without reliance on this measure.

- The definition of the Workshop High Noise area is defined on the Noise Management Plan by the colourcode in the key, while it is identified by the alignment of the moveable noise abatement screens on the Site Plan.
- The evaporative cooling system is not operational and therefore will not be used. It is not envisaged that the workshop area will be air-conditioned. Accordingly, the Noise Management Plan prohibits the use of this plant. The office area may be air-conditioned in the future but this does not form part of the current application. Moreover, if the offices were proposed to be air-conditioned in the future, the system is likely to represent the equivalent of a large domestic system and would be subject to a future application process to vary any approval granted at this time. In Resonate's experience, external AC condenser units that would be typically associated with administration and office areas of this scale can readily comply with the applicable EPP Noise criteria when considering the distance between the building and nearest noise sensitive receivers.
- There is agreement to the impost of two character penalties for the purpose of the noise assessment. The proposal is predicted to fall within the required noise standards even allowing for these penalties. Resonate has conducted additional noise logging over the past week at QMM and Heavymech and can confirm that the noise levels are less than the nominal worst case internal noise scenario adopted by Resonate in their noise assessment. Accordingly, noise levels for surrounding land uses are expected to be lower than modelled predictions. The updated Environmental Noise Assessment document is attached which details the findings of the additional noise logging.
- We agree with the imposition of Conditions of Approval in respect of all the nominated issues, namely:
  - That no truck or forklift movements will be present on the southern side of the building.
  - That no cutting, welding, grinding or hammering activities will occur outside.
  - Requires noise from the facility to achieve the following noise levels:
    - L_{Aeq} level of 52 during the day (7.00am to 7.00pm)
    - L_{Aeq} level of 45 at night (10.00pm to 7.00am)
    - L_{Aeq} level of 60 dB(A) at night (10.00pm to 7.00am)

    when measured and adjusted in accordance with the *Environment Protection Noise Policy 2007.*
  - That no external mechanical plant is proposed.
  - That at night, no more than three staff would be working, all doors would remain closed and there would be no truck movements.
- The plan has been amended to remove the compressor room from the 'smaller building' east of the main structure. This building will only be used as a store. The compressor room is to be located on the west side of the main workshop. Its operating noise level (66 dB(a) at a distance of 1m) will not impact noise levels at the nearest sensitive noise receptor.

HOLMES DYER

- The relatively low noise levels within the building have been confirmed by the additional noise logging. To provide confidence regarding the performance of the proposal, the proponent has provided a Noise Management Plan which is intrinsic to, and forms part of, the application. Notwithstanding this connection, the proponent is willing to accept a Condition of Approval which requires implementation of the Noise Management Plan in full.
- Resonate's predictions and assessment of workshop noise breakout are based on attended noise measurements at existing facilities and detailed internal noise modelling of a nominal worst case scenario. Inputs to this scenario have been reviewed and verified by the applicant. Following discussions with Sonus, Resonate has also undertaken noise logging over approximately 8 days in existing QMM and Heavymech facilities. The logging showed that internal noise levels are less than 80 dB(A) Leq(15min) in both facilities at all time, with the exception of 4 occasions at QMM where noise levels reached a maximum of 82 dB(A). This is consistent with Resonate's noise modelling and assessment which is based on internal noise levels greater than 85 dB(A) in the northern part of the workshop where high noise equipment and activities will be concentrated. The location of these items is clearly demarked within the Noise Management Plan and therefore readily enforceable. Resonate consider that the above quantity of evidence including detailed modelling, measurements and noise logging of the actual proposed noise sources in their existing premises, provides a high level of certainty that noise breakout from the workshop will comply with the relevant noise criteria.

Resonate have provided an updated Environmental Noise Assessment (Revision D) and Noise Management Plan (Revision A) which are appended to this correspondence. These documents supersede earlier versions of these reports.

The proposal meets and exceeds its obligations in respect of noise management, employs a Noise Management Plan which it is obliged to adhere to as part of any approval and acknowledges the appropriateness of a series of conditions suggested by Sonus as a basis for ensuring the performance of the development and is therefore an appropriate land use for this site.

Yours sincerely,

Stephen Holmes
Director

Encls: Environmental Noise Assessment
Noise Management Plan

Resonate

24-30 Kaurna Avenue Edinburgh

Environmental Noise Assessment

A220039RP1 Revision D

Tuesday, 14 June 2022

www.resonate-consultants.com

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Document Information

Project	24-30 Kaurna Avenue Edinburgh
Client	Equity Advisory Corporate Services
Report title	Environmental Noise Assessment
Project Number	A220039

Revision Table

Report revision	Date	Description	Author	Reviewer
0	10 February 2022	First issue	Nick Henrys	Darren Jurevicius
A	24 February 2022	Revised	Nick Henrys	Darren Jurevicius
B	27 April 2022	Updated	Alex Foster	Darren Jurevicius
C	3 June 2022	Revised	Nick Henrys	Darren Jurevicius
D	14 June 2022	Revised	Nick Henrys	Darren Jurevicius

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Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
Characteristic	Associated with a noise source, means a tonal, impulsive, low frequency or modulating characteristic of the noise that is determined in accordance with the Guidelines for the use of the Environment Protection (Noise) Policy (Noise EPP) to be fundamental to the nature and impact of the noise.
Continuous noise level	A-weighted noise level of a continuous steady sound that, for the period over which the measurement is taken using fast time weighting, has the same mean square sound pressure as the noise level which varies over time when measured in relation to a noise source and noise-affected premises in accordance with the Noise EPP
Day	Between 7 am and 10 pm as defined in the Noise EPP
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of loudness.
dB(A)	Units of the A-weighted sound level.
Frequency (Hz)	The number of times a vibrating object oscillates (moves back and forth) in one second. Fast movements produce high frequency sound (high pitch/tone), but slow movements mean the frequency (pitch/tone) is low. 1 Hz is equal to 1 cycle per second.
Indicative noise level	Indicative noise level determined under clause 5 of the Noise EPP.
L_{90}	Noise level exceeded for 90 % of the measurement time. The L_{90} level is commonly referred to as the background noise level.
L_{eq}	Equivalent Noise Level—Energy averaged noise level over the measurement time.
L_{max}	The maximum instantaneous noise level.
Night	Between 10.00 p.m. on one day and 7.00 a.m. on the following day as defined in the Noise EPP
Noise source	Premises or a place at which an activity is undertaken, or a machine or device is operated, resulting in the emission of noise
Quiet locality	A locality is a quiet locality if the Planning & Design Code provisions that make land use rules for the locality principally promote land uses that all fall within either or both of the following land use categories: (a) Residential; (b) Rural Living;

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Table of Contents

Resonate

1 Introduction

This report outlines the environmental noise assessment for the proposed change of use of an existing industrial facility at 24 – 30 Kaurna Avenue, Edinburgh.

The site consists of an existing main building with an office area and a workshop, external carparking, and storage/laydown areas. The building is to accommodate 100 people and activities for manufacturing and warehousing. Four businesses which operate under a common ownership and management structure (QMM, Heavymech, Fabtech and Auspress) will relocate from their existing premises and be co-located the proposed site. Resonate has been provided with noise reports of their existing operations to assist with this assessment. This assessment has also been informed by observations and noise measurements at each of the four existing sites.

There is an internal driveway along the east boundary of the site, and existing hard stand parking space at the west of the site.

The primary sources of the noise from the development are expected to be:

- Noise breakout from the building arising from industrial activities
- Truck movements and loading/unloading activities
- On site car parking including light vehicle movements
- Waste collection.

The closest noise sensitive receivers are residences located to the south-west, with neighbouring industrial land use to the east and north. In accordance with the Noise Policy, both residences and businesses are considered to be 'noise affected premises'.

The potential noise emissions from the development have been assessed against the requirements of the Planning & Design Code and the South Australian environmental Noise Policy.

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2 Proposed development

2.1 Location

The proposed development is located at 24 – 30 Kaurna Avenue, Edinburgh. Figure 1 shows the proposed extent of the site with the existing building with respect to the nearest noise sensitive receivers.

Figure 1 Proposed development with respect to nearby receivers

2.2 Operation

The operational hours are understood to be generally within 7:00 am to 10:00 pm, although some emergency workshop activity could occur outside of these hours and has been addressed in this assessment.

It is proposed that the Site Building (as shown on Figure 1) will accommodate 4 business, namely:

- Heavymech
- QMM
- Fabtech
- Auspress.

Appendix A – Site Plan contains the site layout for the proposed development. For clarity, a description of the activities associated with each business is provided below.

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Heavymech

Heavymech repairs and machines heavy spare parts and/or components used in industrial equipment. The parts arrive by truck (usually less than 5 tonne) and are unloaded by an overhead crane or a mobile crane or a forklift. The majority of the components machined by Heavymech weigh less than 1 tonne. Components are cleaned and then machined in a manner so as to make it fit for purpose. Heavymech undertakes approximately 100 jobs per month and the deliveries on a daily basis are usually less than 5 movements in and out. Occasionally hearing protection is worn on the noise generating machines. In the main, the machinists elect to listen to their machines as they are working as this enables them to control their functionality.

On the Kaurna Ave hard stand (North of the main building) and on the western area hardstand it is proposed to store steel raw materials and components waiting for repair or waiting for collection having been repaired. It is expected that there will be movement from these work in progress areas on a daily basis.

QMM

QMM repair and fabricate quarry and mining equipment. QMM does the majority of its work utilising light or medium weight steel components. A feature of QMM's fabricated equipment is its size rather than weight i.e. the limitation on transporting in and for loading out QMM equipment is the physical size of the equipment as determined by transport criterions i.e. 15m long x 4.5 wide etc rather than its weight. The steel components arrive by truck and usually weigh less than 5 tonnes. The majority of the components fabricated by QMM weigh less than 5 tonne. QMM is currently located in a light industry zone and the majority of its fabricated components are assembled on site from individual components weighing less than 5 tonne. The majority of QMM's completed components including spare parts imported from overseas weigh less than 1 tonne. Occasionally hearing protection is worn when noisy work such as grinding or hammering takes place. No grinding or hammering takes place outside the main building.

The fabricated components are often designed by QMM's in house personal. The engineered components are drafted in workshop drawings and are assembled having been manufactured or machined. The completed fabricated equipment is then dispatched by truck.

On the Kaurna Ave hard stand and on the western area hardstand it is proposed to store steel raw materials and components waiting for fabrication or waiting for collection having been fabricated. It is expected that there will be movement from these work in progress areas on a daily basis. QMM advise that without exception each item stored is valuable and will not dropped whilst being handled.

Fabtech

It is proposed that Fabtech will use part of one of the bays within the main building. Fabtech installs geomembrane liners. As part of its operation, Fabtech prefabricates geomembrane liners by cutting them to size using a Stanley knife and welding the sub sections together using a high temperature welder. The process requires a high degree of cleanliness and does not generate noise of any significance in an environmental impact context. The delivery and dispatch of geomembrane components for Fabtech takes place on a weekly rather than daily basis.

Auspress

Auspress intends to use a section of the premises to store prefabricated press-fit plumbing components. The storage of these components requires a small number of light vehicle movement all of which will occur from the Kaurna Ave end (northern end) of the premises.

Auspress imports products and is primarily a warehousing and repackaging facility. No manufacture of components is proposed to occur on site.

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Summary

The site will include:

- The main building
- A smaller building to the east of the main building, used for storage and to house a compressor.
- A single truck unload/loading bay at the northeast corner of the main building.
- A hard stand area to the north and west of the main building to store materials and fabricated components ready for collection. Storage of materials is not proposed at the southern end of the main building.
- Staff and visitor car parking spaces to the south and west of the site.

Noise sources associated with the operations of the site included in this assessment are as follows:

- Noise emitted from workshop activity and equipment within the main building
- Noise from the compressor in the ancillary building
- Delivery trucks arriving and reversing into the loading bay
- Delivery trucks leaving the loading bay
- Light vehicle movements associated with parking on site
- Forklift activity in the loading and storage areas.

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3 Planning & Design Code

3.1 Zoning

3.1.1 Subject site

The subject site is located within the City of Salisbury in a Strategic Employment zone. The relevant Desired Outcomes are outlined in Table 1.

Table 1 Relevant Desired Outcomes—Strategic Employment zone

Desired Outcome	
DO1	A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.
DO 2	Employment-generating uses are arranged to: a. support the efficient movement of goods and materials on land in the vicinity of major transport infrastructure such as ports and intermodal freight facilities b. maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related industry and warehousing, ship building and related support industries c. create new and enhance existing business clusters d. support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.
DO 3	A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements.

3.1.2 Adjacent land

The closest noise sensitive receivers are located to the east, west and north of the site along Kaurna Avenue and to the south of the site along Camira Way.

The receivers along Kaurna Avenue are located in the same zone as the subject site, that is, the Strategic Employment zone.

The receivers along the southern boundary on Camira Way are located in the General Neighbourhood zone. The relevant Desired Outcome for the General Neighbourhood zone is outlined in Table 2.

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Table 2 Relevant Desired Outcome —General Neighbourhood zone

Desired Outcome	
DO1	Low-rise, low and medium-density housing that supports a range of needs and lifestyles located within easy reach of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.

3.2 Interface between land uses

Interface between Land Uses is a General Development Policy that is relevant to the subject site. The relevant Assessment Provisions relating to noise are outlined in Table 3.

Table 3 Relevant Assessment Provisions—Activities generating noise or vibration

Relevant Assessment Provisions	
Desired Outcome	
DO1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.
Performance Outcome	**Deemed-to-Satisfy Criteria / Designated Performance Feature**
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers c) housing plant and equipment within an enclosed structure or acoustic enclosure d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.

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4 Noise criteria

4.1 Environmental noise policy

As noted in DTS/DPF 4.1, environmental noise emissions from the subject site should comply with the *Environment Protection (Noise) Policy* 2007 (Noise EPP).

The noise goals in the Noise EPP are based on the zoning of the development and the closest noise sensitive premises in the relevant development plan. The land uses primarily promoted by the zones are used to determine the environmental noise criteria with the indicative noise factors shown in Table 4 and Table 5. Note that the indicative noise factors in Table 4 are used where the noise source and noise affected premises falls within the same land use category (being only General Industry and Special Industry). In all other cases the indicative noise factors in Table 5 are to be used.

Table 4 Excerpt from Noise EPP—Table 1(subclause(1)(a))

Land use category	Indicative noise factor dB(A) L_{eq}	
	Day (7 am to 10 pm)	Night (10 pm to 7 am)
General industry	65	65
Special industry	70	60

Table 5 Excerpt from Noise EPP—Table 2(subclause(1)(b))

Land use category	Indicative noise factor dB(A) L_{eq}	
	Day (7 am to 10 pm)	Night (10 pm to 7 am)
Rural living	47	40
Residential	52	45
Rural industry	57	50
Light industry	57	50
Commercial	62	55
General industry	65	55
Special industry	70	60

Based on the zoning and the relevant Desired Outcomes for the zones of the subject site and the adjacent receptors, the primarily promoted land uses and the relevant criteria for the receivers in each zone are outlined in Table 6.

In accordance with Part 5 of the Noise EPP, the relevant criteria is the average of the relevant indicative noise factors less 5 dB(A) for new noise sources, in recognition of a range of factors including the increased sensitivity to noise of noise affected premises to a new noise source, the increased scope for inclusion of reasonable and practicable noise reduction measures to new developments. In this case, the industrial activities have been changed from light industry to general industry activities, however, the nature of noise emissions are expected to be similar to previous industrial uses of the site. In recognition that different equipment will be used in the facility, the 5 dB(A) 'planning penalty' has been adopted for this assessment.

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The residential noise affected premises are situated in a 'quiet locality', being a Residential zone, where a maximum noise criterion of 60 dB(A) L_{max} at night, 10 pm to 7 am is applicable in addition to continuous noise level (L_{eq}) of 52 dB(A) during the daytime and 45 dB(A) at night.

The assessment criteria shown are shown in Table 6.

Table 6 Summary of zones, land uses, and Noise EPP criteria

Site	Zone	Land use(s)	Criteria	
			Day (7 am to 10 pm)	Night (10 pm to 7 am)
Subject site	Strategic Employment zone	General Industry	N/A	N/A
Commercial buildings (along Kaurna Avenue)	Strategic Employment zone	General Industry	60 dB(A) L_{eq}	60 dB(A) L_{eq}
Residential buildings (along Camira Way)	General Neighbourhood zone	Residential	52 dB(A) L_{eq}	45 dB(A) L_{eq} 60 dB(A) L_{max}

Penalties can also be applied to a noise source for a variety of characteristics, such as impulsive, low frequency, modulating or tonal characters. For a characteristic penalty to be applied to a noise source it must be fundamental to the impact of the noise and dominate the overall noise impact. Application of the characteristic penalty is discussed in the noise emission assessment. Note that this 'characteristic penalty' differs to the aforementioned 'planning penalty'.

We note that under Part 5, Clause 20(6) of the Noise EPP, exceedance of the recommended criterion does not necessarily mean action is required under the Noise EPP. Some of the following matters should be considered when considering action:

- the amount by which the criterion is exceeded (in dB(A))
- the frequency and duration for which the criterion is exceeded
- the ambient noise that has a noise level similar to the predicted noise level
- the times of occurrence of the noise source
- the number of persons likely to be adversely affected by the noise source and whether there is any special need for quiet.

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5 Assessment

5.1 Noise modelling

5.1.1 Modelling parameters

Noise emissions from site have been modelled in SoundPLAN Environmental Software v8.2 program, using ISO-9613-2:1996 standard for outdoor noise propagation. The modelling methodology is industry-standard and takes into consideration:

- geometrical divergence
- screening by obstacles
- air absorption
- reflection from surfaces
- ground effects
- downwind conditions, or, equivalently, propagation under a well-developed moderate ground-based temperature inversion, such as commonly occurs at night.

5.1.2 Modelling scenarios

Noise emissions from the operation of the proposed development have been assessed based on our understanding of the proposed operation for worst case day time and night time scenarios as follows.

- Scenario 1: Peak daytime operation
  - 60 vehicle movements driving through the eastern driveway where all vehicles would park on site
  - Workshop noise from the main building
  - Noise from the compressor in the ancillary building
  - Truck movement driving into the site and reversing into loading bay
  - Truck idling at the loading bay for 15 minutes period time
  - Reverse beeper going continuously for 30 seconds while truck is reversing into the loading dock
  - Forklift operating continuously for 15 minutes in the northern laydown area and western storage area (one forklift per area).
  - All roller doors to the north of the building open (e.g. during loading) while all roller doors to the south of the building remain closed.

- Scenario 2: Peak night time operation
  - Emergency workshop noise from the main building. We understand that only 2-3 people working within the main building for emergency works only will occur during the night hours. We have assumed that the internal noise level will reduce by 5 dB in comparison to day operations, which is considered conservative.
  - Noise from the compressor in the ancillary building
  - All roller doors for the building closed.

5.1.3 Noise source levels

Noise sources for this development will include equipment within the workshop building, cars travelling and parking on site, delivery trucks travelling in and out of the site and idling at the loading bay, loading activity, and forklift operation in loading and storage areas.

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Workshop internal noise levels

Resonate have undertaken attended noise measurements within the existing premises of all four businesses to be co-located within the proposed building (QMM, Heavymech, Fabtech and Auspress), on Tuesday 31 May and Wednesday 1 June 2022. It is understood that the operation undertaken during measurements at each facility represented typical operation, while noting that the level of activity at each site may vary day-to-day.

Details of these measurements and results are presented in Table 7 below.

Table 7 QMM, Heavymech, Fabtech and Auspress - measured existing internal noise levels.

Location	Location details	Measured noise level		Noise sources, notes
		dB(A) L_{eq}	dB(A) L_{max}	
QMM	At western roller door	75	82	Gantry crane chain, angle grinding, metal on metal impacts.
	Centre of workshop. 10m from grinding	80	90	Two angle grinders operating
	Average of eastern facade	73	79	2-3 angle grinders, radio
	Centre of workshop, 15m from grinding	83	97	2-3 angle grinders, hammering
	External, approximately 10m from western roller door	62	64	Angle grinding, radio
Heavymech	Near centre of workshop	74	83	Drilling, hand tools
	Near centre of workshop	74	86	General workshop noise, radio, hammering. Gantry.
	2m from milling machine motor	78	80	Motor belt drive noise.
	5m from milling machine	71	73	Motor, milling noise
	Northern site boundary adjacent to residences	53	56	Workshop barely audible. Dominated by traffic noise.
	Northern roller door	66	69	Hammering, radio, general workshop noise
Fabtech	Centre of building	59	67	Forklift, radio, voices
	Centre of building	67	76	Gas Forklift at 5m.
	Centre of building	67	74	Forklift driving.
Auspress	Centre of building	74	91	Nail gun at 10m
	Centre of building	76	91	Circular Saw, nail gun at 10m

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Location	Location details	Measured noise level		Noise sources, notes
		dB(A) L_{eq}	dB(A) L_{max}	
	Northern roller door	61	73	Measurement dominated by traffic noise.

From the above measurements it is apparent that noise levels vary considerably in each facility depending on the noise sources present and proximity of measurements to each source. This is typical for large warehouse and workshop buildings in our experience. While noise levels near high noise activities such as grinding exceed 80 dB(A) L_{eq}, spatially averaged noise levels throughout all buildings were less than 80 dB(A) L_{eq} at the time of measurement.

The above measurements are consistent with an occupational health survey undertaken at Heavymech's existing site - *Noise Survey in the Workshop*, undertaken by Dewing Ergonomics and Safety Pty Ltd issued on the 3rd of September 2014, which show noise level of 80 dB(A) or less in most of the workshop area, with higher levels localised around high noise items.

The measurements presented in Table 7 are also consistent with measurements undertaken by Chris Turnbull of Sonus, and presented in a statement of evidence dated November 2019, in which it is stated that 62 dB(A) was measured in the vicinity of QMM's workshop building due to grinding and welding noise breakout via an open roller door.

Further unattended internal noise logging was also undertaken between 6 June and 14 June 2022, within existing QMM and Heavymech facilities. The highest measured noise level was 80 dB(A) in Heavymech and 82 dB(A) within QMM, with internal noise levels less than 80 dB(A) for the majority of the time.

To assess expected noise breakout from the workshop building, a nominal worst-case scenario has been adopted based on the layout shown in Appendix A and information provided by the client. This includes:

- 10 angle grinding bays with all operating for 50% of a 15 minute period, located in the north-eastern corner of the building
- Metal hammering in the north-eastern corner of the building
- Circular saw at the northern end of the building
- 3 forklifts
- Lathes, milling machines and borers along the eastern side of the building
- General workshop noise (hand tools, radio and the like).

A sound particle diffraction (SPD) calculation has been undertaken using SoundPLAN v8.2 software to predict the distribution of noise within the space, which is then used to calculate noise breakout based on the building envelope construction. The modelled internal noise levels are presented in Figure 2 below.

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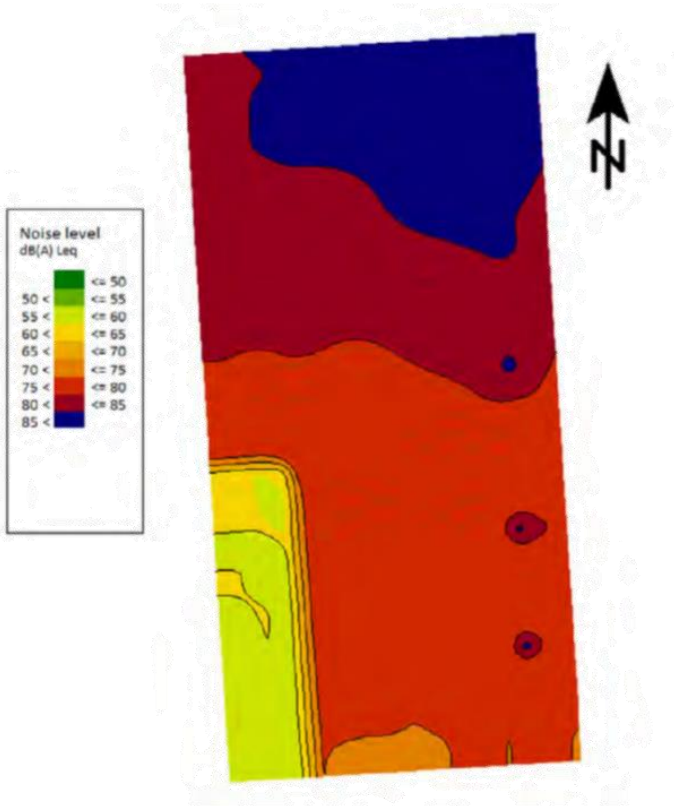

Figure 2: 24-30 Kaurna Avenue - modelled internal noise levels (1.5m above floor level)

The predicted daytime internal noise levels are generally higher than the 'typical' attended measured noise levels in existing premises presented in Table 7, and therefore are conservative.

Worst-case night time workshop internal noise levels are conservatively assumed to be at least 5 dB(A) lower than those presented in Figure 2 above, due to night time activity being limited to a maximum of 2-3 staff undertaking emergency work on an occasional basis.

It is recommended that the location of high noise activities within the workshop (such as grinding and hammering) is managed through a *Noise Management Plan* to ensure that these occur at the northern end of the building so that potential impacts on noise sensitive receivers to the south are minimised.

Workshop noise break-out

Noise breakout from the workshop building has been assessed based on the following construction which has been determined from available drawings and photographs of the existing structure.

- External façade – brickwork from the ground to 1.5 m high and the remaining facade up to the roof is metal cladding
- Roof – sawtooth with profile metal cladding
- Skylights – glazing and louvers (openings) to the south-facing vertical sawtooth elements.
- Roller doors – dimensions and locations of the roller doors based on as-built drawings of the existing facility.

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External noise sources

Noise levels for the carparks were calculated in SoundPlan based on the number of carparks in a parking lot and the amount of car movements into a park per hour, according to ISO 9613-1996 (Parkplatzlarmstudie 2007). Noise levels for the movement of cars through the site were obtained from Resonate's database.

Truck and loading activity has been included in the noise model with sound power levels obtained from Resonate's database including the following noise sources as described in Section 5.1.2:

- Truck movements
- Truck idling
- Truck engine start and acceleration when departing the site
- Brake compressed air release noise
- Reverse beeper noise
- Forklift activity.

Compressor

Heavymech are currently running an Atlas Copco GA30 screw-type compressor which will be relocated to the compressor room in the smaller building to the east of the workshop. It is understood that this compressor has sufficient capacity to serve the needs of all four businesses in the proposed workshop.

Based on manufacturers data this compressor has a noise level of 66 dB(A) at a distance of 1 metre.

5.2 Characteristic noise penalties

Penalties to the source level should be applied in accordance with the Noise EPP to recognise annoyance associated with noise that is dominated by tonal, modulating, low frequency, or impulsive characteristics. A 5 dB(A) penalty is applied for one characteristic, an 8 dB(A) penalty is applied for two characteristics, and a 10 dB(A) penalty is applied for three or more characteristics.

For a characteristic penalty to be applied to a noise source is must be fundamental to the impact of the noise and dominate the overall noise impact at the receptor location.

Application of a characteristic penalty will depend on the received noise levels compared with the background noise levels to determine whether the character(s) are fundamental to the impact of the noise and dominate the overall noise impact.

Based on measurements and observations undertaken at existing QMM, Heavymech, Fabtech and Auspress facilities, tonal, modulating or impulsive character may be associated with some activities occurring on site. It was noted that noise emissions generally contained one or two characteristics (for example modulating and impulsive, or modulating and tonal), however there were no occasions where more than two characteristics were judged to be fundamental to the impact of the noise.

It is recommended that all vehicles requiring a reversing alarm are fitted with a broadband (rather than tonal) alarm to minimise tonal character in noise emissions from the site.

On this basis an 8 dB(A) penalty has been applied to all scenarios in this assessment to account for up to two characteristics present in noise emissions received at noise sensitive premises.

5.3 Predicted noise levels

A summary of the predicted noise levels with the corresponding scenarios listed in Section 5.1.2 at the nearest sensitive noise receivers are presented below.

Table 8 Predicted noise levels—Scenario 1 (day)

Prediction location	Predicted noise level, L_{eq} dB(A)	Noise EPP day time criteria, dB(A)
Closest industrial receiver	60(1)	60
Closest residential receiver	51(1)	52

(1) An 8 dB(A) penalty may be applicable to account for up to two characteristics (modulating, tonal or impulsive noise) associated with site activities. The presented level includes an 8 dB(A) penalty.

Table 9 Predicted noise levels—Scenario 2 (night)

Prediction location	Predicted noise level, L_{eq} dB(A)	Noise EPP night time criteria, dB(A)
Closest industrial receiver	50(1)	60
Closest residential receiver	42(1)	45

(1) An 8 dB(A) penalty may be applicable to account for up to two characteristics (modulating, tonal or impulsive noise) associated with site activities. The presented level includes an 8 dB(A) penalty.

Predicted maximum noise levels from metal hammering within the building are also less than the night-time criteria of 60 dB(A) L_{max} at the nearest residential receiver.

Based on the results presented above, the predicted noise levels for all scenarios comply with the relevant environmental noise criteria.

5.4 Mechanical services noise

The only mechanical plant associated with the existing building is evaporative cooling. Resonate understand that the evaporating cooling units will not be utilised for the proposed development. This is consistent with existing QMM, Heavymech, Fabtech and AusPress warehouse/workshop spaces which do not have mechanical cooling or heating.

Furthermore, no additional external mechanical plant is proposed as part of this development. It is recommended that any future external mechanical plant be assessed to confirm compliance with the relevant Noise EPP criteria. In our experience, standard external condenser units that would typically be associated with office or administration areas can be expected to comply with the relevant daytime noise criteria.

5.5 Rubbish removal

According to the Noise EPP, if noise from garbage removal activities exceeds a maximum noise level of 60 dB(A) at a noise sensitive receptor it must only occur between 9 am and 7 pm on a Sunday or public holiday and 7 am and 7 pm on any other day. Note that this is unless it can be shown that a high noise environment exists.

Note that if garbage removal is restricted to 9 am and 7 pm on a Sunday or public holiday and 7 am and 7 pm on any other day, there will be no noise restrictions under the Noise EPP.

5.6 Noise Management Plan

Compliance with the Noise EPP criteria is dependant to some extent on site activities being undertaken in a manner consistent with this assessment. A stand-alone *Noise Management Plan* (NMP) has been prepared which clearly sets out the following:

- Applicable noise criteria
- Locations of noise generating activities
- Noise management measures
- Complaints handling procedure

The purpose of the NMP is to clearly define procedures for workshop supervisors and operators to follow, to ensure that noise emissions from the site are minimised to the extent that is reasonable and practicable, and that compliance with the Noise Policy criteria is maintained. The NMP will be made available to Council and is recommended that management measures are made enforceable through a condition of Development Approval.

Resonate

6 Conclusion

An environmental noise impact assessment has been undertaken for the proposed manufacturing building at 24 – 30 Kaurna Avenue, Edinburgh, South Australia.

This assessment has demonstrated that the noise emissions from operation of the proposed development are able to comply with the relevant environmental noise criteria.

It is recommended that a stand-alone *Noise Management Plan* (NMP) is implemented to ensure that activities on site are undertaken in a manner which minimises noise emissions and ensures compliance with the relevant environmental noise criteria is maintained.

On this basis the proposed manufacturing building will be able to operate within the relevant noise provisions in the Planning & Design Code and Environmental Protection (Noise) Policy.

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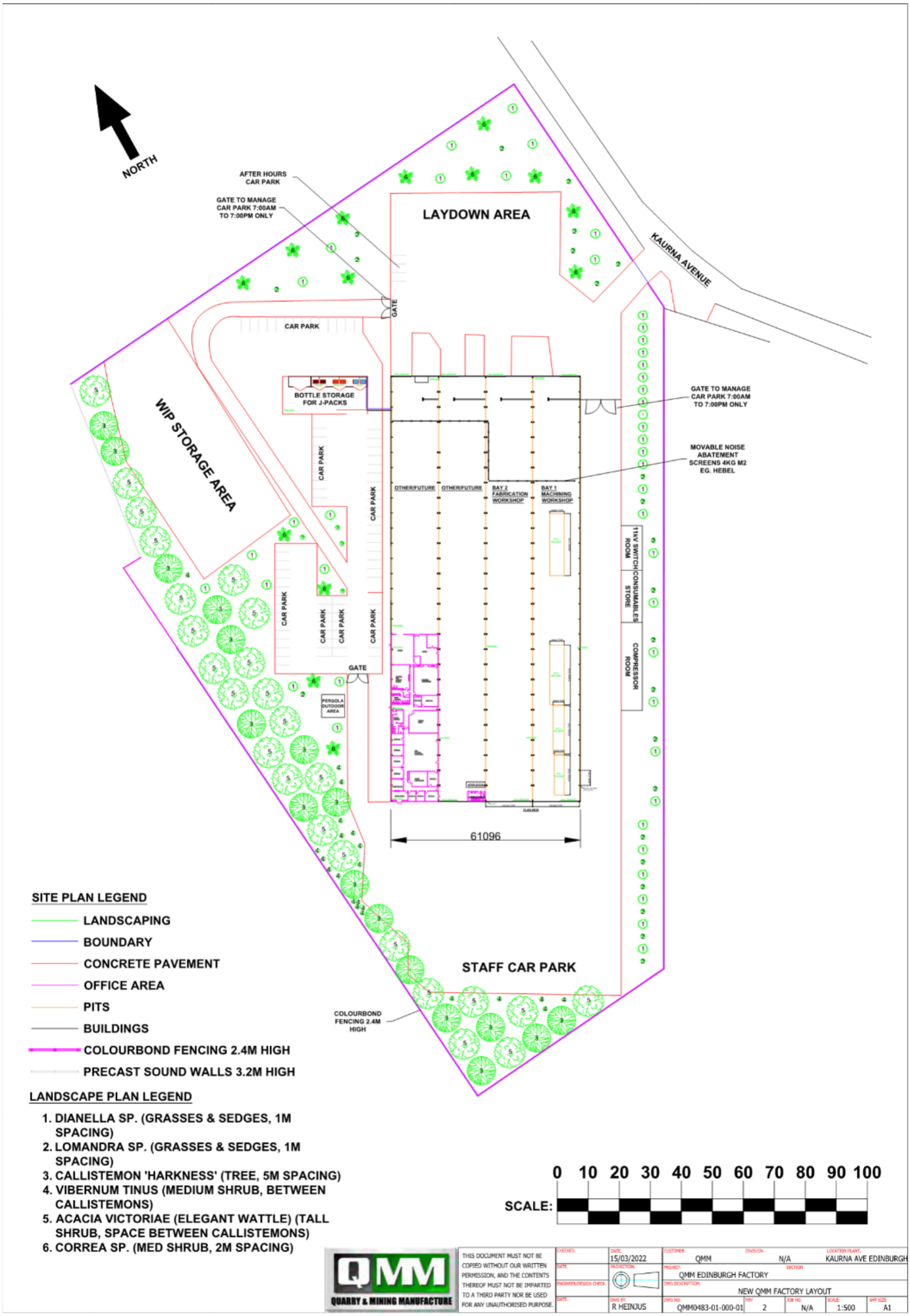
Appendix A – Site Plan



Item 8.1.1 - Attachment 1 - Attachment 1 - Application Documentation

Resonate

24-30 Kaurna Avenue Edinburgh

Noise Management Plan

A220039RP2 Revision A

Tuesday, 14 June 2022

www.resonate-consultants.com

Resonate

Document Information

Project	24-30 Kaurna Avenue Edinburgh
Client	Equity Advisory Corporate Services
Report title	Noise Management Plan
Project Number	A220039

Revision Table

Report revision	Date	Description	Author	Reviewer
0	3 June 2022	First Issue	Nick Henrys	Darren Jurevicius
A	5 June 2022	Revised	Nick Henrys	Darren Jurevicius
B	14 June 2022	Revised	Nick Henrys	Darren Jurevicius

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Table of Contents

Resonate

1 Introduction

This Noise Management Plan (NMP) outlines noise management and mitigation requirement associated with operation of a proposed workshop and warehouse facility at 24 – 30 Kaurna Avenue, Edinburgh.

The site consists of an existing main building consisting of an office area and a workshop, external carparking, and storage/laydown areas. The site accommodates four businesses which operate under a common ownership and management structure, namely:

- Heavymech
- QMM
- Fabtech
- Auspress.

The purpose of this NMP is to clearly define procedures for workshop supervisors and operators to follow, to ensure that noise emissions from the site received at neighbouring noise sensitive premises are minimised to the extent that is reasonable and practicable, and that compliance with the Noise Policy criteria is maintained.

This NMP includes the following:

- Applicable noise criteria
- Permitted locations for noise generating activities
- Noise management measures
- Complaints handling procedure.

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2 Noise Criteria

The relevant criteria applicable under Part 5 of the Environment Protection (Noise) Policy 2007 (Noise EPP) are presented in Table 1 below.

Table 1: Noise criteria

Site	Zone	Land use(s)	Criteria	
			Day (7 am to 10 pm)	Night (10 pm to 7 am)
Subject site	Strategic Employment zone	General Industry	N/A	N/A
Commercial buildings (along Kaurna Avenue)	Strategic Employment zone	General Industry	60 dB(A) L_{eq}	60 dB(A) L_{eq}
Residential buildings (along Camira Way)	General Neighbourhood zone	Residential	52 dB(A) L_{eq}	45 dB(A) L_{eq} 60 dB(A) L_{max}

It should be noted that Part 5 of the Noise EPP applies more stringent noise criteria to new developments during the planning and Development Assessment phase, than those applicable to existing developments under the general Part 4 provisions of the policy. The more stringent procedure for proposed new development is in recognition of a range of factors including the increased sensitivity to noise of noise affected premises to a new noise source, the increased scope for inclusion of reasonable and practicable noise reduction measures to new development, and the cumulative effect of noise.

Compliance of existing approved and operating sites is typically assessed under Part 4 of the Noise EPP which applies less stringent criteria than those presented above.

For the avoidance of doubt, the intent of this NMP is to ensure compliance with the more stringent Part 5 criteria presented above, to provide a high level of protection of residential amenity, over and above what is strictly required for approved developments under the Noise EPP.

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3 Noise Source Locations

Noise sources associated with site activities can be broadly categorised into the following:

- High noise activities and equipment including angle grinders, hammering of metal, circular saws, and any other equipment or activity which requires the operator or those in the immediate vicinity to wear hearing protection under the *Work Health and Safety (Managing Noise and Preventing Hearing Loss at Work) Code of Practice 2015*. That is, where the worker is exposed to noise levels exceeding 85 dB(A) L_{eq} when averaged over an 8-hour work day
- General workshop activities and equipment, including forklift and gantry crane operation, tools and equipment not requiring operator hearing protection
- Truck movements and truck loading and unloading activities
- Forklift operation associated with storage and laydown areas
- Light vehicle movements and carparking.

The permitted locations of the above noise sources are shown in Appendix A. These areas must be strictly adhered to, to avoid potential exceedance of the criteria presented in Section 2.

Deviation from these approved locations will not be permitted unless council approval is obtained.

Resonate

4 Hours of Operation

Hours of operation shall be within the Noise EPP daytime hours of 7am to 10pm daily, except for emergency works which may occasionally occur outside of these hours as may be required to meet an urgent need.

Emergency night works will be limited to a maximum of 2-3 workers within the workshop building, with all roller doors closed.

Outdoor activity including truck and forklift movements shall not occur outside the hours of 7am to 10pm.

Use of the southern staff and visitor car parking area shall be limited to the hours of 7am to 10pm.

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5 Noise management and mitigation measures

Table 2 summarises the noise mitigation and management measures to be implemented on site where reasonable and practicable.

Table 2 Noise Management Measures

Control Measure	Accountability
Roller doors on the southern side of the building will be closed at all times, except to allow egress in the event of an emergency	Workshop Supervisors
Care shall be taken when loading and unloading items to avoid generating unnecessary noise	Workshop Supervisors Operators
Operation of the workshop evaporative cooling plant is not permitted at any time.	Workshop Supervisors
Site vehicles which require a reversing alarm shall have a broadband (not tonal) alarm fitted. Where reasonable and practicable, any off-site trucks that regularly visit the premises should also have broadband reversing alarms fitted	Managers, Supervisors
Induction and training for new staff shall cover noise management procedures	Managers
Processes and equipment that generate lower noise levels will be selected where feasible.	Managers Workshop Supervisors
Equipment that emits noise predominantly in a particular direction will be sited such that noise is directed away from occupied premises where feasible.	Workshop Supervisors Operators
Planning will consider preventing vehicles and equipment queuing, idling or reversing unnecessarily	Workshop Supervisors Operators
Movable acoustic screens will be used where reasonable and practicable around high noise activities within the workshop. Screens should be solid and minimum 4 kg/m^2, for example Hebel PowerPanel. Flexshield Mobile Soundproof Panels or similar.	Workshop Supervisors Operators
Equipment or plant that is used intermittently will be shut down or throttled down to a minimum during periods where it is not in use.	Workshop Supervisors Operators
Avoid metal-to-metal contact where feasible.	Workshop Supervisors
Rubber bin liners should be used where practicable to minimise potential impact noise	Workshop Supervisors

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7 Complaints management

The residents along Camira Way will be advised in writing of the terms of any approval granted by the Council.

A complaints register will be maintained for the site, including the date and nature of the complaint and the response to the complaint. A contact phone number will be made available to nearby noise sensitive receivers so that contact can be made during work hours. The contact person should have an adequate level of responsibility to respond to the complaint.

Any complaints will be logged in the complaints register with notification of the intended action being taken to address the complaint. The complaints register will be made available to Council on request.

Resonate

Appendix A – Permitted Activity Locations


NORTH
AFTER HOURS CAR PARK
GATE TO MANAGE CAR PARK 7:00AM TO 7:00PM ONLY
LAYDOWN AREA
KAURNA AVENUE
GATE
CAR PARK
WIP STORAGE AREA
BOTTLE STORAGE FOR J-PACKS
CAR PARK
GATE TO MANAGE CAR PARK 7:00AM TO 7:00PM ONLY
MOVABLE NOISE ABATEMENT SCREENS 4KG M2 EG. HEBEL
OTHER/FUTURE
OTHER/FUTURE
BAY 2 FABRICATION WORKSHOP
BAY 1 MACHINING WORKSHOP
11kV SWITCH ROOM
CONSUMABLES STORE
COMPRESSOR ROOM
GATE
PERGOLA OUTDOOR AREA
61096
COLOURBOND FENCING 2.4M HIGH
SITE PLAN LEGEND
LANDSCAPING
BOUNDARY
CONCRETE PAVEMENT
OFFICE AREA
PITS
BUILDINGS
COLOURBOND FENCING 2.4M HIGH
PRECAST SOUND WALLS 3.2M HIGH
LANDSCAPE PLAN LEGEND
1. DIANELLA SP. (GRASSES & SEDGES, 1M SPACING)
2. LOMANDRA SP. (GRASSES & SEDGES, 1M SPACING)
3. CALLISTEMON 'HARKNESS' (TREE, 5M SPACING)
4. VIBERNUM TINUS (MEDIUM SHRUB, BETWEEN CALLISTEMONS)
5. ACACIA VICTORIAE (ELEGANT WATTLE) (TALL SHRUB, SPACE BETWEEN CALLISTEMONS)
6. CORREA SP. (MED SHRUB, 2M SPACING)
STORAGE AND LAYDOWN
WORKSHOP - HIGH NOISE
WORKSHOP - GENERAL
CAR PARK - 7AM TO 7PM
TRUCKS
SCALE: 0 10 20 30 40 50 60 70 80 90 100
QMM QUARRY & MINING MANUFACTURE
THIS DOCUMENT MUST NOT BE COPIED WITHOUT OUR WRITTEN PERMISSION, AND THE CONTENTS THEREOF MUST NOT BE IMPARTED TO A THIRD PARTY NOR BE USED FOR ANY UNAUTHORISED PURPOSE.
CHECKED
DATE 15/03/2022
CUSTOMER QMM
DIVISION N/A
LOCATION/PLANT KAURNA AVE EDINBURGH
PROJECT QMM EDINBURGH FACTORY
SECTION
DWG DESCRIPTION NEW QMM FACTORY LAYOUT
ENGINEER/DESIGN CHECK
DWG BY R HEINJUS
DWG NO QMM0483-01-000-01
REV 2A
JOB NO N/A
SCALE 1:500
SHT SIZE A1

HOLMES DYER PTY LTD
ABN: 30 608 975 391
Telephone: 08 7231 1889
Level 3, 15 Featherstone Place
Adelaide SA 5000

Unit 7, 326 Edgecliff Road
Woollahra NSW 2025

HOLMES DYER

28 April 2022

Reference: 22006655

Chris Carrey
City of Salisbury
34 Church Street
SALISBURY SA 5000

Attention: Chris Carrey

By Email: ccarrey@salisbury.sa.gov.au

Dear Chris,

22006655 – 24-30 KAURNA AVENUE, EDINBURGH SA 5111 – REQUEST FOR INFORMATION (RFI) RESPONSE

Please find below a detailed response, prepared on behalf of the applicant, to the Request for Information dated 22 April 2022.

RFI Item 1 - Interface with Residential Area

It is noted that the proposed development appears to conflict with Performance Outcome 1.2 and DTS/DPF 1.2 of the Strategic Employment Zone in that it is seeking to establish a General Industry use on land adjacent to the General Neighbourhood Zone. Accordingly, it is requested that further information be provided in relation to measures that will be adopted to mitigate adverse amenity and safety impacts on the adjacent residential area.

> *PO 1.2 Development on land adjacent to another zone which is used for residential purposes incorporates a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone. (emphasis added)*
>
> *DTS/DPF 1.2*
>
> *Development involving any of the following uses on a site adjacent land in another zone used for or expected to be primarily used for residential purposes:*
>
> *(a) Bulky goods outlet*
> *(b) Consulting room*
> *(c) Indoor recreation facility*
> *(d) Light industry*
> *(e) Motor repair station*
> *(f) Office*
> *(g) Place of worship*
> *(h) Research facility*
> *(i) Service trade premises*

create • manage • deliver | land • cities • communities

(j) Store
(k) Training facility
(l) Warehouse.

Response

We acknowledge that the general industry land use does not meet the DTS/DPF 1.2 criteria and as such is required to be assessed against Performance Outcome 1.2 which requires consideration of the mitigation of adverse amenity and safety impacts on the adjoining zone used for residential purposes.

In this context, the assessment of compliance with PO 1.2, must in our view, consider the immediate surrounding locality that separates the residential properties from the proposed site activities. Accordingly, we provide the following commentary:

- The site proposed for use for General Industry is separate from the land used for residential purposes by a freight rail corridor of approximately 50 metres in width. The zone boundary runs down the middle of the freight corridor. This is one of Adelaide's major freight rail corridors that run on a regular timetable throughout the day and night and has a direct impact on the existing residential amenity of the immediately adjacent general residential neighbourhood.
- The freight corridor has dense vegetation screens to the northern side of the freight line of the proposed general industry site which acts as a visual screen between the Strategic Employment and General Neighbourhood Zone.
- The Camira Way Road corridor which runs immediately adjacent the freight rail and the northern verge provides a secondary landscape screen between the residential properties and the Strategic Employment Zone and a further separation of approximately 10 metres to the majority of the residential properties with the exception of the existing residential property at 21 Moronga Street and 9 Whites Road, Salisbury North which has a side boundary with the existing freight corridor.
- Given the separation distance of between 50 and 60 metres and the use of this separating corridor for frequent freight rail movements combined with the nature of activities proposed to be undertaken at 24-30 Kaurna Avenue described in more detail in the below response to RFI 3 and 4, where the fabrication works are undertaken internal to the building predominantly during day time hours, the impact on the amenity and safety for the residential properties is considered to be mitigated such that no adverse impact from the new operations within the existing building are anticipated, as demonstrated by the Resonate Acoustic Engineering initial report and RFI response outlined below.
- The building at 24-30 Kaurna Avenue is an existing structure, with no proposed alterations or amendments that would increase the bulk/scale or impact the visual amenity from the nearest residential property.
- All vehicle movements to and from the site occur via Kaurna Avenue and via the industrial road network with no conflict with the adjacent residential area due to the freight rail separation of uses.
- The applicant has confirmed that infrequently for emergency breakdowns only there could be 2-3 employees working across the night internal to the

building, during any emergency night time works all doors and access points into the building will be kept closed. This infrequent use case has been modelled as part of the Resonate investigations and the limited activity be within the guidelines required for night works so as not to impact the residential amenity and safety of the adjacent residential area.

The purpose of PO 1.2 is to provide for circumstances where a land use not specifically listed in DTS/DPF 1.2 can nevertheless be supported where it suitably mitigates any adverse amenity and safety impacts on an adjacent residential area. Moreover, meeting the relevant performance outcomes is an equally acceptable solution as meeting the Deemed to Satisfy criteria from the perspective of satisfying the Code. Accordingly, given the freight rail corridor separation between the land uses, the distance between the workshop building, the established landscaping vegetation screening and the methodology for works set out by the applicant in RFI Item 2, 3 and 4, detailing operations and the proposed mitigations, it is considered that this proposal to utilise an existing industrial property for the proposed land use meets the intent of PO1.2, is an appropriate use in the locality and warrants approval.

RFI item 2 - Environmental Noise Assessment

Given the proximity of the land to existing residential development, the Council has engaged an independent Acoustic Engineer to review the assumptions and findings of the Environmental Noise Assessment prepared by Resonate. Accordingly, the review has identified the following matters which require clarification and/or further assessment by the applicant and Resonate:

a) *In accordance with the Environment Protection (Noise) Policy 2007 (the Policy), the noise criteria associated with a Development Application should be 5 dB(A) lower than the criteria which apply to an existing land use. Exceptions to this may apply if the same noise sources are proposed and there is no overall increase in noise. As it is understood that the application proposes to change the land use from Light Industry to General Industry, the exception does not apply.*

b) *The Assessment indicates that modulation and impulsive noise characteristics may be present. This would be expected from proposed activities such as grinding and hammering. The Assessment applies a single penalty for one characteristic but does not provide any justification for not applying a penalty for both characteristics.*

c) *No assessment has been made of any cutting welding, grinding or hammering activities outside. It should be confirmed that no outdoor activities, other than vehicle movements and loading, form part of the application.*

d) *No assessment has been made of activity within the smaller building. It should be confirmed that the application does not include any activity within this building.*

e) *The Assessment relies on a Dewing Ergonomics and Safety report but the details of the report are not provided. It should be confirmed that the report includes all proposed activities including grinding and hammering. It is noted that the assumed level of 80 dB(A) is lower than would be expected for grinding and hammering activities.*

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f) The Assessment confirms that residences in the vicinity are located within a 'quiet locality' and describes a maximum instantaneous noise level of 60 dB(A) to be achieved but does not include the equivalent (average) noise levels of 52 dB(A) (day) and 45 dB(A) (night) which are also required to be achieved in a quiet locality.

g) No assessment is made against the maximum instantaneous noise level of 60 dB(A).

h) No assessment has been made of noise from mechanical plant. Although final selections may not have been made, an indication of expected noise levels should be included in the Assessment to demonstrate that the total noise from the site can achieve the relevant criteria. This could be achieved by measuring the noise from existing mechanical plant at each of the businesses proposed for the amalgamation.

i) The Assessment assumes that all doors will be closed and there will be no truck movements at night. These assumptions should be confirmed.

(Note – its understood closing the roller doors was an issue for the previous occupier, and Council was advised this was due to lack of air conditioning within the building – this should be confirmed along with the query around mechanical plant above).

Response

Please refer to Attachment 1 for the Resonate Acoustic Engineers response dated 27 April 2022 to each of the dot point items referenced above, including a copy of the Dewing ergonomics report provided as a separate Attachment 2.

Resonate have provided the below report references, to assist Council to identify the section of the report that addresses each of the RFI queries above, noting we have renumbered the dot points in the original RFI to letters to assist with cross reference

a) This topic has been revised and a 5dB planning penalty has been applied, see report page 8 last paragraph. The values presented in Table 6 account for the 5 dB penalty

b) Refer to page 12 in Section 5.2, second paragraph

c) Refer report Section 2.2, no welding, grinding or hammering activities will occur outside

d) Refer Section 2.2 specified the use of the site, no industrial activity will occur in the small building

e) This report has been provided as Attachment 2. As seen, high noise levels were localised in certain areas during certain tasks (e.g. grinding) whereas other areas remain below 80dB(A). We have used a conservative approach where the overall internal noise levels within the entire main building space is 80 dB(A) for a period of 15 minutes during the day and 75 dB(As) for emergency works at night with limited staff.

f) The quiet locality has been addressed in the first section after Table 6 on page 9 and tables 7-10 on page 12 shows that all modelled scenarios comply with this criteria.

g) See report page 13, Lmax has been assessed.

h) See report Section 5.4 on page 13

i) Discussions with the client have indicated no issue with the doors being closed at night, particularly given that only 2-3 people are anticipated to be working in the space for emergency works only, on occasion.

RFI Item 3 – Potential Dust, Emissions and Odour

It is noted that that the main building will be used for a number of General Industry activities which may have the potential to create dust, emissions and odour. This includes milling machines, lathes, cutting machines as well as welders, grinders, cutting saws and oxy cutting equipment for the fabrication of structural steel and geomembrane (amongst other items).

While it is noted that the Planning Report has indicated that the "... proposed land use for machinery and equipment fabrication, metal pressing and assembly will not produce any air quality emissions that would unduly affect the amenity of the nearest residential or industrial sensitive receiver and air quality impacts are managed within the existing building for the employees" it is requested that further information be provided to justify this statement. For example, this could include further information in relation to the nature of the proposed activities as well as the anticipated impacts from emissions, dust or odour.

Response

The applicant has provided additional details on the proposed operations and confirms that there will be no impact on the adjacent locality from emissions, dust or odour.

The four business operations proposed to be co-located at 24-30 Kaurna Avenue, are currently operating in existing industrial premises across Adelaide, with adjacent residential properties in closer proximity to the situation at Kaurna Avenue, the relocation of existing operations provides the applicant a clear understanding of the potential for emissions that will be generated and they have provide the following additional commentary in support of this statement that there will be no anticipated impacts.

"All machining work is undertaken internal to the building and the safety of workers internal to the building is appropriately managed with PPE (gloves, safety boot and eye protection). Occasional hearing protection PPE is used when grinding or hammering work is being undertaken that has been fully considered as part of the Resonate Report modelling, addressed in detail in RFI Item 2.

All fabrication will occur during daytime hours and no fabrication occurs external to the building within the outdoor areas.

Fabtech will use part of one bay of the Kaurna Avenue property. This business is currently operating at 55 Burton Road, Burton. Fabtech installs geomembrane liners and prefabricates the liners by cutting them to size, typically with a Stanley knife, and welding the sub-sections together using a high temperature welder. These processes are noiseless, odourless and do not create emissions.

The process used by Fabtech however does require a high level of cleanliness which is relevant to how Heavy Mech and QMM will operate in respect to

minimal dust creation to support the colocation and operation of these businesses.

With the extent of existing hard stand areas and driveways surrounding the existing premises all laydown and vehicle movements around the premises will be occurring on established hard stand area which mitigates the likelihood of any dust being generated from vehicle activities on the site.

We reiterate that based on the existing operations in other facilities across Adelaide the production and fabrication processes proposed to occur on site by Heavy Mech, QMM, Fabtech and Auspress will generate no waste products, emissions or odours as would impact an adjacent property owner whether residential or industrial."

RFI Item 4 – External Storage/Activity Areas

Given the proximity of the land to existing residential development in the adjacent General Neighbourhood Zone, it is requested that further information be provided in relation to the use of the 'Work in Progress' storage area located to the west of the main building. More specifically, it is requested that information be provided in relation to the nature of products or equipment that will be stored in this location as well as the potential impacts (noise and visual) that activities within this area may have on the adjacent residential area. If impacts are possible, it is requested that details be provided in relation to the measures that will be adopted to mitigate these impacts.

It is also requested that further information be provided in relation to the proposed use of the Laydown Areas to the north and south of the main building. Activities within these areas (particularly to the south of the main building) have the potential to result in impacts on the adjacent residential area to the west. Accordingly, if impacts are possible, it is requested that details be provided in relation to measures that will be adopted to mitigate these impacts.

In general terms, a clear understanding for all outdoor activities should be provided including details of truck movements, types of vehicles, types of materials being stored, how they are to be moved etc.

Response

In respect to vehicle access, logistics and use of the external outdoor storage and 'work in progress' areas the applicant has provided the additional clarification below on how operations will be managed on the site both within the building, deliveries, access and egress to the site and storage within the external storage and laydown areas in support of their application.

Heavy Mech Pty Ltd repairs and machines heavy spare parts and components used within industrial equipment, with the majority of the components machined by Heavy Mech weighing less than 1 Tonne per unit. The spare parts/components are delivered to Heavy Mech Pty Ltd by truck, which will utilise the existing Kaurna Avenue driveway with the heavy transport vehicle typically less than 5 Tonnes. The component will be unloaded from the truck via overhead crane, mobile crane or forklift depending on the component into the building. Within the building this component will be cleaned and machined in a manner to make it fit for purpose. Once the job is completed the component parts are collected from

site, with a similar process followed to delivery to site in reverse order. Heavy Mech undertake approximately 100 jobs per month and the deliveries on a daily basis are usually less than 5 movements in and out of the premises per day.

QMM repair and fabricate quarry and mining equipment and does the majority of its work utilising light or medium weight steel components. A feature of QMM's fabricated equipment is that it is larger than it is heavy, resulting in the physical size of the equipment rather than weight dictating the transport criterions. The components typically arrive by truck up to 15m long by 4.5m wide weighing less than 5 Tonnes. QMM is currently operating in a light industrial zone and the operations proposed at Kaurna Avenue are unchanged with the fabricated components often designed by QMM in house personnel who will work from the existing office amenities on the site. The engineering components are drafted, designed, manufactured, machined and assembled on site including the inclusion of some spare parts that may be imported from overseas.

The more minor operations proposed for the site include FabTech which will typically deliver and dispatch the geo-membrane components on a weekly basis and the Auspress business that will use part of the building to store prefabricated components with a small number of light weight movements all from the Kaurna Avenue end of the operations.

The intermittent delivery and collection of the component parts will occur via the northern roller doors adjacent Kaurna Avenue and use of the railway (southern end) of the building areas will be infrequent.

Heavy Mech along with QMM together use a mobile 10 Tonne gantry crane and smaller forklift, as required by health and safety legislation both items of equipment will have reverse warning indicators. These items will only be used during daytime hours at the Kaurna Avenue end of the building as part of the loading and unloading of component parts.

The northern and western hard stand outdoor storage areas will be used to store raw steel materials and components waiting for repair or waiting for collection after the repair is completed. It is anticipated that there will be movement into and out of the outdoor storage areas on a daily but not hourly basis.

Each item stored in the outdoor storage / work in progress area is handled individually, by the method and machinery described above. Without exception, each item stored in the outdoor storage area is valuable and is carefully laid down onto the hard stand, as a result there will be minimal noise from the component being laid down onto the hard stand area and no scraping or banging of metal components onto the ground or each other is anticipated.

In response to the visual amenity of the outdoor storage area, the items stored in the work in progress areas of the building on the freight rail corridor side of the building will be less than a shipping container in height and the existing landscape screening and distance separation to the nearest residential property will not result in any visual amenity impact from the General Neighbourhood Zone. The applicant has committed to re-establish and maintain a native planting buffer on the site, along the rail corridor

boundary to establish a vegetation screen that is under their care and control in addition to those maintained and established by the rail track authority.

We trust that the above response has addressed each item within Council's RFI and request that the application proceed to public notification at your earliest convenience.

Yours sincerely

Chantal Milton
Principal

Encls:

Attachment 1 – Resonate RFI Item 2 – Environment Noise Assessment Response dated 27 April 2022

Attachment 2 – Resonate Dewing ergonomics report

239 Magill Road
Maylands SA 5069

Telephone 08 8366 6541
Facsimile 08 8366 6595
Mobile 0417 467 687
Email dcsafety@virginbroadband.com.au

3 September 2014

Dewing Ergonomics and Safety Pty Ltd

Mr Billy Saunders
Operations Coordinator
Heavymech Pty Ltd
717 Grand Junction Road
Northfield SA 5085

Dear Billy

Re: **NOISE SURVEY IN THE WORKSHOP**

Further to undertaking the noise survey in the workshop, please find attached the report prepared.

If there are any queries, please do not hesitate to telephone me on 8366 6541 or 0417 467 687.

Yours sincerely

PR Dewing

Paul Dewing
Occupational Hygienist, OH&S Consultant, Ergonomist & Occupational Therapist

NOISE SURVEY

AT

HEAVYMECH PTY LTD:

Prepared by:

Paul Dewing
Dewing Ergonomics and Safety Pty Ltd
239 Magill Road
Maylands SA 5069

Telephone: 8366 6541 or 0417 467 687
Facsimile: 8366 6595
desafety@virginbroadband.com.au

3 September 2014

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CONTENTS

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INTRODUCTION

A noise survey was undertaken at Heavymech Pty Ltd on 19 August 2014. The results of the noise survey and recommendations to manage the noise exposure for employees are detailed.

DETAILS OF THE NOISE SURVEY

1. ***Location and Time:***

   The noise survey was undertaken at Heavymech Pty Ltd on 19 August 2014.

2. ***Description of Areas Surveyed:***

   The noise survey was undertaken in the majority of areas in the workshop.

3. ***Noise Type:***

   The type of noise generated in the workshop was a combination of intermittent and continuous noise.

4. ***Equipment:***

   The following equipment was used during the Noise Survey:
   - Bruel & Kjaer 2250L Integrating Sound Level Meter
   - Cirrus doseBadge dosimeters

   The noise meter and dosimeters were calibrated before and after use.

5. ***Measurement Method - Occupational Sources:***

   The method of measurement was as follows:
   - The noise levels were recorded at the position of the operators' working position when performing their respective task or when operating machinery. Alternatively, the noise was measured at different locations in the workshop. The noise levels were measured in dB(A). dB(A) is the variable used to determine the risk of sustaining noise induced hearing loss.
   - The "average" noise exposure (L_{eq}) otherwise known as the equivalent continuous noise level was measured for short durations at most measurement positions. This was also measured using 8 dosimeters fitted to employees.

NOISE RISK CRITERIA

The criteria for determining if a workplace or work practice is a risk to hearing is obtained from:

- ***Work Health and Safety Regulations, 2012***
- ***Occupational Noise National Standard (NOHSC:1007 (1993))***
- ***Australian Standard - AS1269 - 2005 "Occupational Noise Management".***

The criteria stipulates that:

- A daily noise exposure greater than 85 dB(A) should not be exceeded. This is equivalent to an eight-hour exposure of 85 dB(A) and is described as the equivalent continuous noise level (L_{eq}). This is measured using the A scale and is referenced to 20 micropascals. As noise levels generally fluctuate, the "average" noise exposure over an eight hour day should not exceed 85 dB(A). It is well recognised as detailed in the Australian Standard and National Standard that significant hearing loss can occur with long term exposure to noise above 85 dB(A).
- The peak noise level as measured using the C scale should not exceed 140 dB(C) referenced to 20 micropascals at any location for any period of time.

It is important to clarify that whilst the relevant guidelines stipulates than an eight hour exposure of 85 dB(A) should not be exceeded this does not mean that workers only sustain noise induced hearing loss at levels above this.

It has been estimated that the risk for workers sustaining noise induced hearing loss is as follows:

- Equivalent continuous noise level (L_{eq}) of 90 dB(A) over an eight-hour day over a ten-year period - twenty percent of the exposed population will sustain noise induced hearing loss.
- L_{eq} of 85 dB(A) over an eight-hour day over a ten-year period - six percent of the exposed population will sustain noise induced hearing loss.
- L_{eq} of 80 dB(A) over an eight-hour day over a ten-year period - two percent of the exposed population will sustain noise induced hearing loss.

The safe exposure times based on the current Legislation set at 85 dB(A) is as follows:

Constant Noise Levels dB(A)	***Maximum Exposure Time* Hours**
85	8 hours
88	4 hours
91	2 hours
94	1 hour
97	30 minutes
100	15 minutes
103	8 minutes
106	4 minutes

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The "average" noise exposure (L_{eq}) has to be normalised to an eight-hour period. Where employees work less than eight hours per shift or greater than eight hours per shift, the noise exposure for the period worked has to be normalised to an eight-hour period. This requires a mathematical calculation. Shift durations of 10 hours or longer involve a degree of risk greater than an eight-hour period of exposure. As a result, where the duration of exposure is greater than 10 hours, adjustments have to be added. These are detailed as follows;

Shift length (hours)	Adjustment to $L_{Aeq,8h}$
< 10 hours	Plus 0
>10 to < 14	Plus 1
> 14 to < 20	Plus 2
> 20 to 24	Plus 3

Where the employee works more than five days per week or is exposed to different levels on different days, the "average" noise exposure (L_{eq}) should be normalised to a five-day working week.

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CONTROL OF NOISE

A] Noise Generation, Transmission and Reception

When analysing noise and then recommending solutions to control noise, the issue needs to be analysed in terms of:

- ***The SOURCE Of The Noise*** - The noise is usually not from one source only. Usually it is from a number of sources that may include vibration, air noise, gear noise and motor noise.
- ***The PATHWAY Via Which The Noise Is Transmitted*** - This is usually by either structure borne mechanical vibration that is radiated as noise or airborne transmitted noise.
- ***The RECEIVER Exposed*** - Noise is received in two forms, either airborne travelling directly to the ear or as vibration passing through the body.

B] The Hazard Control Hierarchy

The control of noise exposure to workers should be in accordance with Occupational Health & Safety Control Principles which in hierarchical order recommend the following:

Eliminate/Substitute the Equipment or Process

↓

Use Engineering Methods to Reduce the Risk
(ie barriers, sound absorbing materials, re-engineering equipment or enclosing machines)

↓

Implement Administrative Controls to Reduce the Risk
(ie job rotation, scheduling of noisy work).

↓

Provide Personal Protective Equipment
(ie hearing protection)

Control of noise exposure should firstly consider engineering type controls (barriers, sound absorbing materials, enclosure of machines and re-engineering of equipment) before considering hearing protection as it is difficult to achieve compliance in the wearing of hearing protection at all relevant times, hearing protection can be irritating with prolonged use, it can interfere with communication and the attenuation provided relies on the correct wearing of it.

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C] **Noise Control Options**

Various techniques can be used to control the noise and are summarised as follows:

- ***Damping***
  Damping involves adding material to reduce vibration. Examples include bitumen sheeting or strengthening the structure.

- ***Design***
  This involves changing the total or partial design of the whole or a component of the machine.

- ***Screens and Barriers***
  This involves placing an obstacle between the noise source and employees. The following needs to be considered if using this technique:
  - Screens and barriers may be ineffective at low noise frequencies.
  - They only reduce direct noise and will not stop reflective noise.
  - The screen or barrier should be placed as close to the noise source or employee as possible.
  - The item should be made of a heavy material and should be lined with absorptive material on the side facing the noise.

- ***Enclosure***
  The use of enclosures involves placing a sound proof cover over the noise source. The following guidelines need to be considered:
  - The enclosure should have good seals with no leaks, cooling ducts, and at least 50mm of internal absorptive material.
  - Heat may need to be extracted from the enclosure.
  - The absorptive material should be covered with a thin impervious film (eg plastic) to protect it where oil or water is likely to be in the enclosure.

- ***Isolation***
  This involves separating machinery noise from its surroundings by the use of anti vibration mounts, eg rubber, springs.

- ***Refuges***
  Refuges are noise-reduced enclosures for employees. Some of the factors to be considered are:
  - Ventilation needs to be adequate
  - Good seals should be on the doors and windows
  - Self closing devices should be placed on all doors
  - The windows may need to be double glazed
  - The refuge may need to be isolated from the floor.

- ***Silencers***
  Silencers are attachments fitted to the inlet or exhaust (or both) of a moving air or gas stream emitted from the machine.

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D] **Hearing Protection**

Where engineering controls have not been implemented or can not be put in place the wearing of hearing protection should be worn where the "average" noise exposure (L_{eq}) on a daily basis exceeds or would be expected to exceed 85 dB(A) despite the legislative limit still being 90 dB(A). Where the levels are between 80-85 dB(A) hearing protection could be worn however the use of it is not critical for most workers.

The attenuation provided by hearing protection should neither be inadequate or excessive. When the attenuation is at a high level (eg 30 dB) it may not be warranted if the wearer feels isolated or safety is compromised. As a guide the noise exposure to the wearer when wearing hearing protection should be in the range of 75 dB(A). The use of semi aural devices (devices that have a plastic band and ear plugs that sit in the ear canals) are a good option for many workers such as equipment operators as they can easily be moved/removed and do not provide high attenuation that may impede communication and general safety.

The provision and wearing of hearing protection needs to be monitored to ensure that workers fit hearing protection correctly.

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RESULTS OF THE NOISE SURVEY

Tabulated results

The results of the noise survey of the different locations where the monitoring occurred is detailed in dB(A). The "average" noise exposure for approximately 30 seconds to 1 minute and sometimes greater is detailed as L_{Aeq}. The results were placed on a floor plan to show noise contours when the levels were lower and also on another floor plan to show noise contours when the levels were the maximum recorded (see appendix).

Location		Noise in dB(A)	
		Typical noise	L_{Aeq}
1	North West corner	Ambient noise: 65 to 69	68.6
2	Welding area	Ambient noise: 70 to 72 Die grinder: 97 to 102 Angle grinder: 100 to 104.7 Mig welding: 80 to 87	72.6 98.3 102.2 82.3
3	Horizontal borer (B4) operating	Ambient noise: 77.4 to 81.7 Die grinder: 85 to 87	79.6 Up to 81.5
4	Near doorway	Ambient noise: 75 to 75.5	75.1
5	North East corner	Ambient noise: 69.8 to 70.5	70.0
6	Churchill grinding machine (G1) operating	Ambient noise: 73.5 to 76.3 Die grinder in the welding area: up to 83 to 91	73.5 to 76.6 82.8 (5 minutes)
7	Fitting/assembly area	Ambient noise: 72 to 76.5 Die grinder in the welding bay: 85 to 87.5 Angle grinder in the welding bay: 89 to 95	Up to 76.0 84.0 91.1
8	Part way along the southern wall	Ambient noise: 73 to 75	73.7
9	Near doorway	Ambient noise: 77 to 79	77.9
10	Between doorways	Ambient noise: 70 to 73 Ambient noise from die grinder in welding area; Hammer and hole punch through rubber: 90 to 102.6	71.8 up to 72 to 78.6 94.1
11	Honing machine (H1) not operating	Ambient noise: 77 to 77.7	77.3
12	Near doorway	Ambient noise: 75 to 75.8	75.2
13	Walkway within workshop	VB1 operating and die grinding occurring in welding area: 78 to 79	78.2
14	Walkway within workshop	VB1 operating: 77 to 77.5	77.4
15	Walkway within workshop	VB1 not operating: 74 to 75 VB1 operating: 77 to 79.9	74.4 79.0
16	Union horizontal borer (B3) not operating	Ambient noise: 75.5 to 76 Die grinder in welding: up to 78.5	76.1 77.2
17	Entrance to canteen	Ambient noise: 81 to 81.5	81.1
18	Union horizontal borer (B2) operating	Ambient noise: 78 to 80, intermittently to 83	79.2
19	Entrance to workshop, closest to crib room	Ambient noise: 78 to 79	78.5
20	Near doorway	Ambient noise: 80 to 80.5	80.1
21	Walkway within workshop	Ambient noise: 76.8 to 77.3	77.3
22	Lathe (L13) operating at eastern end	Ambient noise (VB1 operating): 78 to 78.5 Ambient noise (VB1 not operating): 74 to 74.5 and up to 77 when the compressor was operating	78.0 75.2

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		Air grinder operating: 95 to 98.5	96.9
23	Vertical borer (VB3) operating on and off	Ambient noise (speed of 10): 83.2 to 83.7 Ambient noise (speed of 17.4): 82.8 to 83 Ambient noise (speed of 40.5): 86.5 to 87 Ambient noise (speed of 55.5): 91.5 to 91.6 Ambient noise at L11 lathe: 85.9 to 86.1	83.6 82.7 86.2 91.4 85.8
24	Lathe (L11) operating	Ambient noise: 75 to 76.5 Ambient noise during machining: 79.3 to 80.1, up to 90 when squealing occurred	76.2 80.2
25	Doorway on the eastern end	Ambient noise: 74 to 79	74.8 to 77.8
26	Walkway	Ambient noise from the VB1 operating: 82 to 83.8	82.7
27	Walkway	Ambient noise: 78.5 to 79	78.6
28	Walkway	Ambient noise: 77.5 to 80 Air grinding occurring at L13: 80 to 83.4	79.2 81.4
29	Vertical borer (VB1) operating	Ambient noise (speed of 7.8): 89.5 to 90.5 Ambient noise (speed of 10.4): 84 to 85.5, 89.5 to 90.7 on another occasion Rear of machine near ladder: 90 to 91	89.9 85.2, 89.0
30	Along southern wall	Ambient noise: 79 to 80 Air grinding occurring at L11: 81.2 to 83.3	82.3
31	Along southern wall near exit	Ambient noise: 77.4 to 78.5	78.1
32	Huron milling machine (M4) operating	Ambient noise: 76.2 to 76.5	76.4
33	Vertical borer (VB2) operating	Ambient noise: 79.5 to 80	79.0

Other sources of noise

Other sources of noise identified were the following;

- Air blow down - 87 to 90 dB(A). This can vary up to 100 dB(A).
- Overhead crane - 78.5 to 79 during travel of the crane. The "average" noise exposure (L_{eq}) was 78.7 dB(A).
- Needle gun - 97 to 105.3 dB(A) at the source of the noise. The "average" noise exposure (L_{eq}) was 101.7 dB(A). When measured approximately 5 m away, the noise levels were between 87 and 97 dB(A). The "average" noise exposure (L_{eq}) was 91.0 dB(A).
- Air chisel - 98 to 102 dB(A) at the source of the noise. The "average" noise exposure (L_{eq}) was 99.9 dB(A).
- Air wire brush - 84 to 87.2 dB(A). The "average" noise exposure (L_{eq}) was 85.3 dB(A).
- Rattle guns - the noise levels were between 90 to 98 dB(A) for a half inch and three-quarter inch rattle gun. The "average" noise exposure (L_{eq}) was 91.7 dB(A).
- Gas torches:
  - Oxy LPG - 102 to 103 dB(A). The "average" noise exposure (L_{eq}) was 101.7 dB(A).
  - 100 mm heating torch LPG - 90.7 to 91.8 dB(A). The "average" noise exposure (L_{eq}) was 91.2 dB(A).
  - 50 mm heating torch LPG - 99 to 99.3 dB(A).

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Dosimetry results

A dosimeter was placed on 8 employees and the graphical results are in the appendix. The findings are summarised as follows;

Employee	Duration of the monitoring	Average noise exposure, L_{Aeq}
Welding area, Mohammed	5 hours, 37 minutes	90.1
Fitting area, Matt	5 hours, 6 minutes	82.1
Needle gun and wire brush, Ben	5 hours 45 minutes	92.4
Horizontal borer (B4), Faruk	5 hours, 39 minutes	80.6
Vertical borer Webster and Bennett 72 inch (VB1), Chris	5 hours, 40 minutes	83.7
Swift Long bed lathe (L11), Graham	5 hours, 53 minutes	80.0
Union horizontal borer (B3), Todd	5 hours, 41 minutes	81.7
Zebst East lathe (L13), Mark	5 hours, 46 minutes	90.7

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DISCUSSION & RECOMMENDATIONS

1. The noise exposure to employees varied depending on the particular tasks and the work locations;
   - Welding area - the employee would be exposed to significant noise particularly when tasks such as grinding occurs.
   - Fitting/assembly area - the ambient noise in the area was usually less than 80 dB(A). Employees were exposed to moderate to significant noise at times from tasks being undertaken in the welding area such as die grinding (up to 87.5 dB(A)) and angle grinding (up to 95 dB(A)).
   - Horizontal borer (B4) - in general, the noise levels were moderate. The background noise from the welding area resulted in noise levels greater than 85 dB(A) at times.
   - Horizontal borer (B2) - the noise levels were variable but typically up to 80 dB(A).
   - Vertical borer (VB1) - at the operator's position, the noise levels were between 84 and 91 dB(A). When measured in the walkway down the middle of the workshop, the noise levels in proximity were between approximately 80 to 84 dB(A).
   - Vertical borer (VB2) - the noise levels were generally less than 80 dB(A).
   - Vertical borer (VB3) - the noise levels varied depending on the speed of the machine were between approximately 83 and 92 dB(A). The background noise levels when measured at the lathe (L11) were up to 86 dB(A).
   - Lathe (L11) - the noise levels were less than 80 dB(A) at most times.
   - Ambient or background noise levels in the workshop - in general, the ambient or background noise levels when walking from one end of the workshop to the other was less than 80 dB(A).
   - Other sources - the use of compressed air to blow down generated significant noise. Use of equipment such as a needle gun, air chisel, rattle guns and gas torches all generated significant levels of noise.

2. The risk for employees to sustain noise induced hearing loss is based on an understanding of the "average" noise exposure (L_{eq}) over a typical 8 hour day. Where the level exceeds 85 dB(A), some risk exists for employees to sustain noise induced hearing loss. Where the level is less than 85 dB(A), for example in the range of 80-85 dB(A) there may still be some risk but the risk is much reduced for most employees.

   Based on the sound level monitoring and dosimetry, the "average" noise exposure (L_{eq}) was probably in the range close to or greater than 85 dB(A) for employees who worked in the following areas or at the following machines;
   - Welding area.
   - Fitting area depending on the particular tools and equipment used.
   - Employees using a needle gun, rattle gun, air chisel, die grinder, air sander and/or gas torch depending on the duration of use.

   The "average" noise exposure (L_{eq}) may be in the range of 80 to 85 dB(A) for employees who worked in the following areas or at the following machines;
   - Fitting and assembly area.
   - Horizontal boring machines.

- Vertical boring machines.
- Lathes depending on the particular machining been done and background sources of noise.

3. The application of noise controls should be implemented where feasible. This would be difficult to do for most of the machinery however, noise controls are preferable to the provision of personal protective equipment.

4. Guidelines and recommendations regarding hearing protection are as follows;

Guidelines regarding hearing protection
Hearing protection should be worn by all employees who are exposed to noise in the vicinity of 85 dB(A) or greater over an 8 hour period.

The specific hearing protection provided for employees needs to meet the requirements to keep the noise exposure below 75 dB(A). All hearing protection has a SLC_{80} rating which is the sound level conversion factor that applies for 80% of individuals. For the other 20% of the employees the reduction is probably not as adequate. For example, if an ear muff has a SLC_{80} rating of 30 dB, the reduction or attenuation to the noise is 30 dB for 80% of the employees. For the other 20% of employees, the reduction will be less.

There is a classification method which can also be used and this is based on selecting a class of hearing protection in accordance with the "average" noise exposure (L_{eq}) over an eight hour period.

HEARING PROTECTOR CLASSIFICATION

Class	SLC_{80}	$L_{Aeq,8h}$, dB(A)
1	10-13	Less than 90
2	14-17	90 to less than 95
3	18-21	95 to less than 100
4	22-25	100 to less than 105
5	26 or >	105 to less than 110

Review of the hearing protection and recommendations
A range of hearing protection was available for employees;
- Howard Leight Max Lite ear plugs. This is Class 4 hearing protection with a SLC_{80} value of 25 dB.
- E-A-R soft Yellow Neons earplugs. This is Class 4 hearing protection with a SLC_{80} value of 23 dB.
- MSA yellow coloured earmuffs. This was probably Class 5 hearing protection with a SLC_{80} value greater than 26 dB.

The hearing protection available was regarded as suitable. The key issue is for employees to wear hearing protection when appropriate. The options included the enforcement of hearing protection at all times for employees in the workshop or the requirement for employees to wear hearing protection when the noise levels were close to and in excess of 85 dB(A). Given the variability in the noise levels and the need for employees to interpret sound

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during machining processes, the enforcement of hearing protection may not be a wise option. If employees need to make a judgment as to when hearing protection is worn, the following should be considered;

- Installing noise activated warning signs would be a good option. There are different versions available including Sound Sign by Cirrus Research with the details attached. The distributor for Cirrus Research products in Australia is Active Environmental Solutions and the contact is Mr Tony Kelly, regional sales manager on 0423 857 399. The current cost per unit is $612 plus GST.
- The wearing of hearing protection should occur for the following situations;
  - Welding area - when the employee in this area undertakes tasks including angle grinding, die grinding and hammering.
  - Fitting/assembly area - when undertaking tasks generating significant noise such as use of the rattle gun, air chisel and needle gun. Hearing protection should also be worn by employees when exposed to background noise from tasks including angle grinding, hammering and die grinding in the welding area.
  - Vertical borer (VB1) - the operator should wear hearing protection. The wearing of hearing protection by employees moving past in the general walkway was not critical.
  - Vertical borer (VB3) - the operator should wear hearing protection. This should similarly apply to the employee at the Swift lathe.
  - Use of any tools and equipment that generate significant noise including a rattle gun, air chisel, needle gun, die grinder, compressed air for blow down and gas torch.

It is important to bear in mind that the realistic or real-world attenuation figures will be less than the values rated for the hearing protection. As a result, it is preferable to err on the side of being conservative and issue hearing protection with higher ratings (but not excessively).

Considerations when issuing hearing protection

There are pros and cons with earplugs and earmuffs and some of the issues to consider when issuing hearing protection are the following;

- Personal intolerance.
- Incompatibilities - reduced sound detection particularly among employees who already have hearing loss, reduced communication, wearing earmuffs that interfere with the workspace, environmental hazards (e.g. sweating).
- Conflicting demands - for example where the noise exposure varies considerably.
- Discomfort - the clamping force from earmuffs can be irritating and wearers can be aware of a drumming effect when walking. Some employees find that fitting earplugs can be difficult if they have small diameter ear canals.
- Lack of motivation and resistance to change.
- Over/under protection - it is important not to provide too much protection that inhibits communication or under protect that will increase the risk of hearing loss.

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- Incorrect wearing - this tends to happen more so with earplugs when employees do not fit the plugs correctly.
- Inadequate duration of wearing hearing protection - if hearing protection is not worn when there is significant noise, the actual reduction to the noise exposure reduces rapidly when factored over a shift.
- Poor maintenance - earmuffs should be kept clean. Earmuffs should be replaced or repaired if there is cracking or hardening in the components or if the headband is weak and too loose.
- Hygiene - earplugs should be handled with clean hands and replaced when dirty.

P.R. Dewing

Paul Dewing
Occupational Hygienist, OH&S Consultant, Ergonomist and Occupational Therapist

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DOSIMETRY RESULTS

Cirrus Research plc

doseBadge Measurement Report

Name	WELDER
Date	19/08/2014 8:01:00 AM
Duration	05:37:39
doseBadge	CA1695, CR:110A
Reader	55822, RC:110A
Reset Time	18/08/2014 11:01:00 PM
	Overload

Calibration Information

Calibration Before	18/08/2014 11:02:00 PM
Offset	-1.60 dB
Recal Due Date	
doseBadge	1/07/2014
Reader	1/07/2014

Misc.

LAFMax > 115dB ?	No
LCPeak	133.2 dB
LCPeak (135-137dB)	0
LCPeak (>137 dB)	0

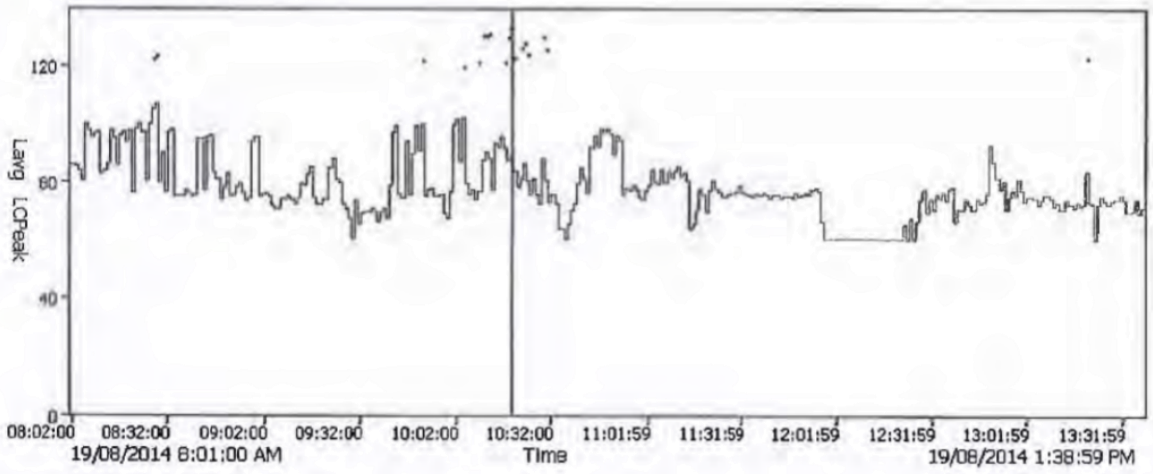
Project
HEAVYMECH

ACGIH

Lavg	90.1 dB
TWA	88.5 dB
Dose	224 %
Est. Dose	319 %

Settings

Criterion Level	85 dB
Criterion Time	8 h
Threshold	None
Exc. Rate	3 dB
Time Weighting	Slow



Total

Cirrus Research plc

loseBadge Measurement Report

Name	FITTING AREA
Date	19/08/2014 8:33:00 AM
Duration	05:06:51
doseBadge	CA1696, CR:110A
Reader	55822, RC:110A
Reset Time	19/08/2014 8:32:00 AM

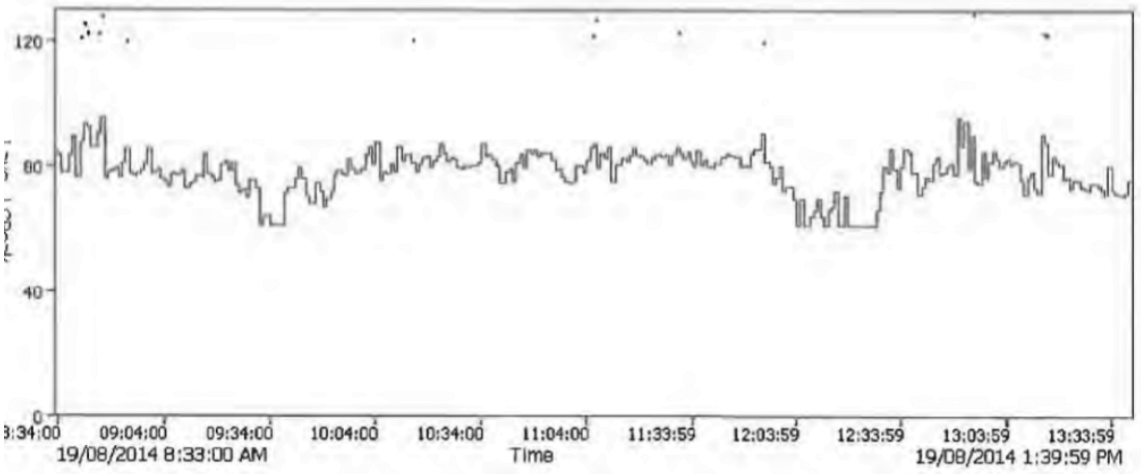
Calibration Information	
Calibration Before	19/08/2014 8:33:00 AM
Offset	-1.30 dB
Recal Due Date	
doseBadge	1/07/2014
Reader	1/07/2014

Misc.	
LAFMax > 115dB ?	No
LCPeak	128.8 dB
LCPeak (135-137dB)	0
LCPeak (>137 dB)	0

Project
HEAVYMECH

ACGIH	
Lavg	82.1 dB
TWA	80.1 dB
Dose	32 %
Est. Dose	51 %

Settings	
Criterion Level	85 dB
Criterion Time	8 h
Threshold	None
Exc. Rate	3 dB
Time Weighting	Slow



Cirrus Research plc

doseBadge Measurement Report

Name	HORIZ BORER B4
Date	19/08/2014 7:56:00 AM
Duration	05:39:54
doseBadge	CA1698, CR:110A
Reader	55822, RC:110A
Reset Time	18/08/2014 11:03:00 PM

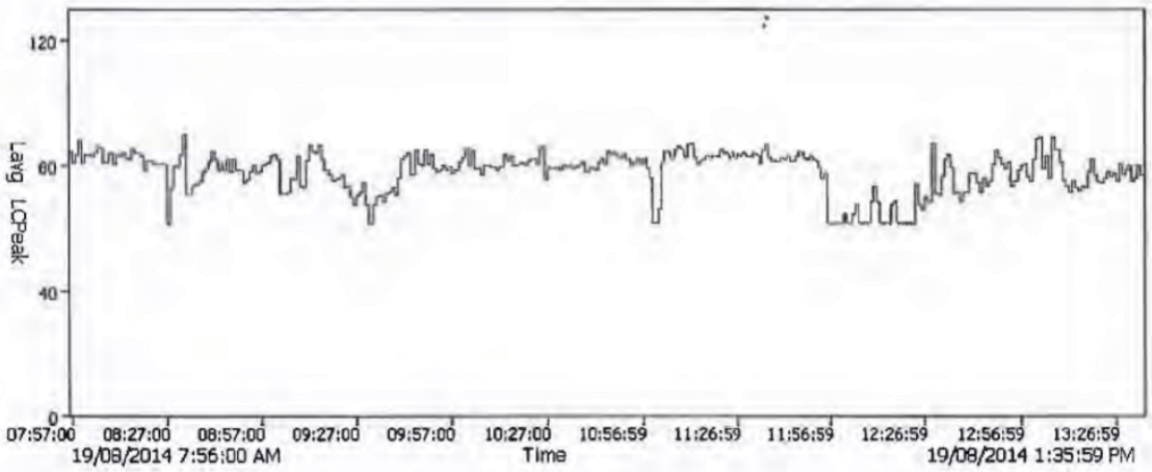
Calibration Information	
Calibration Before	18/08/2014 11:04:00 PM
Offset	-1.10 dB
Recal Due Date	
doseBadge	1/07/2014
Reader	1/07/2014

Misc.	
LAFMax > 115dB ?	No
LCPeak	127.2 dB
LCPeak (135-137dB)	0
LCPeak (>137 dB)	0

Project
HEAVYMECH

ACGIH	
Lavg	80.6 dB
TWA	79.1 dB
Dose	26 %
Est. Dose	37 %

Settings	
Criterion Level	85 dB
Criterion Time	8 h
Threshold	None
Exc. Rate	3 dB
Time Weighting	Slow



file:///C:/ProgramData/Cirrus%2... doseBadge Measurement Report Page 1 of 1

Item 8.1.1 - Attachment 1 - Attachment 1 - Application Documentation

Cirrus Research plc

loseBadge Measurement Report

Name	NEEDLE GUN, WIRE BRUSH
Date	19/08/2014 7:58:00 AM
Duration	05:45:48
doseBadge	CA1697, CR:110A
Reader	55822, RC:110A
Reset Time	18/08/2014 11:06:00 PM

Calibration Information

Calibration Before	18/08/2014 11:06:00 PM
Offset	-0.80 dB
Recal Due Date	
doseBadge	1/07/2014
Reader	1/07/2014

Misc.

LAFMax > 115dB ?	Yes
LCPeak	128.6 dB
LCPeak (135-137dB)	0
LCPeak (>137 dB)	0

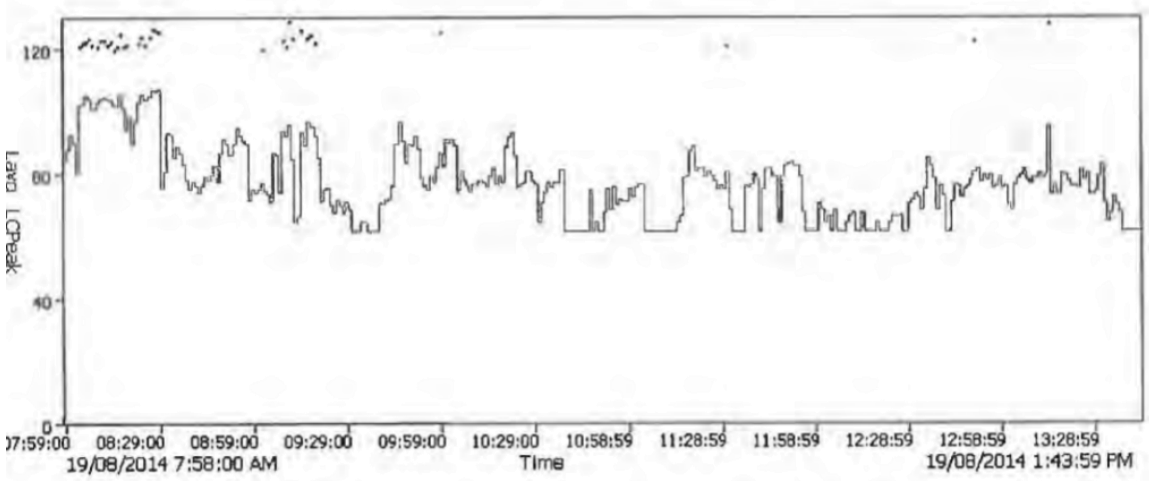
Project
HEAVYMECH

ACGIH

Lavg	92.4 dB
TWA	91.0 dB
Dose	399 %
Est. Dose	554 %

Settings

Criterion Level	85 dB
Criterion Time	8 h
Threshold	None
Exc. Rate	3 dB
Time Weighting	Slow



Cirrus Research plc

doseBadge Measurement Report

Name	UNION HORIZ. BORER
Date	19/08/2014 7:52:00 AM
Duration	05:41:20
doseBadge	YC401, CR:110A
Reader	55822, RC:110A
Reset Time	18/08/2014 10:55:00 PM

Calibration Information

Calibration Before	18/08/2014 10:56:00 PM
Offset	1.10 dB
Recal Due Date	
doseBadge	23/01/2012
Reader	1/07/2014

Misc.

LAFMax > 115dB ?	No
LCPeak	128.8 dB
LCPeak (135-137dB)	0
LCPeak (>137 dB)	0

Project
HEAVYMECH

ACGIH

Lavg	81.7 dB
TWA	80.2 dB
Dose	33 %
Est. Dose	47 %

Settings

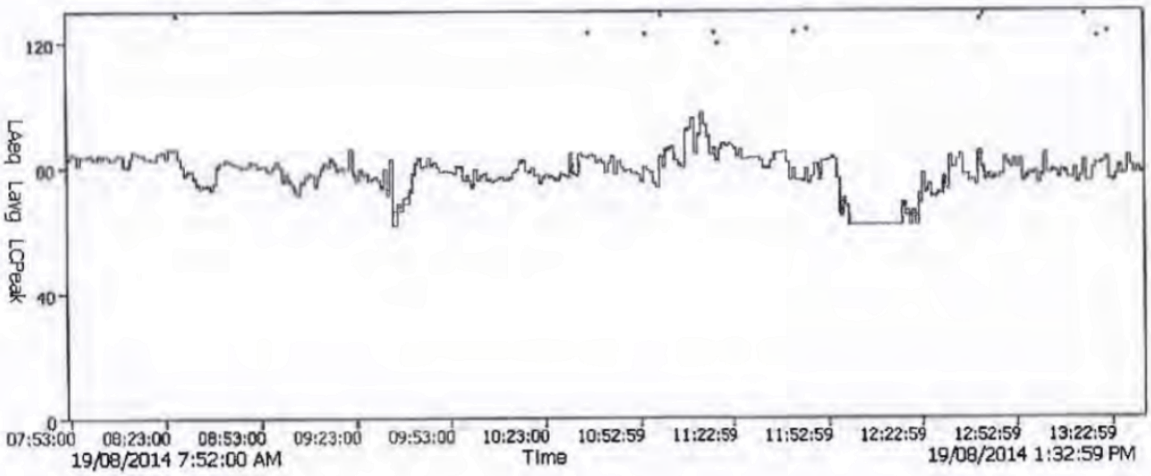
Criterion Level	85 dB
Criterion Time	8 h
Threshold	None
Exc. Rate	3 dB
Time Weighting	Slow

ISO (EU)

LAeq	81.7 dB
LEPd	80.2 dB
Dose	33 %
Est. Dose	47 %
LAE	124.7 dB
Exposure	0.3 Pa2h
Est. Exp.	Pa2h

Settings

Criterion Level	85 dB
Criterion Time	8 h
Threshold	None
Exc. Rate	3 dB
Time Weighting	None



Cirrus Research plc

loseBadge Measurement Report

Name	VERTICAL BORER
Date	19/08/2014 7:46:00 AM
Duration	05:40:23
doseBadge	YC298, CR:110A
Reader	55822, RC:110A
Reset Time	18/08/2014 10:53:00 PM

Calibration Information

Calibration Before	18/08/2014 10:54:00 PM
Offset	-0.70 dB
Recal Due Date	
doseBadge	23/01/2012
Reader	1/07/2014

Misc.

LAFMax > 115dB ?	No
LCPeak	132.2 dB
LCPeak (135-137dB)	0
LCPeak (>137 dB)	0

Project
HEAVYMECH

ACGIH

Lavg	83.7 dB
TWA	82.2 dB
Dose	52 %
Est. Dose	74 %

Settings

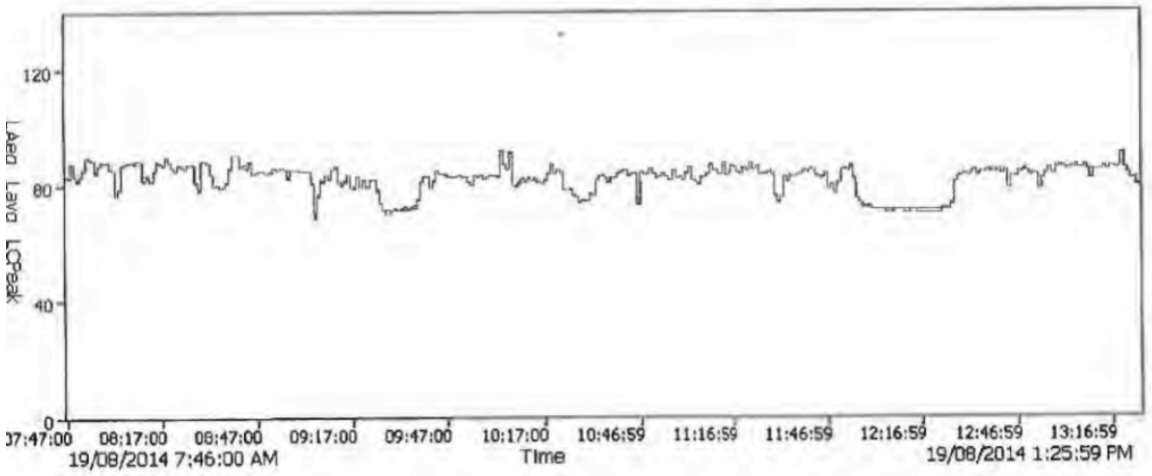
Criterion Level	85 dB
Criterion Time	8 h
Threshold	None
Exc. Rate	3 dB
Time Weighting	Slow

ISO (EU)

LAeq	83.8 dB
LEPd	82.2 dB
Dose	53 %
Est. Dose	75 %
LAE	126.7 dB
Exposure	0.5 Pa2h
Est. Exp.	Pa2h

Settings

Criterion Level	85 dB
Criterion Time	8 h
Threshold	None
Exc. Rate	3 dB
Time Weighting	None



Cirrus Research plc

doseBadge Measurement Report

Name	ZEBST LATHE
Date	19/08/2014 7:43:00 AM
Duration	05:46:53
doseBadge	YC402, CR:110A
Reader	55822, RC:110A
Reset Time	18/08/2014 10:56:00 PM

Calibration Information

Calibration Before	18/08/2014 10:57:00 PM
Offset	-1.30 dB
Recal Due Date	
doseBadge	23/01/2012
Reader	1/07/2014

Misc.

LAFMax > 115dB ?	No
LCPeak	122.1 dB
LCPeak (135-137dB)	0
LCPeak (>137 dB)	0

Project
HEAVYMECH

ACGIH

Lavg	90.7 dB
TWA	89.2 dB
Dose	265 %
Est. Dose	367 %

Settings

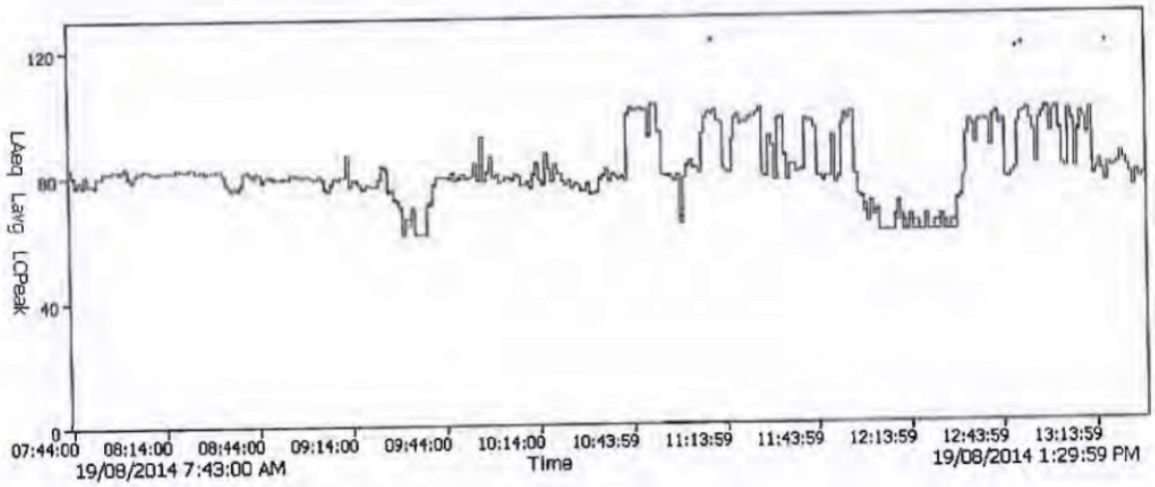
Criterion Level	85 dB
Criterion Time	8 h
Threshold	None
Exc. Rate	3 dB
Time Weighting	Slow

ISO (EU)

LAeq	90.7 dB
LEPd	89.2 dB
Dose	266 %
Est. Dose	369 %
LAE	133.7 dB
Exposure	2.6 Pa2h
Est. Exp.	Pa2h

Settings

Criterion Level	85 dB
Criterion Time	8 h
Threshold	None
Exc. Rate	3 dB
Time Weighting	None



Cirrus Research plc

loseBadge Measurement Report

Name	HEAVYMECH SWIFT LATHE
Date	19/08/2014 7:50:00 AM
Duration	05:53:51
doseBadge	YC381, CR:110A
Reader	55822, RC:110A
Reset Time	18/08/2014 10:52:00 PM

Calibration Information

Calibration Before	18/08/2014 10:53:00 PM
Offset	-1.10 dB
Recal Due Date	
doseBadge	23/01/2012
Reader	1/07/2014

Misc.

LAFMax > 115dB ?	No
LCPeak	123.3 dB
LCPeak (135-137dB)	0
LCPeak (>137 dB)	0

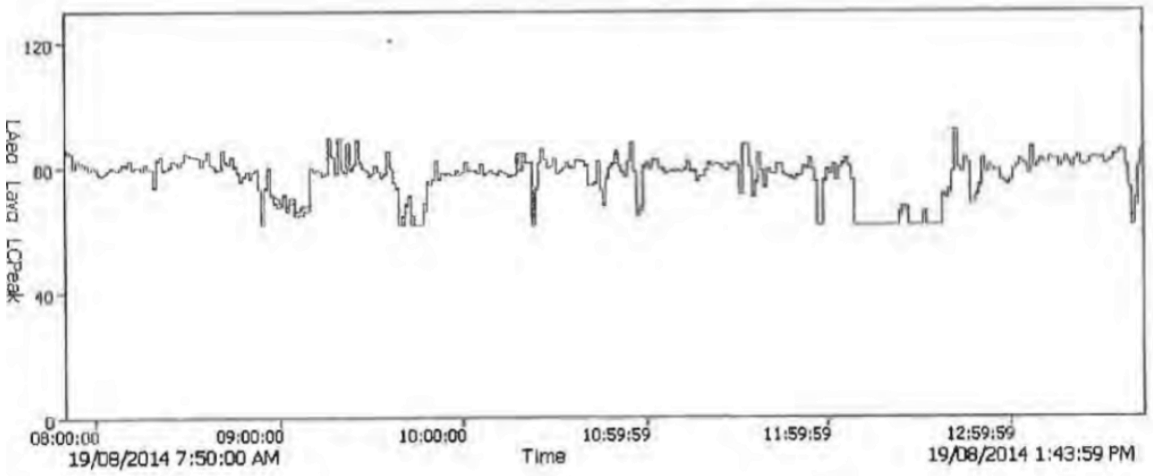
Project
HEAVYMECH

ACGIH	
Lavg	80.0 dB
TWA	78.7 dB
Dose	23 %
Est. Dose	32 %

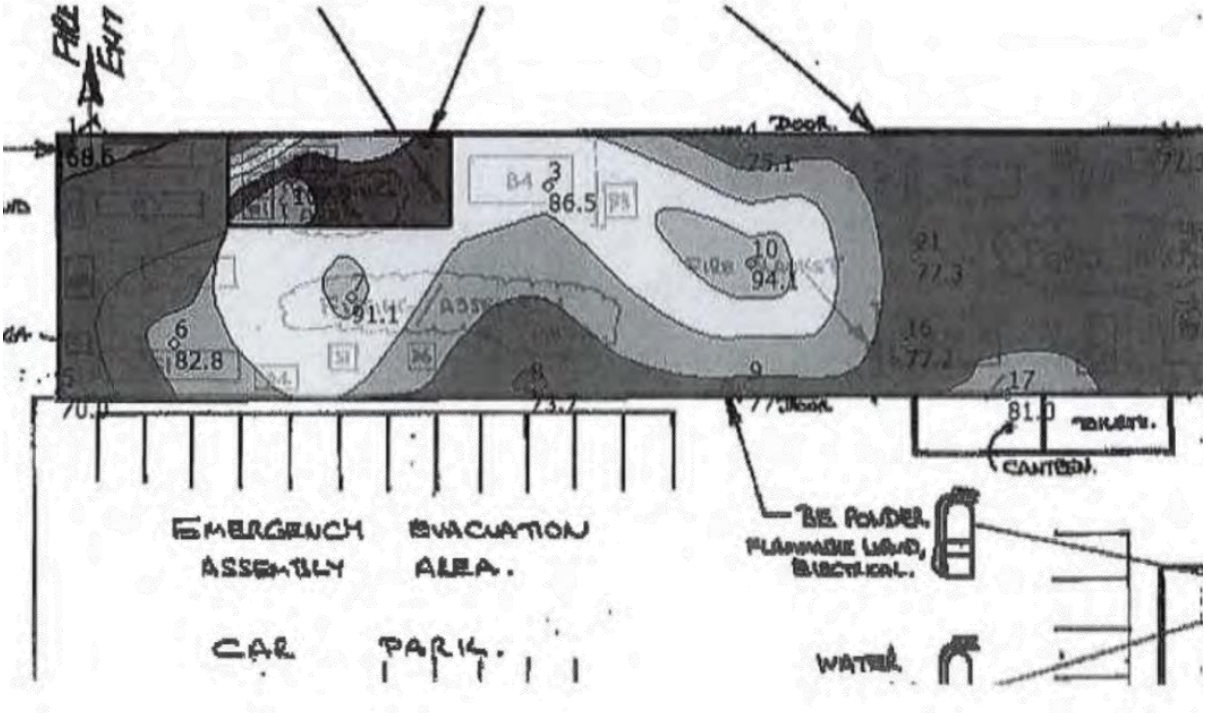
Settings	
Criterion Level	85 dB
Criterion Time	8 h
Threshold	None
Exc. Rate	3 dB
Time Weighting	Slow

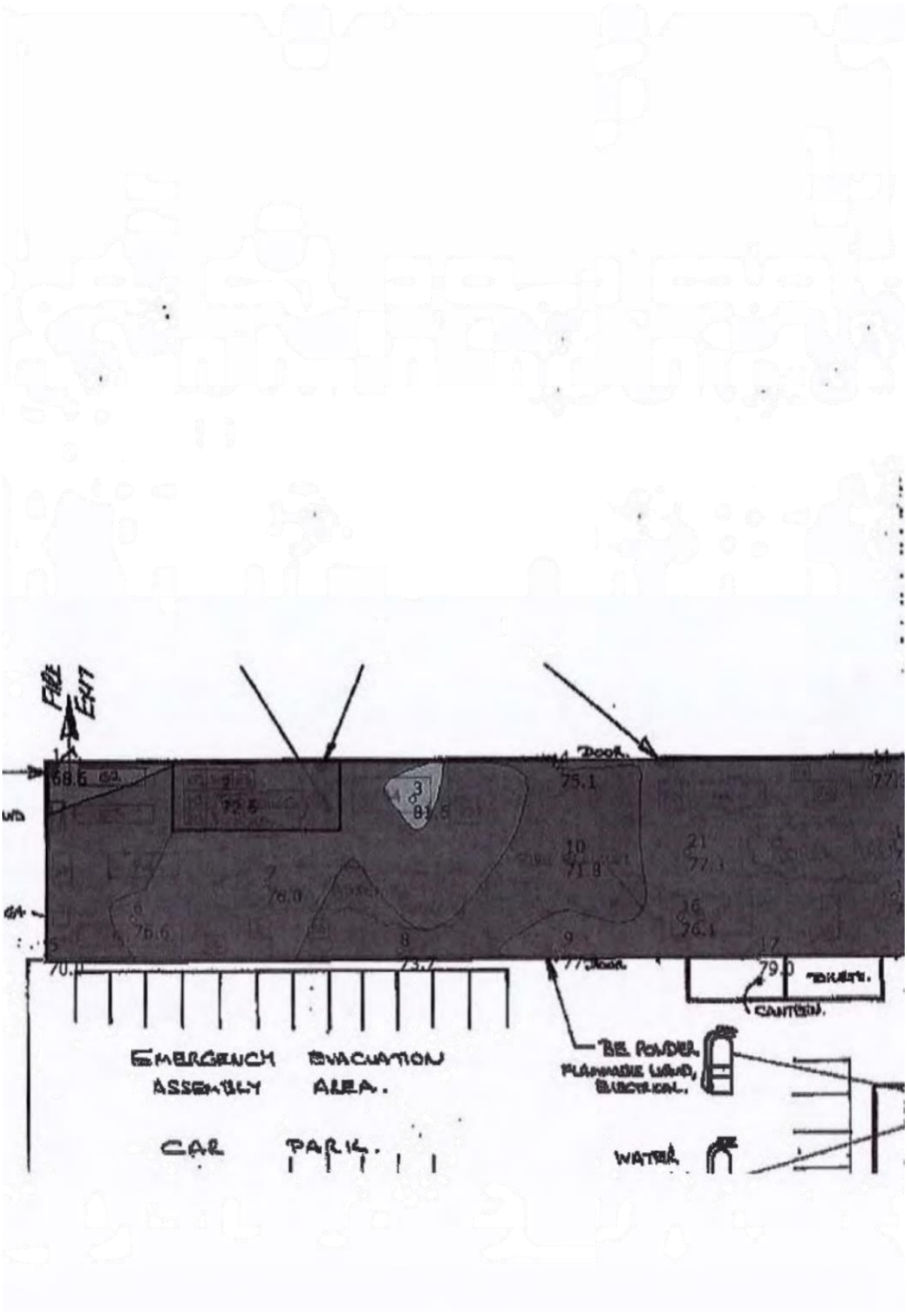
ISO (EU)	
LAeq	80.1 dB
LEPd	78.7 dB
Dose	24 %
Est. Dose	33 %
LAE	123.2 dB
Exposure	0.2 Pa2h
Est. Exp.	Pa2h

Settings	
Criterion Level	85 dB
Criterion Time	8 h
Threshold	None
Exc. Rate	3 dB
Time Weighting	None



NOISE CONTOUR PLANS





Appendix 2

Public Notification - Representations

Planning, Development & Infrastructure Act 2016 - Notice under section 107(3)(a)(ii)

Proposed Development

24-30 KAURNA AV EDINBURGH SA 5111

PlanSA

APPLICANT

Regent Street Properties Pty Ltd

APPLICATION NUMBER

22006655

NATURE OF DEVELOPMENT

Change of use from Light Industry to General Industry (consisting of four (4) tenancies comprising machinery, equipment and steel fabrication, geo-membrane fabrication, metal pressing and assembly)

VIEW THE PLANS AND HAVE YOUR SAY ON THE APPLICATION

www.plan.sa.gov.au/en/public_notices

MAKE A REPRESENTATION

Up until 11:59pm on the 26 May 2022

FOR MORE INFORMATION

CONTACT	PHONE	EMAIL
City of Salisbury	08 8406 8222	representations@salisbury.sa.gov.au

It is an offence to damage, destroy, obscure or remove this notice. Penalties apply.

Details of Representations

Application Summary

Application ID	22006655
Proposal	Change of use from Light Industry to General Industry (consisting of four (4) tenancies comprising machinery, equipment and steel fabrication, geo-membrane fabrication, metal pressing and assembly)
Location	24-30 KAURNA AV EDINBURGH SA 5111

Representations

Representor 1 - Phillip Bleasdale

Name	Phillip Bleasdale
Address	67 Camira Way SALISBURY NORTH SA, 5108 Australia
Phone Number	[redacted]
Email Address	[redacted]
Submission Date	25/05/2022 01:36 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I'm afraid I have to disagree with the proposed site. We learned that when Maxiplas used the site, they could not stop noise from reaching my dewilling. Furthermore looking back to SA Structural misled the City of Salisbury about the hours they worked. The noise of the steel structure does not stop within the boundaries of the fabrication work area. I see no reason for this project to be any different. The City of Salisbury spent thousands of dollars on proving the noise from SA Structural was penetrating my home and that of Miss Leanne Coxall despite her residence being situated further afield from my home. The City of Salisbury admitted that SA Structural sneaked in undetected and was inundated by complaints from many residents. Unfortunately, most residents don't realize they can have a voice when Councils make mistakes and have no idea on how to register a complaint. I have health problems that are exacerbated by noise, such as Cluster Headaches and Insomia, making sleeping habits outside those who retire at 10 pm.

Attached Documents

Representations

Representor 2 - Leanne Coxall

Name	Leanne Coxall
Address	8 CAMIRA WAY SALISBURY NORTH SA, 5108 Australia
Phone Number	[redacted]
Email Address	[redacted]
Submission Date	11/05/2022 11:37 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Da22006655RepresentationOnApplication-LeanneCoxall-9May2022-2823589.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

9 MAY 2022

Planning, Development and Infrastructure Act 2016

Applicant:	Regent Street Properties Pty Ltd
Development Number:	22006655
Nature of Development:	Change of use from Light Industry to General Industry (consisting of four (4) tenancies comprising machinery, equipment and steel fabrication, geo-membrane fabrication, metal pressing and assembly)
Zone:	Strategic Employment
Subject Land:	24-30 Kaurna Ave Edinburgh SA 5111
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**Thursday 26th May 2022**

My name*: LEANNE COXALL	My phone number: [redacted]
My postal address*: 8 CAMIRA WAY & 16 WOLGARRA ST. SALISBURY NORTH SA 5108	My email*: [redacted]

* *Indicates mandatory information*

My position is:

- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☒ I oppose the development

The specific reasons I believe that planning consent should be granted/refused are:

THE CURRENT NOISE GENERATED FROM THE EDINBURGH PARKS DEVELOPMENT IS ALREADY AT AN UNACCEPTABLE LEVEL. THIS HAS BEEN STEADILY INCREASING WITH EACH NEW TENANT & THE TYPES OF BUSINESSES THAT OCCUPY THE SITES, ESPECIALLY ANY FORM OF STEEL FABRICATION, BUT EVEN GENERAL NOISE IS A NUISANCE AT NIGHT WHEN THE SURROUNDING NEIGHBOURHOOD IS QUIET – WE CAN HEAR WORKERS TALKING ON A QUIET NIGHT.
THE ACOUSTIC BARRIER WHICH WAS PROPOSED BACK IN 2002 TO PROTECT THE RESIDENTS FROM NOISE FROM *

[attach additional pages as needed]

Government of South Australia
Attorney-General's Department

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal.

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 6.30pm (unless otherwise advised).

I: ☑ wish to be heard in support of my submission*

☐ do not wish to be heard in support of my submission

By: ☑ appearing personally

☐ being represented by the following person: _____

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: _____ Date: 9/5/22

Return Address: PO Box 8, SALISBURY SA 5108 or

Email: representations@salisbury.sa. gov.au or

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

THE GROWING EDINBURGH PARKS DEVELOPMENT WAS MAINLY SCRAPPED DUE TO IT APPARENTLY BEING TOO CLOSE TO THE RAILWAY TRACK. IN TURN THE ENTIRE LENGTH OF CAMIRA WAY, DRUWA DRIVE AND NOOLINGA WAY (AND SURROUNDING STREETS) HAS BEEN FORCED TO PUT UP WITH THE EXTREME NOISES 24 HOURS A DAY, 7 DAYS A WEEK.
THE EX DANA / MAXIPLAS SITE IS LESS THAN 60 METRES AWAY FROM MY HOME OF ALMOST 22 YEARS. IT, ALONG WITH THE EX S-A STRUCTURAL SITE ARE COMPLETELY INNAPPROPRIATE SITES FOR ANY KIND OF MANUFACTURING / FABRICATION OPERATIONS DUE TO THE CLOSE PROXIMITY TO WELL ESTABLISHED HOUSING. CONSIDERING THAT WE (THE RESIDENTS) ARE CURRENTLY DEALING WITH NOISE ISSUES EMANATING FROM THE MASTEC OPERATION & THE FOOTERS SITE, I AM ANGRY THAT THIS PROPOSED DEVELOPMENT APPLICATION HAS EVEN GOT THIS FAR.
THESE SITES ARE GOOD FOR NOTHING MORE THAN STORAGE. THE DAILY (6AM-6PM) NOISE IS ALREADY UNACCEPTABLE & THEN CONTINUES WELL INTO THE NIGHT. THE NOISE FROM BEEPING FORKLIFTS & TRUCKS FROM M3 LOGISTICS, ALL STEEL, CAMERONS & AUSCOLD CARRIES AS FAR AS OUR HOMES & THAT IS 24 HOURS A DAY.
THESE CONCERNS HAVE BEEN RAISED TO THE LMC, LOCAL PARLIAMENTARIANS, COUNCIL & THE EPA FOR MANY YEARS & I THEREFORE STRONGLY OPPOSE THE PROPOSED DEVELOPMENT, THE CHANGE OF USE & ANY FURTHER DEVELOPMENT THAT DIMINISHES MY QUALITY OF LIFE & MENTAL / PHYSICAL WELLBEING.

Wed Jan 21s 2004.

NORTHSCENE

Noise wall proposal scrapped

PLANS to build a long concrete wall to curb noise and dust from Edinburgh Parks industries have been abandoned.

The 2km-long 5m-high wall, conceived by the previous Olsen State Government, was to run along the railway line from Bolivar Rd to Bagsters Rd, Salisbury North.

Local Government Minister **Rory McEwen's** spokesman **Matt Pinnegar** said a wall of that size would be a waste of money and pointless.

Mr Pinnegar said the wall would have covered areas where there were no factories and therefore no noise.

"There's no point putting up a wall for noise that doesn't exist."

Instead, the Government will fund a 25m-long 4.5m-high steel wall next to parts supplier DANA.

> *There's no point putting up a wall for noise that doesn't exist.*

A number of noise restrictions would be imposed on DANA as well.

A spokesman for DANA could not comment before print time, saying he needed permission from the Premier **Mike Rann's** office.

The Government has also introduced rules imposing a 100m landscaped buffer zone between new factories and houses.

The buffer zone would only apply to new factories.

And businesses would be made to build their factories facing away from houses.

"As people move in, they'll actually build their own wall, with the backs of their factories, which will be 100m away (from any houses)," Mr Pinnegar said.

The new regulations would be applied by Salisbury Council's Development Assessment Panel.

The Salisbury North Action Group (SNAG) welcomed the measures.

"I do think it will adequately cover the industrial estate, but it's unfortunate the barrier will not help us with (noise from) the trains," SNAG president **John Welsh** said.

More trucks, more noise

My letter is concerning the ever growing Edinburgh Parks development and its continued noise pollution affecting surrounding residents.

Don't get me wrong, I'm a proud South Australian in support of big business setting up here, with huge profits for our state.

My problem is with the noise generated by these businesses and the approval given to them by our council to set up so close to residential areas.

I'm not one of those who move in next door to the RAAF base and then complains about the planes.

In fact, I also live opposite the freight line and the trains don't bother me at all because, as with the planes, they come and they go.

Imagine an alarm clock you just can't switch off. Whether it be at 8.30pm or 4am, the noise is the same – constant beeping from reversing trucks, huge chunks of metal being dropped on the ground, some employees yelling and dropping burnouts at shift change, etc.

> Don't get me wrong, I'm a proud South Australian in support of big business setting up here, with huge profits for our state. My problem is with the noise generated by these businesses and the approval given to them by our council to set up so close to residential areas.

This happens nearly 24 hours a day, seven days a week.

Huge amounts of ratepayers' money went into the council's plans for the accoustic barrier back in 2002.

It ends up being a complete waste of time and money as it was never even government approved – what a joke.

After four two-hour-plus meetings, residents had even chosen the colour of the wall and the plants to be used in the landscaping, only to be told that it never even had approval.

Things are only going to get worse for us with the new distribution centre going in – more trucks, more noise.

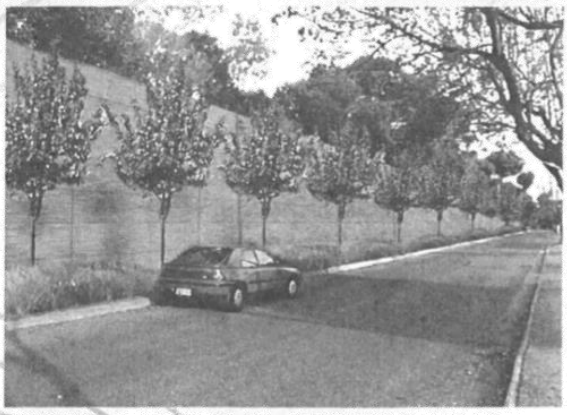
The issue of the wall needs to be re-addressed before completion of this new distribution centre, and after exhausting every avenue possible, we just don't know what to do.

I'm amazed at Mayor Zappia basking in the glory of clinching the Coles/Myer deal, yet showing no concern or compassion to those of us who contribute to his salary.

And to those of you saying "why don't you just move?", would you want to buy my house?

LEANNE COXALL
Salisbury North

Residents support acoustic barrier



More than 50 Salisbury North residents who attended a workshop on November 27 gave unanimous approval to the building of an acoustic wall along the southern side of the railway line at Edinburgh Parks.

The wall is being designed to reduce noise from any future industrial development on Edinburgh Parks, and will have the added benefit of reducing noise from trains whose frequency is expected to increase slightly over the next few years.

This was the last of three community consultation workshops that examined the need for an acoustic barrier and resulted in many positive suggestions being made about the barrier's design and construction.

Residents were asked to help determine the most appropriate form of barrier for their area, providing an opportunity for people who live in the area to get involved in the design process, including the selection of materials.

Residents at the November 27 workshop were shown a series of computer-enhanced images that incorporated many of the ideas previously suggested and provided a more detailed set of options from which they could choose.

Samples were provided of the type of concrete finish that would be appropriate, along with colour cards for other features.

The workshop split into four groups representing residents from Diruwa Drive, Noolinga Way, Diment Road and Camira Way to decide what sort of wall they preferred.

There were some differences of opinion as to texture and colour, but the strongest support was for an off-white or sandstone coloured, rough-textured finish, possibly with smooth panels at the end of each section of the barrier incorporating imprinted or moulded features.

There was universal support for native grasses, possibly of differing colours, at the foot of the wall, and for deciduous trees in front of the wall - possibly upright elms or Manchurian pears - and for existing trees to be removed.

It was explained that clear panels, which had been suggested at an earlier workshop, would be less effective in reducing sound but were still a possibility, especially at the Noolinga Way end of the barrier. The possibility of having a curved or irregular wall was hampered by the lack of space available between the railway line and the road, while the top edge of the wall would be obscured by the trees.

Representations

Representor 3 - Colin and Jacquiline Eckert

Name	Colin and Jacquiline Eckert
Address	10 CAMIRA WAY SALISBURY NORTH SA, 5108 Australia
Phone Number	[redacted]
Email Address	[redacted]
Submission Date	16/05/2022 12:20 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Da22006655RepresentationOnApplication-CAndJEckert16May2022-2858355.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

RECEIVED
16 MAY 2022

Applicant:	Regent Street Properties Pty Ltd
Development Number:	22006655
Nature of Development:	Change of use from Light Industry to General Industry (consisting of four (4) tenancies comprising machinery, equipment and steel fabrication, geo-membrane fabrication, metal pressing and assembly)
Zone:	Strategic Employment
Subject Land:	24-30 Kaurna Ave Edinburgh SA 5111
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**Thursday 26th May 2022**

My name*: COLIN ECKERT JACQUELINE ECKERT	My phone number: [redacted]
My postal address*: 10 CAMIRA WAY SALISBURY NORTH. 5108	My email*: [redacted]

** Indicates mandatory information*

My position is:
- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☒ I oppose the development

The specific reasons I believe that planning consent should be ~~granted~~/refused are:

opposing Light Industry to General Industry
These businesses will be operating 7AM - 10PM - 7 Days
with overnight workings as well.
Machine noise - Grinding, metal cutting, scraping of meta
All and move continuously with no respite 7 days, 7AM -
10PM.
Continuous Forklift operation, safety alarms sounding
15hrs a day. Horn beeping of forklifts. 7AM - 10PM.
6 Cranes operating with warning alarms sounding.
Trucks arriving and departing continuously.
with 4 companies working over the road, all doing machine
work on metal, the noise will not be containable. Its
impossible for 15hrs a day subjected to this will be stressful
and waving.
Please reconsider this, and say No! To Noisy Machinery

[attach additional pages as needed]

Government of South Australia
Attorney-General's Department

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal.

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 6.30pm (unless otherwise advised).

I:	☒	wish to be heard in support of my submission*
	☐	do not wish to be heard in support of my submission
By:	☒	appearing personally
	☐	being represented by the following person: _____

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: _____ Date: 13/5/22.

Return Address: PO Box 8, SALISBURY SA 5108 or

Email: representations@salisbury.sa.gov.au or

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

Representations

Representor 4 - Wayne Mitchell

Name	Wayne Mitchell
Address	5 LELTA COURT SALISBURY NORTH SA, 5108 Australia
Phone Number	[redacted]
Email Address	[redacted]
Submission Date	24/05/2022 02:31 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Da22006655RepresentationOnApplication-WayneMitchell24May2022-2927812.pdf

2 3 MAY 2022

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	Regent Street Properties Pty Ltd
Development Number:	22006655
Nature of Development:	Change of use from Light Industry to General Industry (consisting of four (4) tenancies comprising machinery, equipment and steel fabrication, geo-membrane fabrication, metal pressing and assembly)
Zone:	Strategic Employment
Subject Land:	24-30 Kaurna Ave Edinburgh SA 5111
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**Thursday 26th May 2022**

My name*: WAYNE MITCHELL	My phone number: [redacted]
My postal address*: 5 LELTA COURT SALISBURY NORTH 5108	My email*: [redacted]

** Indicates mandatory information*

My position is:

- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☒ I oppose the development

The specific reasons I believe that planning consent should be ~~granted~~/refused are:

We have lived at our current address in Salisbury North now for 47 years and over that journey we have had many issues with noise from the Very area now being considered for a light/General and steel fabrication workeshops. I worked in the fabrication and General industry all my life so Im well aware of the Huge noise issues with such a business so very close to our homes.
We are Extremely concerned about the noise that will WILL! come from such a fabrication work site, Not only factory noise but yard noise Forklifts, Crane's and Truck loading and unloading.
We are even impacted by Companies like Mastec Australia and at times Hooters Structural Timber.
So such a Factory on the location at Edinburgh would impact us hugely. Windows Shut, Shutters Down and no Freedom in our outside area's.

[attach additional pages as needed]

Government of South Australia
Attorney-General's Department

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal.

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 6.30pm (unless otherwise advised).

I: ☐ wish to be heard in support of my submission*

☒ do not wish to be heard in support of my submission

By: ☐ appearing personally

☐ being represented by the following person: _____

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: _____ Date: 23/05/2022

Return Address: PO Box 8, SALISBURY SA 5108 or

Email: representations@salisbury.sa.gov.au or

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

Appendix 3

Response to Representations

HOLMES DYER PTY LTD
ABN: 30 608 975 391
Telephone: 08 7231 1889
Level 3, 15 Featherstone Place
Adelaide SA 5000

Unit 7, 326 Edgecliff Road
Woollahra NSW 2025

HOLMES DYER

6 June 2022

Reference: 22006655

Chris Carrey
City of Salisbury
34 Church Street
SALISBURY SA 5000

Attention: Chris Carrey

By Email: ccarrey@salisbury.sa.gov.au

Dear Chris,

DA ID 22006655 – 24-30 KAURNA AVENUE, EDINBURGH SA 5111 – RESPONSE TO REPRESENTATIONS AND COUNCIL RFI

Please find below a detailed response prepared on behalf of Regent Street Properties Pty Ltd (the applicant) that addresses the representations received on 27 May 2022; and Council's request for information dated 23 May 2022.

1. Response to Representations

At the close of the notification period, a total of four valid representations were received:

- L Coxall – 8 Camira Way, Salisbury North
- C & J Eckert – 10 Camira Way, Salisbury North
- W Mitchell – 5 Lelta Court, Salisbury North
- P Bleasdale – 67 Camira Way, Salisbury North

A review of the representations reveals that L Coxall, and C & J Eckert reside approximately 60 metres from the subject site, whereas W Mitchell and P Bleasdale's properties are located considerably further from the site (100m and 369m, respectively) and are not in direct line of sight of the property.

The four representations raise similar concerns regarding noise and hours of operation, which appear to be largely based on their experiences with previous operators of both the subject site and unrelated industrial properties within the Edinburgh Parks Industrial Estate.

The applicant acknowledges the negative impacts that have been experienced in the past due to previous site occupiers (operating either within or outside of planning approvals in place at the time) and is committed to ensuring the proposed development is managed and operated to ensure off-site impacts are appropriately mitigated and managed.

It is of note that the applicant is an experienced owner of industrial businesses who has successfully operated the four businesses intended to relocate to the subject site without complaint despite significant residential interfaces. This is due to the applicant's steadfast commitment to being a 'good neighbour' and ensuring the businesses comply with all of the relevant noise criteria.

The application detailed how the proposed development would be operated and managed to minimise off-site impacts, including the proposed mitigation measures to be implemented, many of which have been confirmed by acoustic modelling as being over and above what is technically required to achieve acceptable noise levels at the residential interface.

In response to the concerns raised by the representors the applicant has also commissioned the preparation of a Noise Management Plan, which includes a commitment to locating noise producing activities in the northern areas of the existing building and site (i.e. furthest from residential areas); and using the southern section of the existing building and site for low impact storage, warehousing and staff car parking. The Noise Management Plan is discussed in more detail below.

A summary of each representation and a detailed response is provided in Table 1. We note that there is a degree of repetition of issues between the submissions and as such have only discussed specific issues, not addressed by an earlier response. As such, the table below should be read in its entirety for a complete response.

Table 1. Representation Summary and Response

Representor	Summary of Concerns and Applicant Response
L Coxall 8 Camira Way Salisbury North	The resident outlines in their submission the history of noise impacts experienced from industrial sites within Edinburgh Parks, including previous occupants misleading Council and residents with hours of work and impacts from 24-hour operations and steel fabrication. We note the representor's property is located 61 metres from the boundary of the subject site, separated by the freight rail corridor. The proposed industrial use relates to repair and machining of high value industrial mining equipment, with other complementary light industrial and warehousing activities. The nature of this use requires precision and careful handling internal to the building, with none of this industrial activity occurring in the external storage areas. The applicant advises that all the businesses proposed to relocate to the subject site currently operate within existing premises in Adelaide in close proximity to residential neighbours with no history of complaints. The applicant has committed to locating noise generating activities relating to the machining and repair of this high value equipment, use of angle grinders, metal hammering and sawing at the northern end of the existing building, with detailed acoustic modelling as outlined in the Resonate report demonstrating that acceptable noise levels will be achieved through containment inside the building. The applicant has agreed to cluster movement and noise activities at the northern end of the site, with all access via the northern doors and the Kaurna Avenue access point. In acknowledgement of the

	residents' concerns, the rear doors will remain closed, with only employee parking areas accessible between 7am and 7pm proposed within the existing southern hard stand, with no storage, truck or forklift movements to occur in this area. Unlike the previous examples cited by the representor, the proposed development will not be a 24-hour operation. There may be infrequent night works for 2-3 employees internal to the building in the event of emergency breakdown of critical mining equipment, however this has been modelled by Resonate, with the results indicating that this activity will meet the night time noise criteria. Based on the detailed acoustic modelling, the proposed operations meet all minimum criteria with additional controls and mitigations proposed in the Noise Management Plan to protect from adverse amenity impacts for this representor.
C & J Eckert 10 Camira Way, Salisbury North	The resident outlines concern with the hours of operation and intensity of activity that could be experienced due to the co-location of four business operations on a single site. We note the property is 60 metres from the boundary of the proposed site, separated by the freight rail corridor As detailed in the earlier responses above, Resonate has used technical modelling to demonstrate that noise can be appropriately contained, and a Noise Management Plan has been prepared to ensure that any use of the external spaces for temporary storage and deliveries is positioned away from the residential properties to mitigate the perception or actual impacts from these activities on the site. Based on the detailed acoustic modelling, the proposed operations meet all minimum criteria with additional controls and mitigations proposed in the Noise Management Plan to protect from adverse amenity impacts for this representor.
W Mitchell 5 Lelta Court, Salisbury North	The resident outlines the history of noise impacts experienced from industrial sites within Edinburgh Parks, including previous occupants misleading Council and residents with hours of work and impacts from 24-hour operations and steel fabrication. The property does not have a direct line of sight to Kaurna Avenue, being located behind 10 Camira Way, with this dwelling providing an additional separation. The applicant currently operates a number of industrial businesses in close proximity to residential properties without impact. However, in acknowledgement of the concerns raised, the Noise Management Plan prepared by the applicant provides an additional level of clarity for Council and the residents on how the site will be operated to ensure mitigation of impacts.
P Bleasdale 67 Camira Way, Salisbury North	The resident outlines in their submission the history of noise impacts experienced from industrial sites within Edinburgh Parks, including previous occupants misleading Council and residents with hours of work.

	It is noted that 67 Camira Way is located 369m west of the subject site boundary, separated by the freight rail corridor. Acoustic investigations undertaken by Resonate have clearly outlined that the proposed operations will not exceed the noise control standards for this location. Given the distance from the site, no impact from the proposed operations at 24-30 Kaurna Avenue is anticipated.

While the applicant acknowledges the representors' previous negative experiences, it is our view that the poor practises of past operators should not prejudice the assessment of the current application, which must be assessed on its merit and individualised method of operations.

2. Council Request for Information dated 23 May 2022

We acknowledge Council's concerns relating to General Industry adjacent a residential area. As Council has indicated, Performance Outcome 1.2 of the Strategic Employment Zone is clear that *'development on land adjacent to another zone, which is used for residential purposes, incorporates a range of low impact, non-residential uses to mitigate adverse amenity and safety impacts…'*.

Our previous RFI response identified the unique characteristics of the interface between the subject site and the adjacent General Neighbourhood Zone, being that it is dominated by a freight rail corridor and dense vegetation screening between the site and the nearest residential properties.

Nevertheless, the applicant acknowledges that previous industrial uses on the site have had an adverse noise impact on adjacent residential properties; and these impacts have led to a lack of confidence in the ability for future operators to use the site for general industry purposes without causing adverse noise impacts. As an act of faith and to supplement the mitigation measures already proposed as part of the application, the following additional measures will be implemented.

Noise Management Plan

The applicant has commissioned a comprehensive Noise Management Plan that provides specific detail on where, when, and how identified noise-creating activities will occur, based on how these businesses operate at their existing premises. The Noise Management Plan dated 05/06/22 is provided as Appendix 2.

The Noise Management Plan requires that higher impact general industry activities will be clustered to the north of the existing building with all loading/unloading to occur via the northern doors out to Kaurna Avenue. This approach effectively dedicates the southern section of the building closest to the residents for low impact industrial warehousing and manufacturing. Further, the use of the external spaces has been zoned to ensure all loading and storage is to the north and west of the building, with the southern section of the site limited to employee parking between 7am and 7pm. The southern section will be gated to restrict access outside these times and additional landscaping will be established along the boundary to provide additional screening.

This approach is considered to be consistent with the intention of PO1.2, which seeks to locate low impact industrial uses at the interface to mitigate the impact on amenity

of the residential properties. It is our view that this performance outcome allows for the transition of uses to occur within an individual site, particularly in the current instance where the site comprises 5 hectares and is therefore capable of supporting a range of separate industrial uses. The Noise Management Plan includes clear zones of use both internal and external to the building, that is enforceable as part of a condition of approval to mitigate the site operations.

The applicant has confirmed that the four individual businesses proposed to operate from this facility, while separate trading entities as described in the original application, are under a common management structure. The business operations are complementary in activities and will operate under the shared conditions of a single Noise Management Plan, that will be enforced by a single managing director.

Sonus Review

Resonate Acoustics has prepared a detailed response to the queries and comments raised by Sonus in the email dated 23 May 2022. These clarifications have been incorporated into an updated Environmental Noise Assessment report dated 03/06/22 provided as Appendix 1, and associated Noise Management Plan provided as Appendix 2.

We note that acoustic engineers use different methodologies in the collection of data as part of their assessment of a facility's noise creation and mitigation measures.

Resonate has adopted noise modelling for different activities within the building rather than adopting a homogenous single noise level in order to provide a conservative assessment; and used a 'worst case scenario' in respect to noise generating activities occurring at a single point in time, which still achieves the compliance with the daytime limits at the nearest residential property.

We acknowledge that Council's third-party review of the original Resonate report has indicated that a 7-day logging of noise generated at the existing operations may better identify a peak noise and average noise across any 15-minute period.

While Resonate is satisfied with the appropriateness of their technical methodology approach and its conservatism, for the avoidance of any doubt and to provide an addition level of comfort for Council and the adjacent residents, the applicant has agreed to commit to 7-day noise monitoring commencing from Monday 06/06/22. This detail will be provided to Council ahead of the Panel Meeting, to further justify the confidence in the acoustic assumptions.

Resonate has provided the following responses to the following specific matters raised by Sonus.

1. *The Assessment indicates that tonal, modulating and impulsive noise characteristics may be present. This would be expected from proposed activities such as grinding and hammering and the use of reversing tones. The Assessment applies a single penalty for one characteristic using the following justification:*

   > *Given the layout of the site, main building construction and the distance of proposed activities from the residents, the adoption of one characteristic penalty is considered sufficient.*

   It is considered that if a single penalty is to be applied, an objective assessment of penalties should be conducted, including a comparison with existing ambient noise levels.

Response

An 8 dB(A) penalty has now been applied on the basis that up to two characteristics could be fundamental to the impact of noise at the nearest noise affected properties. This is described in Section 5.2 of the environmental noise assessment.

2. *Figure 1 of the Assessment shows no truck or forklift movements on the southern side of the building. Any proposed forklift and truck activity on the southern side of the building should be included in the predicted noise levels, and this should be clarified in the assessment.*

Response

There is no proposed truck or forklift activity in the southern hardstand.

3. *The Assessment relies on a Dewing Ergonomics and Safety report prepared for the Heavymech operations. The report indicates that many of the measured noise levels are above the assumed 80 dB(A), including noise levels measured using dosimeters, which measures average noise levels over time and location.*

   Further, the report does not include any assessment of noise from QMM, Fabtech or Auspress. For a development of this scale, it would be expected that better data would be recorded for each of the businesses proposed to be co-located.

Response

Attended noise measurements at each business have been undertaken as described in report section 5.1.3. These measurements indicate that typical noise levels are less than 80 dB(A) at all existing sites when spatially averaged over internal workshop/warehouse areas.

Notwithstanding the above, detailed internal noise modelling has also been undertaken to demonstrate that a nominal 'worst-case' noise generating scenario can meet the Noise EPP goals provided high noise activities are concentrated at the northern end of the workshop, furthest from noise sensitive receivers.

A Noise Management Plan will be implemented to ensure that site activities will be undertaken in a manner consistent with what has been adopted for this assessment.

We consider that the above approach provides a high level of certainty that noise emissions will comply with the Noise Policy. Nonetheless we have been instructed by our client to also undertake additional noise logging at QMM and Heavymech over a period of approximately one week to provide further evidence that worst case internal levels are not expected to exceed those that form the basis of our assessment.

4. *The Assessment confirms that residences in the vicinity are located within a 'quiet locality' and describes a maximum instantaneous noise level of 60*

dB(A) to be achieved but does not include the equivalent (average) noise levels of 52 dB(A) (day) and 45 dB(A) (night) which are also required to be achieved in a quiet locality. The predicted noise level of 54 dB(A) during the day exceeds the 52 dB(A) criterion for a quiet locality. That is, the Assessment predicts that the goal noise levels of the Environment Protection (Noise) Policy 2007 will not be achieved.

Response

The updated assessment adopts the 'quiet locality' criteria and shows that these noise levels can be achieved with implementation of recommended noise mitigation and Noise Management Plan.

Boundary Fence

Consideration has been given to installing a solid fence or barrier around the property boundary as a noise attenuation measure. Resonate has confirmed as part of their assessment that an increased height external fence or barrier at the property boundary will not have any impact on preventing the transmission of noise proposed to be generated from this facility and could in fact increase the noise for the residents from the echo of the train movements back against a solid barrier. As a result, no physical boundary noise barrier is proposed as part of this application.

Landscape Plan

The applicant has prepared a detailed landscape plan and planting schedule for the re-establishment of vegetation on the site's southern and western boundaries, with a focus on establishing a dense vegetation buffer. This buffer will not necessarily contribute to noise management; however, it will prevent any direct lines of site into the facility, which may improve the overall perception of noise from adjacent residents. The Landscape Plan is included as Appendix 3.

3. Closing Summary

The subject site and surrounding industrial estate are located in a Strategic Employment Zone, which envisages a range of industrial activities. It is considered that the current application provides both the City of Salisbury and the adjacent residents with an opportunity to secure an operator who is sympathetic to the previous issues and is prepared to go beyond minimum technical requirements in order to operate his business from this location, in a manner that can co-locate with the existing residential area without further adverse impacts.

The land at 24-30 Kaurna Avenue, Edinburgh, is an established employment precinct for businesses such as that proposed by the applicant, which is further supported by the current zoning. The technical investigations and evidence-based analysis of the proposed operations have demonstrated full compliance with all minimum requirements.

However, the applicant acknowledges that the Council and surrounding residents have been negatively impacted by previous operations on this and adjacent sites and has accepted specific zoning of operations and a detailed Noise Management Plan to provide comfort that this new operation will not re-create similar issues to previous

HOLMES DYER

operators. The applicant's current operations currently co-locate in closer proximity to residents than the new location, without complaint.

The applicant is taking a long-term view on the relocation of his business to this facility and has demonstrated a willingness to go above and beyond to demonstrate compliance and address any actual or perceived impacts, through limitations on his operations to establish this business is Salisbury.

The applicant has provided detailed evidence, including a comprehensive Noise Management Plan for the operation of this facility in this location. Based on the body of evidence and information outlined in the attached, it is considered that proposed operations meet the requirements of the zone and warrants approval, subject to a condition requiring operations to comply with the Noise Management Plan.

Further, while the noise assessment and noise management plan clearly indicate that no additional attenuation measures are necessary, the applicant is willing to undertake the following additional measures to demonstrate his commitment to delivery of a noise compliant operation:

- Provide double glazing to residential properties fronting Camira Way between Tura Avenue and Moronga Street, (8 properties) and siding the railway between Moronga Street and Whites Road (2 properties).
- Provide additional internal screening to the higher noise sources within the subject building.
- Offer a personal guarantee by way of a legal instrument that operations at the site will meet the noise standards as set by the Noise Management Pan.

We confirm that we will speak in support of this written documentation at the Council Assessment Panel Meeting.

Yours sincerely

Chantal Milton
Principal

Encls:

Appendix 1 – Resonate Environmental Noise Assessment updated 03/06/22

Appendix 2 – Noise Management Plan dated 06/06/22

Appendix 3 – Landscape & Site Plan dated

Appendix 4

Code Extract 19 April 2022

Policy24 - Enquiry

Address: **24-30 KAURNA AV EDINBURGH SA 5111**

Click to view a detailed interactive SAILIS in SAILIS

To view a detailed interactive property map in SAPPA click on the map below

Property Zoning Details

Local Variation (TNV)
Concept Plan *(Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints)*
Overlay
Building Near Airfields
Defence Aviation Area *(All structures over 15 metres)*
Hazards (Flooding)
Hazards (Flooding - General)
Prescribed Wells Area
Regulated and Significant Tree
Water Resources
Zone
Strategic Employment

Selected Development(s)

General industry

This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.
If no assessment pathway is shown this mean the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development

Property Policy Information for above selection

General industry - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Strategic Employment Zone

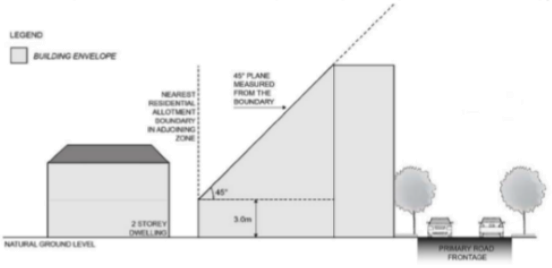
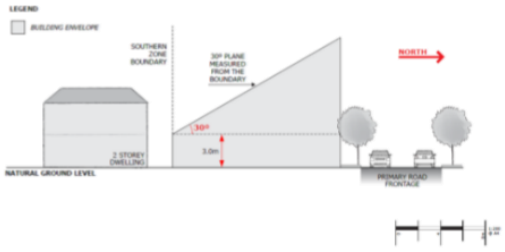
Assessment Provisions (AP)

Desired Outcome	
DO 1	A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.
DO 2	Employment-generating uses are arranged to: (a) support the efficient movement of goods and materials on land in the vicinity of major transport infrastructure such as ports and intermodal freight facilities (b) maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related industry and warehousing, ship building and related support industries (c) create new and enhance existing business clusters (d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes (e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.
DO 3	A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Advertisement (b) Automotive collision repair (c) Electricity substation (d) Energy generation facility (e) Energy storage facility (f) Fuel depot (g) General industry (h) Intermodal facility (i) Light Industry (j) Motor repair station (k) Public service depot (l) Rail marshalling yard (m) Renewable energy facility (other than a wind farm) (n) Retail fuel outlet (o) Service trade premises (p) Shop (q) Store (r) Telecommunications facility (s) Training facility (t) Warehouse

PO 1.2 Development on land adjacent to another zone which is used for residential purposes incorporates a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone.	DTS/DPF 1.2 Development involving any of the following uses on a site adjacent land in another zone used for or expected to be primarily used for residential purposes: (a) Bulky goods outlet (b) Consulting room (c) Indoor recreation facility (d) Light industry (e) Motor repair station (f) Office (g) Place of worship (h) Research facility (i) Service trade premises (j) Store (k) Training facility (l) Warehouse.
Built Form and Character	
PO 3.1 Development includes distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.	DTS/DPF 3.1 None are applicable.
PO 3.2 Building facades facing a boundary of a zone primarily intended to accommodate sensitive receivers, a public road, or public open space incorporate design elements to add visual interest by considering the following: (a) using a variety of building finishes (b) avoiding elevations that consist solely of metal cladding (c) using materials with a low reflectivity (d) using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.	DTS/DPF 3.2 None are applicable.
PO 3.3 Buildings are set back from the primary street boundary to contribute to a consistent streetscape.	DTS/DPF 3.3 The building line of a building is no closer to the primary street frontage than: (a) the average of existing buildings on adjoining sites with the same primary street frontage and, if there is only one such building, the setback of that building or (b) where no building exists on an adjoining site: (i) 8m or more for buildings up to 6m high (ii) not less than 10m for buildings greater than 6m high.
PO 3.4 Buildings are set back from secondary street boundaries to	DTS/DPF 3.4 Building walls are set back 4m or more from a secondary street

accommodate the provision of landscaping between buildings and the road to enhance the appearance of land and buildings when viewed from the street.	boundary.
PO 3.5 Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.	DTS/DPF 3.5 Building walls are set back 3m or more from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available.
Interface Height	
PO 4.1 Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.	DTS/DPF 4.1 Buildings are constructed within a building envelope provided by a 45 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary or where this boundary is the primary street boundary): 
PO 4.2 Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.	DTS/DPF 4.2 Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram: 
PO 4.3 Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.	DTS/DPF 4.3 None are applicable.
Landscaping	

<table>
<tr>
<td>PO 5.1

Landscaping is provided along public roads and thoroughfares and zone boundaries to enhance the visual appearance of development and soften the impact of large buildings when viewed from public spaces and adjacent land outside the zone.</td>
<td>DTS/DPF 5.1

Other than to accommodate a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land, a landscaped area is provided within the development site (excluding any land required for road widening purposes):

(a) where a building is set back less than 3m from the street boundary - within the area remaining between a relevant building and the street boundary
or
(b) in accordance with the following:

<table>
<tr><th>Minimum width</th><th>Description</th></tr>
<tr><td>8m</td><td>Along any boundary with the Open Space Zone associated with the River Torrens.</td></tr>
<tr><td>5m</td><td>Along any boundary with a Highway, Freeway or Expressway.</td></tr>
<tr><td>5m</td><td>Along and boundary on the perimeter of the zone not fronting a public road or thoroughfare except where the adjacent zone is one of the following:

(a) Employment (Bulk Handling) Zone;
(b) Commercial and Business Zone;
(c) Resource Extraction Zone.</td></tr>
<tr><td>3m</td><td>Along the any boundary on the perimeter of the zone that fronts a public road or thoroughfare.</td></tr>
<tr><td>3m</td><td>Along an arterial or main road frontage within the zone (and not on the perimeter of the zone).</td></tr>
</table>
</td>
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<tr>
<td>PO 5.2

Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.</td>
<td>DTS/DPF 5.2

Landscape areas comprise:

(a) not less than 10 percent of the site
(b) a dimension of at least 1.5m.</td>
</tr>
<tr>
<td>PO 5.3

Landscape areas incorporate a range of plant species of varying</td>
<td>DTS/DPF 5.3

None are applicable.</td>
</tr>
</table>

heights at maturity, including tree species with a canopy above clear stems, to complement the scale of relevant buildings.	
Concept Plans	
PO 8.1 Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.	DTS/DPF 8.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: **Description** Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints In relation to DTS/DPF 8.1, in instances where: (a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 8.1 is met.

Table 5 - Procedural Matters (PM) - Notification

The following table identifies, pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.

Interpretation

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether one or more elements are excluded in the applicable notification table) unless every performance assessed element of the application is excluded in the applicable notification table, in which case the application will not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any development involving any of the following (or of any combination of any of the following): (a) advertisement (b) air handling unit, air conditioning system or exhaust fan (c) building work on railway land (d) carport (e) fence	Except development that does not satisfy any of the following: 1. Strategic Employment Zone DTS/DPF 4.1 2. Strategic Employment Zone DTS/DPF 4.2.

(f) outbuilding (g) retaining wall (h) shade sail (i) solar photovoltaic panels (roof mounted) (j) telecommunications facility (k) temporary public service depot (l) verandah (m) water tank.	
3. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) general industry (c) light industry (d) office (e) motor repair station (f) retail fuel outlet (g) store (h) warehouse.	Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.
4. Any development involving any of the following (or of any combination of any of the following): (a) internal building works (b) land division (c) replacement building (d) temporary accommodation in an area affected by bushfire (e) tree damaging activity.	None specified.
5. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
6. Shop.	Except: 1. where the site of the shop is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone or 2. shop that does not satisfy Strategic Employment Zone DTS/DPF 1.3.
7. Telecommunications facility.	Except telecommunications facility that does not satisfy Strategic Employment Zone DTS/DPF 1.5.

Placement of Notices - Exemptions for Performance Assessed Development
None specified.

Placement of Notices - Exemptions for Restricted Development
None specified.

Part 3 - Overlays

Building Near Airfields Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Outdoor lighting associated with a non-residential use does not pose a hazard to commercial or military aircraft operations.	DTS/DPF 1.1 Development: (a) primarily or wholly for residential purposes (b) for non-residential purposes that does not incorporate outdoor floodlighting.
PO 1.2 Development likely to attract or result in the congregation of wildlife is adequately separated from airfields to minimise the potential for aircraft wildlife strike.	DTS/DPF 1.2 All development except where it comprises one or more of the following located not less than 3km from the boundaries of an airport used by commercial or military aircraft: (a) food packing/processing plant (b) horticulture (c) intensive animal husbandry (d) showground (e) waste management facility (f) waste transfer station (g) wetland (h) wildlife sanctuary.
PO 1.3 Buildings are adequately separated from runways and other take-off and landing facilities within certified or registered aerodromes to minimise the potential for building-generated turbulence and windshear that may pose a safety hazard to aircraft flight movement.	DTS/DPF 1.3 The distance from any part of a runway centreline to the closest point of the building is not less than 35 times the building height.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Defence Aviation Area Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Management of potential impacts of buildings on the operational and safety requirements of Defence Aviation Areas.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operations of Defence Aviation Areas.	DTS/DPF 1.1 Building height does not exceed the relevant height specified by the *Defence Aviation Area Overlay*.
PO 1.2 Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with Defence Aviation Areas.	DTS/DPF 1.2 Development does not include exhaust stacks.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Hazards (Flooding) Overlay

Assessment Provisions (AP)

Desired Outcome

Policy24 - Enquiry

DO 1	Impacts on people, property, infrastructure and the environment from high flood risk are minimised by retaining areas free from development, and minimising intensification where development has occurred.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Flood Resilience	
PO 3.1 Development avoids the need for flood protection works.	DTS/DPF 3.1 None are applicable.
PO 3.2 Development does not cause unacceptable impacts on any adjoining property by the diversion of flood waters or an increase in flood velocity or flood level.	DTS/DPF 3.2 None are applicable.
PO 3.3 Development does not impede the flow of floodwaters through the allotment or the surrounding land, or cause an unacceptable loss of flood storage.	DTS/DPF 3.3 None are applicable.
PO 3.4 Development avoids frequently flooded or high velocity areas, other than where it is part of a flood mitigation scheme to reduce flood impact.	DTS/DPF 3.4 Other than a recreation area, development is located outside of the 5% AEP principal flow path.
PO 3.5 Buildings are sited, designed and constructed to prevent the entry of floodwaters in a 1% AEP flood event where the entry of floodwaters is likely to result in undue damage to, or compromise ongoing activities within, buildings.	DTS/DPF 3.5 Buildings comprise one of the following: (a) a porch or portico with at least 2 open sides (b) a verandah with at least 3 open sides (c) a carport or outbuilding with at least 2 open sides (whichever elevations face the direction of the flow) (d) any post construction with open sides (e) a building with a finished floor level that is at least 300mm above the height of a 1% AEP flood event.
Environmental Protection	
PO 4.1 Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.	DTS/DPF 4.1 Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.
PO 4.2 Development does not create or aggravate the potential for erosion or siltation or lead to the destruction of vegetation during	DTS/DPF 4.2 None are applicable.

a flood.	
Site Earthworks	
PO 5.1 The depth and extent of filling required to raise the finished floor level of a building does not cause unacceptable impact on any adjoining property by diversion of flood waters, an increase in flood velocity or flood level, or an unacceptable loss of flood storage.	DTS/DPF 5.1 None are applicable.
PO 5.2 Driveways, access tracks and parking areas are designed and constructed to minimise excavation and filling.	DTS/DPF 5.2 Filling for ancillary purposes: (a) does not exceed 300mm above existing ground level (b) is no more than 5m wide.
Access	
PO 6.1 Development does not occur on land: (a) from which evacuation to areas not vulnerable to flood risk is not possible during a 1% AEP flood event (b) which cannot be accessed by emergency services vehicles or essential utility service vehicles during a 1% AEP flood event.	DTS/DPF 6.1 None are applicable.
PO 6.2 Access driveways and tracks to significant development (i.e. dwellings, places of work, etc.) consist of a safe, all-weather trafficable surface that is accessible during a 1% AEP flood event.	DTS/DPF 6.2 None are applicable.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Flood Resilience	
PO 2.1 Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than: In instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.
Environmental Protection	
PO 3.1 Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.	DTS/DPF 3.1 Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Prescribed Wells Area Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Sustainable water use in prescribed wells areas.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 All development, but in particular involving any of the following: (a) horticulture	DTS/DPF 1.1 Development satisfies either of the following: (a) the applicant has a current water licence in which

(b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed wells areas.	sufficient spare capacity exists to accommodate the water needs of the proposed use or (b) the proposal does not involve the taking of water for which a licence would be required under the *Landscape South Australia Act 2019*.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development that require or may require water to be taken in addition to any allocation that has already been granted under the *Landscape South Australia Act 2019:* (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commerical forestry.	The Chief Executive of the Department of the Minister responsible for the administration of the *Landscape South Australia Act 2019*.	To provide expert technical assessment and direction to the relevant authority on the taking of water to ensure development is undertaken sustainably.	Development of a class to which Schedule 9 clause 3 item 13 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.
Commercial forestry that requires a forest water licence under Part 8 Division 6 of the *Landscape South Australia Act 2019.*			

Water Resources Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Protection of the quality of surface waters considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change.
DO 2	Maintain the conveyance function and natural flow paths of watercourses to assist in the management of flood waters and stormwater runoff.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature

Water Catchment	
PO 1.1 Watercourses and their beds, banks, wetlands and floodplains (1% AEP flood extent) are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development avoids interfering with the existing hydrology or water regime of swamps and wetlands other than to improve the existing conditions to enhance environmental values.	DTS/DPF 1.2 None are applicable.
PO 1.5 Development that increases surface water run-off includes a suitably sized strip of vegetated land on each side of a watercourse to filter runoff to: (a) reduce the impacts on native aquatic ecosystems (b) minimise soil loss eroding into the watercourse.	DTS/DPF 1.5 A strip of land 20m or more wide measured from the top of existing banks on each side of the watercourse is free from development, livestock use and revegetated with locally indigenous vegetation.
PO 1.6 Development resulting in the depositing or placing of an object or solid material in a watercourse or lake occurs only where it involves any of the following: (a) the construction of an erosion control structure (b) devices or structures used to extract or regulate water flowing in a watercourse (c) devices used for scientific purposes (d) the rehabilitation of watercourses.	DTS/DPF 1.6 None are applicable.
PO 1.7 Watercourses, floodplains (1% AEP flood extent) and wetlands protected and enhanced by retaining and protecting existing native vegetation.	DTS/DPF 1.7 None are applicable.
PO 1.8 Watercourses, floodplains (1% AEP flood extent) and wetlands are protected and enhanced by stabilising watercourse banks and reducing sediments and nutrients entering the watercourse.	DTS/DPF 1.8 None are applicable.
PO 1.9 Dams, water tanks and diversion drains are located and constructed to maintain the quality and quantity of flows required to meet environmental and downstream needs.	DTS/DPF 1.9 None are applicable.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference

None	None	None	None

Part 4 - General Development Policies

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome	
DO 1	Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied: (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the *Electricity Act 1996* (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

Design

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development is: (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature

All development	
External Appearance	
PO 1.4 Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Carparking Appearance	
PO 7.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.4 Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.	DTS/DPF 7.4 None are applicable.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 None are applicable.
PO 7.6 Vehicle parking areas and associated driveways are landscaped	DTS/DPF 7.6 None are applicable.

to provide shade and positively contribute to amenity.	
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
All non-residential development	
Water Sensitive Design	
PO 31.1 Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 31.1 None are applicable.
PO 31.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 31.2 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 32.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, vessels, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 32.1 None are applicable.

Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

Desired Outcome	
DO 1	Efficient provision of infrastructure networks and services, renewable energy facilities and ancillary development in a manner that minimises hazard, is environmentally and culturally sensitive and manages adverse visual impacts on natural and rural landscapes and residential amenity.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Water Supply	
PO 11.1 Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	DTS/DPF 11.1 Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.
Wastewater Services	
PO 12.1 Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following: (a) it is wholly located and contained within the allotment of the development it will service (b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources (c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.	DTS/DPF 12.1 Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following: (a) the system is wholly located and contained within the allotment of development it will service; and (b) the system will comply with the requirements of the South Australian Public Health Act 2011.
PO 12.2 Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2 Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome

DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General Land Use Compatibility	
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable.
Hours of Operation	
PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to: (a) the nature of the development (b) measures to mitigate off-site impacts (c) the extent to which the development is desired in the zone (d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.	DTS/DPF 2.1 Development operating within the following hours: **Class of Development** — **Hours of operation** Consulting room — 7am to 9pm, Monday to Friday; 8am to 5pm, Saturday Office — 7am to 9pm, Monday to Friday; 8am to 5pm, Saturday Shop, other than any one or combination of the following: (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone — 7am to 9pm, Monday to Friday; 8am to 5pm, Saturday and Sunday
Overshadowing	
PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in: a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.1 North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.

PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in: a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.2 Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following: a. for ground level private open space, the smaller of the following: i. half the existing ground level open space or ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space.
PO 3.3 Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	DTS/DPF 3.3 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.
Air Quality	
PO 5.1	DTS/DPF 5.1

Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.	None are applicable.
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by: (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.
Light Spill	
PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1 None are applicable.
PO 6.2 External lighting is not hazardous to motorists and cyclists.	DTS/DPF 6.2 None are applicable.

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and	DTS/DPF 1.2 None are applicable.

adjacent other sensitive receivers.	
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street

	pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.7 Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	DTS/DPF 3.7 Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing: (a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.	DTS/DPF 3.8 None are applicable.
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Vehicle Parking Rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place.	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2	DTS/DPF 6.2

Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.
Corner Cut-Offs	
PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram: 

Table 1 - General Off-Street Car Parking Requirements

The following parking rates apply and if located in an area where a lawfully established carparking fund operates, the number of spaces is reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate (unless varied by Table 2 onwards) Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.

Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Row Dwelling where vehicle access is from the primary street	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement village	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan park / tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation.

	A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m^2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Call centre	8 spaces per 100m^2 of gross leasable floor area.
Motor repair station	3 spaces per service bay.
Office	4 spaces per 100m^2 of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m^2 gross leasable floor area.
Service trade premises	2.5 spaces per 100m^2 of gross leasable floor area 1 space per 100m^2 of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m^2 of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m^2 of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m^2 of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m^2 of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Childcare centre	0.25 spaces per child

Library	4 spaces per 100m^2 of total floor area.
Community facility	10 spaces per 100m^2 of total floor area.
Hall / meeting hall	0.2 spaces per seat.
Place of worship	1 space for every 3 visitor seats.
Pre-school	1 per employee plus 0.25 per child (drop off/pick up bays)
Educational establishment	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Health Related Uses	
Hospital	4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m^2 of total floor area in a public bar plus 1 space for every 6m^2 of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m^2 of total floor area for a Fitness Centre 4.5 spaces per 100m^2 of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m^2 total floor area 1 spaces per 100m^2 of outdoor area used for fuel depot activity purposes.

Industry	1.5 spaces per 100m^2 of total floor area.
Store	0.5 spaces per 100m^2 of total floor area.
Timber yard	1.5 spaces per 100m^2 of total floor area 1 space per 100m^2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m^2 total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m^2 of total building floor area.

Table 2 - Off-Street Car Parking Requirements in Designated Areas

The following parking rates apply in any zone, subzone or other area described in the 'Designated Areas' column subject to the following:

(a) the location of the development is unable to satisfy the requirements of Table 2 – Criteria (other than where a location is exempted from the application of those criteria)
or
(b) the development satisfies Table 2 – Criteria (or is exempt from those criteria) and is located in an area where a lawfully established carparking fund operates, in which case the number of spaces are reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate **Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.**		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is: 1 space for each dwelling with a total floor area less than 75 square metres	Capital City Zone City Main Street Zone City Riverbank Zone Adelaide Park Lands Zone Business Neighbourhood Zone (within the City of Adelaide)

		2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	5 spaces per 100m^2 of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	6 spaces per 100m^2 of gross leasable floor area.	Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Business Neighbourhood Zone Suburban Main Street Zone Urban Activity Centre Zone
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential development			
Residential component of a multi-storey building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75	None specified.	City Living Zone Strategic Innovation Zone Urban Activity Centre Zone

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	spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.		Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone

Table 2 - Criteria:
The following criteria are used in conjunction with Table 2. The 'Exception' column identifies locations where the criteria do not apply and the car parking rates in Table 2 are applicable.

Criteria	Exceptions
The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following: (a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service(2) (b) is within 400 metres of a bus interchange(1) (c) is within 400 metres of an O-Bahn interchange(1) (d) is within 400 metres of a passenger rail station(1) (e) is within 400 metres of a passenger tram station(1) (f) is within 400 metres of the Adelaide Parklands.	(a) All zones in the City of Adelaide (b) Strategic Innovation Zone in the following locations: (i) City of Burnside (ii) City of Marion (iii) City of Mitcham (c) Urban Corridor (Boulevard) Zone (d) Urban Corridor (Business) Zone (e) Urban Corridor (Living) Zone (f) Urban Corridor (Main Street) Zone (g) Urban Neighbourhood Zone

[NOTE(S): (1)Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]