



## **AGENDA**

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

**29 JANUARY 2020 AT 6:30 PM**

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

### **MEMBERS**

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

### **REQUIRED STAFF**

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

### **APOLOGIES**

### **LEAVE OF ABSENCE**

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

Copy of the Endorsed Minutes of the Council Assessment Panel Meeting held on 17  
December 2019.

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

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**REPORTS**

*Development Applications*

**5.1.1**      **361/1323/2019/3B** ..... **9**  
4-16 Penner Avenue, Burton  
  
Road transport terminal comprising warehouse, office and fuel station,  
weighbridge, fencing, hardstand, car parking, signage, lighting and landscaping  
for Booth Transport Pty Ltd

**OTHER BUSINESS**

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

**CLOSE**

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

**17 DECEMBER 2019**

**MEMBERS PRESENT**

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

**STAFF**

General Manager City Development, Mr T Sutcliffe  
Manager Development Services, Mr C Zafiropoulos (Assessment Manager)  
Planning Consultant, Mr M Atkinson  
Team Leader, Business Services, Mrs H Crossley

The meeting commenced at 6.30pm.

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

**APOLOGIES**

Nil.

**ENDORSED MINUTES FROM PREVIOUS MEETING**

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

**DECLARATIONS OF CONFLICTS OF INTEREST**

Nil

**REPORTS**

*Development Applications*

**5.1.1 361/1314/2019/2B**

Telecommunications facility comprising 31.7 metre high monopole with cluster mount headframe supporting six (6) antennas associated equipment cabinets and 2.2 metre high slatted fence with access gates at 147-153 Whites Road, Salisbury North SA 5108 for Telstra Corporation Pty Ltd

**REPRESENTORS**

Mr B Napper spoke to his representation.

**APPLICANT**

Mr M Baade, Planning Consultant, spoke on behalf of the applicant.

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 Salisbury Development Plan – consolidated 4 April 2019.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1314/2019/2B for a Telecommunication Facility comprising a 31.7-metre high monopole with a cluster mount headframe supporting six (6) antennas, associated equipment cabinets and the installation of a 2.2m-high slatted fence with access gates, in accordance with the plans and details submitted with the application and subject to the following conditions:

*Development Plan Consent Conditions*

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

| Drawing No.     | Plan Type                                  | Date Received By Council | Prepared By |
|-----------------|--|--------------------------|-------------|
| S107388 Issue 1 | Site Layout, Locality Plan and Site Access | 21 November 2019         | Ericsson    |
| S107388 Issue 1 | Antenna Layout                             | 21 November 2019         | Ericsson    |
| S107388 Issue 1 | North East Elevation                       | 21 November 2019         | Ericsson    |
| S107388 Issue 1 | Antenna Configuration Table                | 21 November 2019         | Ericsson    |
| -               | Environmental EME Report                   | 21 November 2019         | Telstra     |



|   |                             |                   |                      |
|---|-----------------------------|-------------------|----------------------|
| - | Planning Statement          | 11 September 2019 | S K Planning Pty Ltd |
| - | Response to Representations | 21 November 2019  | S K Planning Pty Ltd |

- \* The approved documents referred to above are subject to change permitted by minor variations through the Building Rules Consent process as per Regulation 47A of the *Development Regulations 2008*.
- \* Except where otherwise stated, the development shall be completed prior to occupation/commencement of use.

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

2. The buildings and structures approved herein shall be maintained in good repair and kept tidy and free of graffiti at all times.

*Reason: To maintain and enhance the visual amenity of the locality in which the subject land is situated.*

3. Except where otherwise approved, the external finishes of the facility shall:
  - (a) Be finished in new non-reflective materials; and
  - (b) Be finished in blue grey colour, in accordance with the approved plans; and
  - (c) Be maintained in good condition at all times.

*Reason: To maintain the visual appearance of the facility.*

4. The proposed slatted fence shall be painted in monument colour.

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

5. The slatted fence shall be adjusted in location to provide for a minimum 1.4 metre landscaping strip along Whites Road to provide a vegetated screening to the enclosure. The landscaping shall be maintained, including a replacement of diseased or dying plants and the removal of weeds and pests to the reasonable satisfaction of Council.

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

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

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

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*Advice Notes*

- Defence (Aviation Area) approval is required from the Department of Defence. Until such time as an approval is obtained, the proponent cannot construct any structure on the site that exceeds 15 metres AGL. This is separate to this approval.
- The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
- 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>.
- During construction of the facility measures should be taken by the applicant to minimise disruption to the surrounding property owners and occupiers.

## **OTHER BUSINESS**

### **5.2.1 Status of Current Appeal Matters and Deferred Items**

Nil

### **5.2.2 Policy Issues is Arising from Consideration of Development Applications**

Nil

### **5.2.3 Future Meetings & Agenda Items**

Next meeting scheduled for Wednesday 29 January 2020.

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**ADOPTION OF MINUTES**

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

The meeting closed at 7.43 pm.

**PRESIDING MEMBER:**

Mr T Mosel

**DATE:**

17 December 2019  
(refer to email approving minutes registered in Dataworks  
Document Number 5730838)



|                             |  |
|-----------------------------|--|
| <b>ITEM</b>                 | 5.1.1  |
|                             | <b>COUNCIL ASSESSMENT PANEL</b>  |
| <b>DATE</b>                 | 29 January 2020  |
| <b>APPLICATION NO.</b>      | 361/1323/2019/3B   |
| <b>APPLICANT</b>            | Booth Transport Pty Ltd  |
| <b>PROPOSAL</b>             | Road transport terminal comprising warehouse, office and fuel station, weighbridge, fencing, hardstand, car parking, signage, lighting and landscaping |
| <b>LOCATION</b>             | 4-16 Penner Avenue, Burton   |
| <b>CERTIFICATE OF TITLE</b> | CT Volume 5422 Folio 43  |
| <b>AUTHOR</b>               | Matt Atkinson, Planning Consultant   |

### 1. DEVELOPMENT APPLICATION DETAILS

|                                     |  |
|-------------------------------------|--|
| <b>Zone/Policy Area</b>             | Industry Zone  |
| <b>Application Type</b>             | On-Merit   |
| <b>Public Notification Category</b> | Category 3   |
| <b>Public Notification</b>          | Representations received: 16<br>Representations to be heard: 8               |
| <b>Referrals - Statutory</b>        | Nil  |
| <b>Referrals – Internal</b>         | Development Engineering<br>Environmental Health<br>Landscape Design          |
| <b>Development Plan Version</b>     | Salisbury Council Development Plan<br>Consolidated 4 April 2019              |
| <b>Assessing Officer</b>            | Matt Atkinson – Planning Consultant  |
| <b>Recommendation</b>               | Grant Development Plan Consent subject to Reserved<br>Matters and Conditions |
| <b>Meeting Date</b>                 | 29 January 2020  |

### 2. REPORT CONTENTS

|               |  |
|---------------|--|
| Attachment 1: | Plans and Documentation  |
| Attachment 2: | Public Notification Notice and Copy of Valid Representations       |
| Attachment 3: | Invalid Representations  |
| Attachment 4: | Relevant Development Plan Provisions - Consolidated 4th April 2019 |

### 3. EXECUTIVE SUMMARY

The proposed development was assessed “on-merit” and as a Category 3 form of development. Sixteen (16) valid representations were received, with four (4) in favour and twelve (12) opposed to the development.

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

- a) The road transport terminal is an anticipated and desired land use within the Industry Zone;
- b) The proposed built form is of a high quality, which will improve the visual character and amenity of the locality;
- c) Existing acoustic barriers at the interface of the Industry Zone and the Open Space Zone; and the proposed acoustic treatments will ensure that proposed noise levels will be within EPA guidelines;
- d) High quality landscaping is proposed to the Penner Avenue street frontage and around the perimeter of the site, which will assist in providing a pleasant outlook when viewed from adjacent and nearby land;
- e) Adequate on-site parking is available for all expected users;
- f) Vehicle manoeuvring is accommodated on-site, with all vehicles able to enter and exit the site in a forward direction; and
- g) Stormwater can be appropriately collected and treated on-site, before being drained from the site in an environmentally sensitive manner at pre-development levels and the site levels are adequate for flood mitigation.

Given the above, it is recommended that Development Plan Consent be granted, subject to Reserved Matters and Conditions.

#### **4. SUBJECT SITE**

The subject site is located at 4-16 Penner Avenue, Burton, which is comprised of one (1) allotment; Lot 33, Filed Plan 114394, Certificate of Title - Volume 5422; Folio 43. No easements or encumbrances are registered on the Certificate of Title.

The site is a rectangular shaped allotment with a primary frontage to Penner Avenue of 163.9 metres and a depth of 322.0 metres, resulting in an overall site area of 52,687 square metres (approximately 5.3 hectares). The site is relatively flat.

The subject site is vacant and is devoid of any buildings or vegetation.

Vehicular access to the site is available via a central driveway crossover from Penner Avenue.

Site photos are provided on the following pages.

**Photo 1.**  
*Looking north  
from Penner  
Avenue toward  
the subject site*



**Photo 2.**  
*Looking north-  
east from Penner  
Avenue toward  
the subject site*





**Photo 3.**  
*View of the  
Burton Wetlands  
and acoustic  
mound/fence  
adjacent to  
Westbourne  
Street*



**Photo 4.**  
*Looking north-  
east along  
Westbourne  
Street at the bend  
adjacent 14  
Westbourne  
Street*



## 5. LOCALITY

The subject site is located within the Industry Zone, as identified within the Council's Development Plan.

The locality is defined principally by visual reference, anticipated noise emissions from the proposed use and the traffic movements to and from the site using the local industrial road network comprising Angle Vale Crescent, Port Wakefield service road, Thompson Road and Penner Avenue.



The locality is characterised principally by industrial land uses but also includes the Burton wetlands located within the adjacent Open Space Zone and the Residential Zone interface bordering the wetlands. The locality is described in further detail below.

Road transport terminals described as Golding Transport and Tennant Creek Freight Lines are located on the adjacent site at 15 Penner Avenue, immediately south-east of the subject site. Golding Transport is located on the southern portion of this allotment while Tennant Creek Freight Lines is located on the northern portion of this allotment. Golding Transport specialise in pneumatic tanker transportation and, as such, a large number of tanker trailers are parked on the site. The configuration of this allotment is considered to be of a similar scale to the proposed development and separates the subject site from the nearby Open Space Zone and Residential Zone to the east.

Another road transport terminal, MED Linehaul, is located at 2 Penner Avenue which is the site abutting the western boundary of the subject site. A transportable building manufacturer and several industrial workshops are located on the opposite (southern) side of Penner Avenue to the south.

Industrial facilities are located immediately north of the subject site, including a waste transfer facility at 5 Hatcher Court, a scrap metal facility at 554-562 Waterloo Corner Road and a concrete batching plant at 544-552 Waterloo Corner Road. Land at the rear of the scrap metal facility and concrete batching plant is used for earth and construction material stockpiling.

An application is under assessment for a road transport terminal on the vacant land comprising 14-16 Angle Vale Crescent, Burton (application 361/766/2019).

The nearest residential properties are located approximately 200 metres east of the subject land, within the Residential Zone fronting Westbourne Street and Ashbrook Close. These residential properties are separated from the subject land by the existing road transport terminals at 15 Penner Avenue; an acoustic mound and fence (which follows approximately the boundary between the Industry Zone and the Open Space Zone); and a landscaped wetland area. Residential properties are located in the Residential Zone and front the wetland. The applicant has provided a sight line diagram based on surveyed levels which shows the development will not be visible from Westbourne Street. However, portion of the allotments fronting Ashbrook Close and Amberwell Terrace may have a long range view of the north-western rear corner of the site through the wetlands. The environmental noise assessment concluded that noise would not exceed the *Environment Protection (Noise) Policy*, hence properties not able to view the subject development were not included in the locality.




Diagonally opposite the Burton Wetlands to the north-west is an open paddock that is devoid of any buildings or vegetation known as 506-524 Waterloo Corner Road, A portion of this site nearest to Waterloo Corner Road is used for irrigated horticulture (vegetables).

The subject site is conveniently located in terms of access to Port Wakefield Road, Waterloo Corner Road and the under construction Northern Connector. Access to Port Wakefield Road and Waterloo Corner Road is gained via the local industrial road network comprising Angle Vale Crescent, Port Wakefield service road, Thompson Road and Penner Avenue. Properties having a frontage to Penner Avenue, Thompson Road and the Port Wakefield Service road are part of this locality which will support increased traffic movements to and from the site.

Locality plans and contextual plan are provided below.

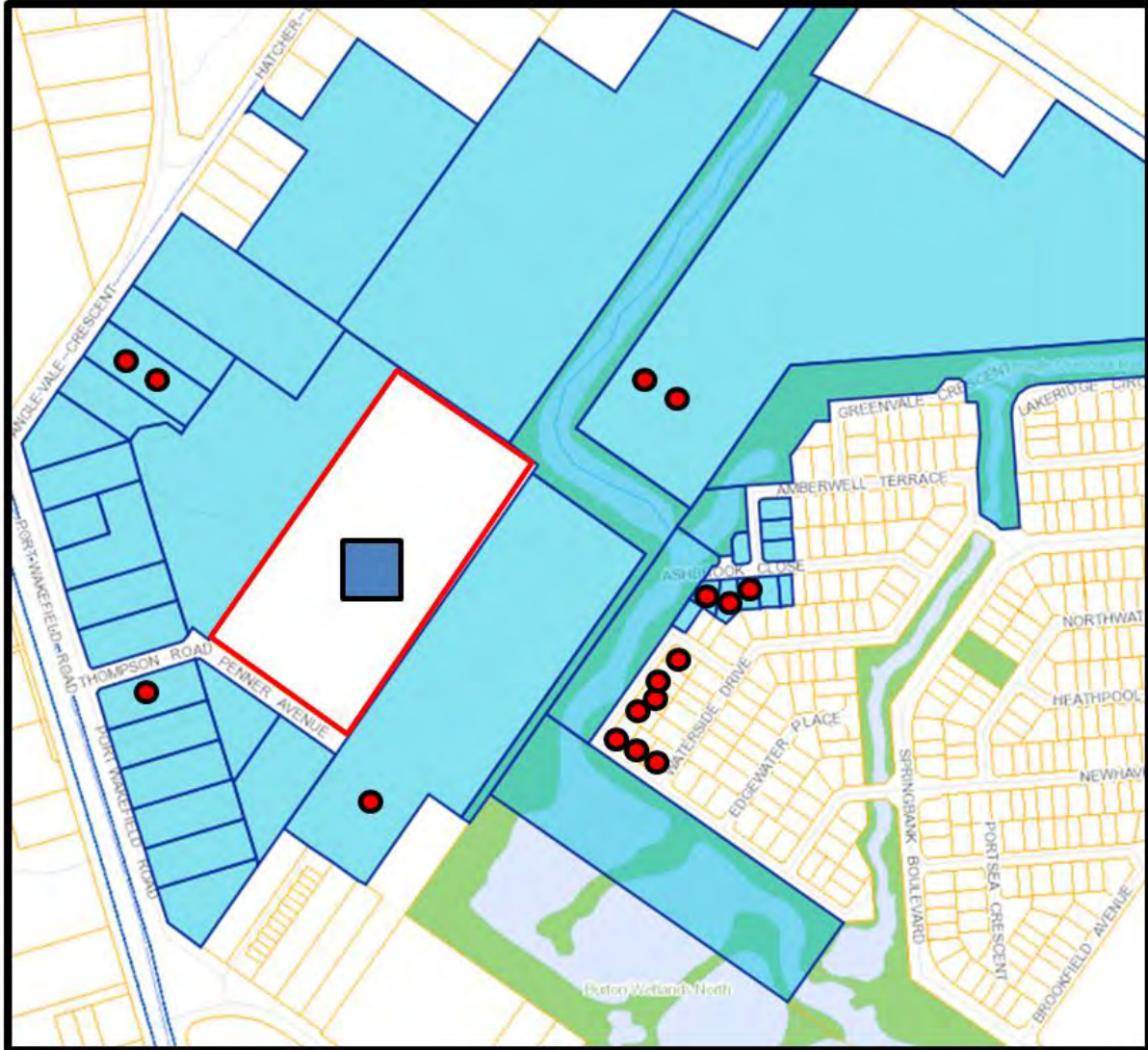
Locality Plan - Aerial







| Legend (Source: Dekho)  |                   |
|---|-------------------|
|  | Subject site      |
|  | Site boundary     |
|  | Locality boundary |



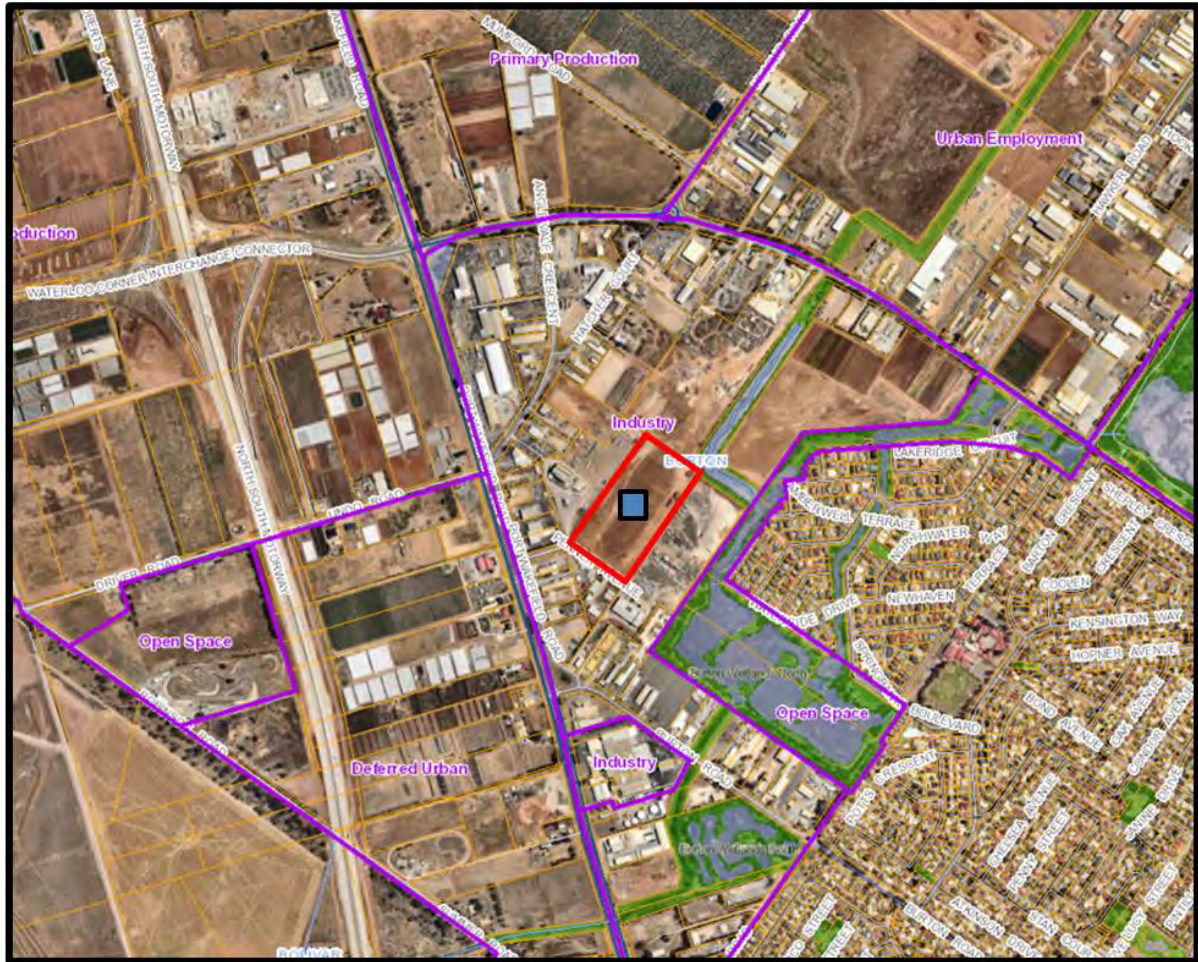
Locality Plan – Cadastre





| Legend (Source: Dekho)  |                          |
|---|--------------------------|
|  | Subject site             |
|  | Site boundary            |
|  | Locality boundary        |
|  | Representations received |

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Contextual Plan:



| Legend (Source: Nearmap)  |               |
|---|---------------|
|  | Subject site  |
|  | Zone boundary |

**6. DESCRIPTION OF THE PROPOSED DEVELOPMENT**

The applicant seeks Development Plan Consent for the establishment of a road transport terminal. The facility includes a large central building comprising a warehouse, loading canopy, workshop, truck wash and offices; a freestanding fuel station; a weighbridge and associated hard-stand areas, car parking, fencing, acoustic screens, lighting, signage and landscaping.

The proposed main building has a floor area of approximately 14,337 square metres, which is comprised of the following uses:

- Warehousing – 8,275m<sup>2</sup>;
- Workshop – 1,983m<sup>2</sup>;
- Truck Wash-down – 2,434m<sup>2</sup>;

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- Loading Canopy – 487m<sup>2</sup>;
- Offices (2 levels) – 1,028m<sup>2</sup>; and
- Driver’s area (bathrooms, lounge and office) – 130m<sup>2</sup>.

The main building is the warehouse and workshop, which has a simple rectilinear form with a low pitch gable roof form at 5 degrees, metal frame and lightweight cladding. The building has an external wall height of 7.4 metres and an overall height of 10.6 metres.

The external walls are proposed to be finished with a combination of pre-cast concrete plinth to a height of 2.7 metres with trim-deck cladding (“shale grey”) above. Feature “Surfmist” coloured “Exotec” cladding is proposed to break up the front facade of the building to Penner Avenue. Trim-deck (“surfmist”) roofing is proposed.

The office component of the building is well articulated and includes a range of building materials, colours, window treatments and verandahs. A feature ‘Poppy Red’ blade wall is proposed to add articulation and interest. While this elevation faces to the side (perpendicular to Penner Avenue), the orientation of the site is such that it will be prominent as one approaches the site from Thompson Road.

Signage is proposed in the form of ‘Poppy Red’ lettering on the front elevation facing Penner Avenue and attached to a pre-cast concrete wall in front of the offices facing north-west toward the car park/main entrance.

A car parking area for 90 vehicles is located in the south-western corner of the site, with a dedicated driveway crossover to Penner Avenue to separate most of the passenger vehicles from the hardstand/commercial vehicle access. A further 12 ‘management’ car parks are accessed via the hardstand area. The hardstand area encircles the main building on all sides and includes a truck parking area for 20 trucks behind the passenger car parking area next to the western boundary and a trailer parking area for 15 trailers at the rear of the building.

Truck access to the site is proposed via separate 12.0-metre wide entry and exit driveway crossovers to Penner Avenue. The site is designed to enable heavy vehicles to enter via the entry crossover, turn right through the building for loading/unloading then out turn to the right to exit via the exit crossover to Penner Avenue. Vehicles that are parked at the rear of the site can travel along the side of the building, park at the rear then exit in the same manner. The Applicant has advised all loading and unloading of vehicles will occur within the main building.

Landscaping is proposed to the Penner Avenue frontage and around the perimeter of the site, which will include a range of trees, shrubs and groundcovers. A 2.0m-high open style vertical galvanised fence is proposed to secure the site to Penner Avenue, with automatic sliding gates for all driveway crossovers. The front fence is proposed to be recessed from the Penner Avenue boundary 2.0 metres (between the heavy entry and exit crossovers) and 11.0 metres (on the outsides of the heavy entry and exit crossovers) to enable landscaping to be visually prominent to Penner Avenue.

Cyclone chain wire mesh fencing at 2m high will be established along both side boundaries and the rear boundary except where the acoustic fencing is necessary in the north-eastern corner. A 3.5-metre high (top of the barrier is to be at 13m Australian Height Datum (AHD)) acoustic screen, comprising airtight “shale grey” Colorbond trim-deck, is proposed along portion of the rear and eastern side boundary in accordance with the Sonus Environmental Noise Assessment that has been submitted with the application.

The Applicant has advised that the proposed hours of operation will be generally between 6:00am and midnight, Monday to Saturday. The applicant has advised that a limited number of movements will occur between 12:00am and 6:00am, subject to seasonal requirements. The applicant has not quantified the number of movements in this time but suggests it will not exceed 10% of total movements. No loading or unloading will take place between midnight and 6:00am.

The business will employ up to seventy (70) staff.

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

## 7. CLASSIFICATION

The subject site is located within the Industry Zone, as identified within the Council’s Development Plan (consolidated 4 April 2019). The proposed road transport terminal is a defined use within Schedule 1 of the *Development Regulations 2008*, as set out below:

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

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

The proposed warehouse, office and fuel station are considered to be ancillary elements to the primary use of the land as a road transport terminal.

In the Industry Zone, a road transport terminal is neither listed as a complying or non-complying form of development (other than if located within the Infrastructure Policy Area 9 at Walkley Heights). As such, the application is assessed as an on-merit form of development.

## 8. PUBLIC NOTIFICATION

A road transport terminal is neither listed as a Category 1 or 2 form of development, for public notification purposes, within the Development Plan or under Schedule 9 of the *Development Regulations 2008*.

As such and given that the proposed development is not considered to be a minor form of development, the Application was notified as a Category 3 development.

Category 3 public notification took place between 7 November 2019 and 20 November 2019. The Council received sixteen (16) representations during the notification period, with four (4) representations in support of the proposal and twelve (12) representations in opposition. Two (2) additional invalid representations (both in support of the proposal) were received out of time and, as such, the detail contained within those representations has not been considered in this report.

The valid representations are listed in the table below.

| <b>Valid Representations</b>    |   |                         |
|---------------------------------|---|-------------------------|
| <b>Representations received</b> |   | <b>Wish to be Heard</b> |
| 1                               | C Prade<br>1170-1172 Port Wakefield Road<br>BURTON SA 5110            |                         |
| 2                               | C M Schouten<br>2 Ashbrook Close<br>BURTON SA 5110                    |                         |
| 3                               | G Burke & S A Burke<br>16 Westbourne Street<br>BURTON SA 5110         | ✓                       |
| 4                               | D Bolderoff<br>10 Angle Vale Crescent<br>BURTON SA 5110               |                         |
| 5                               | F Bolderoff<br>25a Oradala Court<br>GREENWITH SA 5125                 |                         |
| 6                               | Waterloo Corner Developments Pty Ltd<br>PO Box 182<br>STEPNEY SA 5069 |                         |
| 7                               | S Ritchie & K F Ritchie<br>18 Westbourne Street<br>BURTON SA 5110     | ✓                       |
| 8                               | S L Doyle & R D Doyle<br>10 Westbourne Street<br>BURTON SA 5110       | ✓                       |
| 9                               | B A Zupancic<br>8 Westbourne Street<br>BURTON SA 5110                 | ✓                       |
| 10                              | M S Gregorace & D Gregorace<br>4 Westbourne Street<br>BURTON SA 5110  | ✓                       |
| 11                              | J E Stuart & J S Stuart<br>14 Westbourne Street<br>BURTON SA 5110     | ✓                       |
| 12                              | R C Pursche<br>12 Westbourne Street<br>BURTON SA 5110                 | ✓                       |

|    |   |   |
|----|---|---|
| 13 | Waterloo Corner Developments Pty Ltd<br>C/- Minicozzi Lawyers<br>Suite 4 / 17 Hackney Road<br>HACKNEY SA 5069 |   |
| 14 | I Richardson<br>15 Penner Avenue<br>BURTON SA 5110  |   |
| 15 | R C Cassar<br>1 Ashbrook Close<br>BURTON SA 5110  | ✓ |
| 16 | H L Moss & M C Moss<br>3 Ashbrook Close<br>BURTON SA 5110   |   |

A copy of the Category 3 public notice and the valid representations are contained in **Attachment 2**. Copies of the invalid representations are contained in **Attachment 3**. The content of the valid representations and the Applicant's response are summarised in the table below.

| <i>Issues raised</i>  | <i>Applicant's response<br/>(prepared by Graham Burns, MasterPlan)</i>   |
|---|--|
| <i>Diesel Fuel Storage and other unknown high-risk contaminants</i>   |  |
| <ul style="list-style-type: none"> <li>- <i>The proposed development will breach EPA Guidelines for separation distances relating to air and water polluting contaminants.</i></li> </ul>   | <ul style="list-style-type: none"> <li>- <i>The diesel storage will have a capacity of 67,000 litres and will be positioned in a bunded area on the north-western side of the site to capture accidental spillages.</i></li> <li>- <i>The diesel tank will have a storage capacity of 67 cubic metres (67,000 litres), which is less than the 129,000 litres specified by one of the representors.</i></li> <li>- <i>The proposed fuel storage capacity is also significantly less than the size that would require a referral to the EPA under Schedule 21 of the Development Regulations 2008 (100 cubic metres).</i></li> </ul> |
| <i>Noise Pollution</i>  |  |
| <ul style="list-style-type: none"> <li>- <i>The proposed development will include a large number of truck movements, loading and unloading activities, which will result in significant noise impacts to nearby residents.</i></li> </ul> | <ul style="list-style-type: none"> <li>- <i>Acoustic Engineering firm, Sonus Pty Ltd, have reviewed the proposal and concluded that the proposed development achieves the noise criteria of the Environment Protection (Noise) Policy 2007 with</i></li> </ul>   |



|   |   |
|---|---|
| <ul style="list-style-type: none"> <li>- Adequate sound attenuation measures such as acoustic fences should be proposed.</li> </ul>   | <p><i>the inclusion of specifically designed barriers in the north eastern portion of the site.</i></p> <ul style="list-style-type: none"> <li>- <i>The site is located approximately 205 metres from the nearest residents.</i></li> <li>- <i>The proposed development will not detrimentally affect the amenity of the locality.</i></li> </ul>   |
| <p><b>Wetland Environmental Protection</b></p>  |   |
| <ul style="list-style-type: none"> <li>- Concerns with the potential impact of the proposed development on the wetland ecology and the risk to native vegetation and wildlife, through potential contamination of the water table.</li> </ul> | <ul style="list-style-type: none"> <li>- <i>The diesel tank will be accommodated in a bunded facility to contain any accidental spillages.</i></li> <li>- <i>Stormwater will be treated in vegetated swales to treat runoff in order to achieve Council’s stormwater quality targets.</i></li> <li>- <i>It is incorrect to assert that stormwater discharge from the site will carry “chemicals or diesel that will end up in the wetlands”. If anything, the treated stormwater from the site will deliver a valuable and clean stormwater resource into the wetland for the benefit of the associated fauna and flora.</i></li> </ul> |
| <p><b>Air Pollution and Odours</b></p>  |   |
| <ul style="list-style-type: none"> <li>- <i>The development will generate the emission of dust and fumes. What air quality protection measures will be put in place?</i></li> </ul>   | <ul style="list-style-type: none"> <li>- <i>The proposed development is a logistics depot which will include bitumen paving to all external surfaces not set aside for landscaping or stormwater management.</i></li> <li>- <i>There is no basis to the assertion made by some representors that the proposal will “generate the emission of dust and fumes”.</i></li> <li>- <i>The operation of Ingham’s Enterprises has been cited in connection with this concern. No comparisons can or should be drawn between our client’s proposal, which is benign in nature in relation to odours.</i></li> </ul>                              |

|  |   |
|--|---|
| <i>Property Valuations</i>   |   |
| <ul style="list-style-type: none"> <li>- The approval of this development will undermine the value of the Springbank Waters residential estate and may potentially harm the reputation of Salisbury from an ecological and residential perspective.</li> </ul> | <ul style="list-style-type: none"> <li>- The residential estate of Springbank Waters and the associated wetlands were constructed in the early 2000's. Prior to that, the entire estate of Springbank Waters was part of the Industry Zone.</li> <li>- We are not qualified to comment in relation to property values.</li> </ul>           |
| <i>Increase in Insurance Premiums</i>  |   |
| <ul style="list-style-type: none"> <li>- The cost of residential property insurance including flood and fire coverage is expected to increase should the proposed development proceed.</li> </ul>  | <p>We are not insurance experts, but we dispute there would be any such increase as the proposal has been designed and sited to mitigate any risk.</p>  |
| <i>Stormwater Management and Flood Impact</i>  |   |
| <ul style="list-style-type: none"> <li>- Local flooding is becoming more prominent within the local area and if the proposed development discharges stormwater to the adjacent wetlands then the potential for local flooding will increase.</li> </ul>        | <p>FMG's Stormwater Management Plan has been prepared in accordance with Council's requirements relating to flood mitigation. Specifically, Principles 4, 5 and 6 of the General Section: Flooding.</p>   |
| <i>Visual impact</i>   |   |
| <ul style="list-style-type: none"> <li>- The proposed development will be unsightly and will be visible from nearby residential properties.</li> </ul>   | <ul style="list-style-type: none"> <li>- No part of the proposed building will be visible from any residential properties in Westbourne Street. A cross-section has been provided that illustrates sightlines between the residential properties and the subject site.</li> </ul>   |
| <i>Other sites are more appropriate</i>  |   |
| <ul style="list-style-type: none"> <li>- The proposed development would be better suited to vacant industrial development in Edinburgh Parks, where a greater separation from residential development can be established.</li> </ul>                           | <p>The Burton property has been identified for the company's needs, including ease of access to Port Wakefield Road and the soon to be completed Northern Connector, which is due to open in early 2020.</p>  |
| <i>Hours of Operation</i>  |   |
| <ul style="list-style-type: none"> <li>- The proposed 24-hour operations will have an unreasonable impact on nearby residential development.</li> </ul>  | <ul style="list-style-type: none"> <li>- The proposed development will generally operate from 6.00am to midnight, Monday to Saturday.</li> <li>- Vehicles will occasionally arrive and depart between midnight and 6.00am due to seasonal demands, however the transport terminal warehouse will not operate during these times.</li> </ul> |

|   |   |
|---|---|
|   | - <i>The facility will not operate on Sundays or public holidays.</i> |
| <b>Representations in support</b>   |   |
| <ul style="list-style-type: none"> <li>- <i>The development will be an asset to the community.</i></li> <li>- <i>The development will bring more employment to the area.</i></li> <li>- <i>The development will increase property values.</i></li> <li>- <i>The development is appropriately located within an industry / commercial area.</i></li> </ul> | <i>Support for the proposed development has been noted.</i>           |

## 9. REFERRALS – STATUTORY

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

## 10. REFERRALS – INTERNAL

| <b>DIVISION</b>                       | <b>SUMMARISED COMMENT</b>   |
|---------------------------------------|---|
| <b><i>Health</i></b>                  | <ul style="list-style-type: none"> <li>- <i>The site is not connected to the SA Water sewerage system and therefore any wastewater connections on the proposed site will require an application to be lodged for an on-site wastewater treatment system to be installed in compliance with the Public Health Waste Control Regulations.</i></li> </ul> <p><i>Alternatively, the Applicant will need to obtain a connection to the SA Water sewer network at their cost.</i></p>   |
| <b><i>Landscape Design</i></b>        | <ul style="list-style-type: none"> <li>- <i>The Applicant has submitted an amended landscape plan in response to advice about more appropriate plants from Council's landscape Design Team. The species choices are now considered to be acceptable.</i></li> </ul>   |
| <b><i>Development Engineering</i></b> | <ul style="list-style-type: none"> <li>- <i>The proposed building finished floor level of 9.50m and pavement levels at 8.60m are considered to be acceptable to achieve freeboard above the Q100 flood level.</i></li> <li>- <i>Preliminary support is given to a private stormwater pipe to be laid within a new private easement along the northern boundary of this site to enable stormwater to be discharge to the Burton West drain from the proposed BT Transport development at 14-16 Angle Vale Crescent. The outflow design is subject to further design detail. BT Transport have provided copy of the easement plan deposited with</i></li> </ul> |

|  |   |
|--|---|
|  | <p><i>the Lands Titles Office in support of a 3m wide easement along the northern boundary of the site.</i></p> <ul style="list-style-type: none"> <li>- <i>The FMG Stormwater Management Plan provides detention volumes required to detain runoff during the 100 year ARI storm event. The final stormwater volume able to be held on-site is not yet confirmed and is subject to further design detail. Given that this is not confirmed, stormwater should be detained on-site to achieve the Development Plan standard of pre-development. There are stormwater capacity constraints in Penner Avenue and therefore outflows from the site to Penner Avenue must not exceed pre-development.</i></li> <li>- <i>Provision of final civil and stormwater management plan and Civil and Siteworks Plan is subject to Reserved Matters.</i></li> <li>- <i>MUSIC software modelling outputs within the FMG Stormwater Management Report show that Council's stormwater quality targets should be achieved through use of vegetated swales.</i></li> </ul> |
|--|---|

## 11. DEVELOPMENT DATA

| Site Characteristics            | Guideline   | Proposed  |
|---------------------------------|---|---|
| Site Area                       | N/A   | 52,687m <sup>2</sup> (approximately 5.3 hectares)                             |
| Site Dimensions                 | N/A   | 163.9m x 322.0m   |
| Site Gradient                   | N/A   | Relatively flat   |
| Easement                        | N/A   | None  |
| Design Characteristics          | Guideline   | Proposed  |
| <i>Site Coverage</i>            |   |   |
| Buildings only                  | 50% (Zone PDC 5)  | 26%   |
| <i>Building Height</i>          |   |   |
| Storeys                         | N/A   | 7.4 metres (external wall height)<br>10.6 metres (maximum height)             |
| <i>Set-backs</i>                |   |   |
| Primary street                  | 10 metres (Zone PDC 6)                                    | 25.0 metres   |
| Secondary street                | N/A   | N/A   |
| Side(s)                         | N/A   | 40.0m (eastern side) & 63.0m (western side)                                   |
| Rear                            | N/A   | 80.7 metres   |
| <i>Car Parking &amp; Access</i> |   |   |
| Number of parks                 | 138 required based on the car parking rates prescribed in | 102 car parks proposed + 20 on-site truck parking spaces and 15 trailer parks |

| Table Sal/2.                 |                     |  |
|------------------------------|---------------------|--|
| Driveway width               | N/A                 | 8.0 metres (car crossover)<br>12.0 metres (truck access crossovers)  |
| Access gradient              | 1 : 5 maximum       | Essentially flat   |
| <i>Affected Trees</i>        |                     |  |
| Significant                  | N/A                 | Nil  |
| Regulated                    | N/A                 | Nil  |
| <i>Street Infrastructure</i> |                     |  |
| Crossover                    | N/A                 | Three new crossovers are proposed and the existing redundant crossovers shall be reinstated to kerb and gutter.  |
| SEP                          | N/A                 | None affected.   |
| Light poles                  | N/A                 | <p>The Applicant has advised that <i>“the property developer/proprietor note their responsibilities with regards to Council infrastructure. Streetlight poles have been added to the plans. Refer amended plan attached”</i>.</p> <p>There are three light columns in the verge adjacent the site frontage and a side entry pit near the western end of the site frontage. Any infrastructure obstructed by the proposed access points must be relocated at cost of the developer. This matter is addressed by way of condition.</p> |
| Telecommunication pit        | N/A                 | None affected.   |
| Gas                          | N/A                 | None affected.   |
| Water                        | N/A                 | The site is serviced by SA Water mains.  |
| Trees                        | N/A                 | Nil.   |
| <i>Sewer</i>                 | Connection required | <p>The Applicant has advised that <i>“wastewater is to be directed to mains sewer through an easement on the adjoining site to the east. This is to be undertaken in a separate application by others”</i>.</p> <p>A condition of consent will require connection to the SA Water sewerage system.</p>   |

## 12. ASSESSMENT

Pursuant to Section 35(2) of the *Development Act 1993*, it is recommended that the Panel resolve that the proposed development is not seriously at variance with the Salisbury Development Plan, Consolidated 4 April 2019. The following reasons are given in support of this recommendation:

- a) The proposed development is of a form and type that is envisaged within the Industry Zone; and
- b) The development, as proposed, will not have an unreasonable impact on the character or amenity of the locality.

### Assessment

A detailed assessment of the Application has taken place against the relevant provisions of the Salisbury Development Plan, as described below under headings.

An extract of the relevant Development Plan, consolidated 4 April 2019, is contained in **Attachment 4**. The relevant provisions are also highlighted in the Attachment.

### Zoning and Land Use

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

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

The proposed road transport terminal is a form of development that is specifically anticipated by Objective 1 of the Industry Zone.

Land uses anticipated by Objective 1 of the Industry Zone are reiterated by Principle of Development Control (PDC) 1 of the Zone, which also lists transport distribution, warehousing and associated offices as specifically anticipated land uses.

It is noted that this locality contains several road transport terminals, including Golding Transport and Tennant Creek Freight Lines which abut the eastern side of the subject site at 15 Penner Avenue; and MED Linehaul at 2 Penner Avenue which abuts the western side of the subject site.

Within this context, the proposed land use is considered to be consistent with both the relevant Development Plan provisions relating to the Industry Zone and with other existing development in the locality.

### Land Use Conflict

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

Industry Zone Objective 3:

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

A landscape buffer was established between the Industry Zone and the nearby Residential Zone, when the nearby Springbank Waters development was established in the early 2000's. This landscape buffer was established as a wetland and was zoned as Open Space, to provide a buffer between the pre-existing Industry Zone and the new Residential Zone.

The landscaped buffer area also includes an acoustic mound and fence at the boundary between the Industry Zone and the Open Space Zone, to ensure that interface issues between the two (2) Zones could be reasonably managed.

A dwelling is also listed as a non-complying form of development where contained within the Concept Plan Plan Map Sal/22 – Burton Residential Area 1 of the Residential Zone except where the dwelling has a maximum height of no more than one-storey above natural ground level.

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

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*
- (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants;*
  - (b) noise;*
  - (c) vibration;*
  - (d) electrical interference;*
  - (e) light spill;*
  - (f) glare;*
  - (g) hours of operation;*
  - (h) traffic impacts.*

An analysis has been undertaken of the likely impacts of the proposed development on adjacent land, having regard to PDC 1, Interface Between Land Uses. Commentary is provided below under relevant headings.

#### *Noise*

The impact of noise on nearby residents was raised as a concern by a number of the representors.

Interface between Land Uses module PDC 7 states:

- 7 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises.*

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

The Environmental Noise Assessment has taken into account:

- The terminal operating 24 hours per day;



- The truck fleet using the terminal will have exhausts that discharge at low level; and
- The truck fleet using the terminal will not incorporate refrigeration.

Sonus have reviewed and assessed the proposal based on their experience with other similar facilities and have concluded that:

- Noise predictions have been made for the operation of the proposed road transport terminal to the nearest residences to ensure the amenity of the residential area is not adversely impacted. The predictions are based on noise measurements made at an existing Booth road transport terminal;
- The proposed road transport terminal achieves the noise criteria of the *Environment Protection (Noise) Policy 2007* with the inclusion of specifically designed barriers in the north-eastern portion of the site; and
- The proposed road transport terminal will not detrimentally affect the amenity of the locality nor cause unreasonable interference with the amenity of noise sensitive premises, thereby achieving the relevant provisions of the Salisbury Council Development Plan.

Sonus have also clarified the extent to which the existing mounding and acoustic fencing was taken into account and the importance of the finished levels of the proposed development in achieving compliance with the *Environment Protection (Noise) Policy 2007*. Sonus have further clarified that:

- The existing mounding and fencing does provide assistance from an acoustic perspective but because the effect of a barrier reduces where there is a large distance to the noise source, it is not the main treatment for this site. The large separation distance to the residences is significantly more of a determinant in the satisfactory reduction in noise from Booth to the residential area. In objective and comparative terms, the existing mounding and fencing will reduce noise levels from the site by approximately 2 to 3 dB(A) at locations on Westbourne Street. The actual construction and extent of the existing mounding and fencing has been accounted for in the assessment and no further works or modifications are needed to be made to it as part of their recommendations.
- The noise assessment has been based on the noise sources located on the north-eastern side of the building being at a finished floor level of 9.5m AHD. The finished floor level of the site has been designed in the context of the Sonus report but may be subject to refinement at the detailed design stage. It is noted that there will be negligible implications to the propagation of noise from the proposed site to the residences with minor changes (in the order of 100s of millimetres) to the final finished floor level of the site.

The Applicant has incorporated the proposed acoustic barriers on their revised site plan and elevations, in accordance with the advice of Sonus. It is recommended that a condition be imposed requiring the implementation of all recommendations contained within the Sonus Environmental Noise Assessment.



Provided that the above noise attenuation measures are implemented, Sonus have advised that the proposed development will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* at the nearest noise sensitive locations, consistent with Interface between Land Uses module PDC 7.

The recommendations of Sonus are based on modelled predictions of noise. Should the modelled predictions not be reflective of actual noise levels, a condition is recommended that requires ongoing compliance with the *Environment Protection (Noise) Policy 2007* to provide a mechanism to address the noise should this situation arise.

#### *Vibration*

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

#### *Electrical Interference*

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

#### *Hours of Operation*

The Applicant has advised that the proposed hours of operation are generally between 6:00am and midnight, Monday to Saturday. The applicant advises that some vehicles may arrive between 12:00am and 6:00am, subject to seasonal requirements. The applicant has not quantified the number of movements in this time but suggests it will not exceed 10% of total movements. No loading or unloading of vehicles or any other general operations will take place between midnight and 6:00am.

The Environmental Noise Assessment prepared by Sonus has confirmed that the proposed operations will comply with the *Environment Protection (Noise) Policy 2007* at all times, including night time hours (i.e. 10:00pm to 7:00am), noting that they have modelled a worst case scenario of 24 hour operations in their assessment of noise. Accordingly, it is considered that there is not a requirement to limit the hours of operation of the proposed use by condition.

#### *Traffic Impacts*

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

#### *General Impacts*

As previously mentioned, road transport terminals comprising Golding Transport and Tennant Creek Freight Lines are located on the adjacent site at 15 Penner Avenue, immediately south-east of the subject site. Golding Transport specialise in pneumatic tanker transportation and, as such, a large number of tanker trailers are parked on that site. Tennant Creek Freight Lines is also located on the same site. This allotment is considered to be of a similar scale to the proposed development and separates the subject site from the Residential Zone to the east.

Another road transport terminal, MED Linehaul, is located at 2 Penner Avenue, the site abutting the western boundary of the subject site. A transportable building manufacturer and several industrial workshops are located on the opposite (southern) side of Penner Avenue.

Industrial facilities are located immediately north of the subject site, including a waste transfer facility at 5 Hatcher Court, a scrap metal facility at 554-562 Waterloo Corner Road and a concrete batching plant at 544-552 Waterloo Corner Road. Land at the rear of the scrap metal facility and concrete batching plant is used for earth and construction material stockpiling.

The nearest residential properties are located approximately 200 metres east of the subject site, within the Residential Zone. These residential properties are separated from the subject site by the existing road transport terminals at 15 Penner Avenue; an acoustic mound and fence (which follows the boundary between the Industry Zone and the Open Space Zone); and a landscaped wetland area.

Having considered all of the above context and the qualified advice from Sonus in relation to the proposal, the development is not considered to result in an unreasonable impact on the amenity of the locality, consistent with Interface Between Land Uses module PDC 1.

#### Built Form

The proposed built form includes a large central building comprising a warehouse, loading canopy, workshop, truck wash and offices. In addition, a freestanding fuel station and a separate weighbridge, with associated fencing, acoustic screens, lighting and signage are proposed.

The external walls are proposed to be finished with a combination of pre-cast concrete plinth to a height of 2.7 metres with trim-deck cladding (shale grey) above. Feature “surfmist” coloured “Exotec” cladding is proposed to break up the front facade of the building. Trim-deck (“surfmist”) roofing is proposed.

The office component of the building is well articulated and includes a range of building materials, colours, window treatments and verandahs. A feature ‘Poppy Red’ blade wall is proposed to add articulation and interest.

Industry Zone Objective 8 states:

- 8 *Industrial buildings should present an attractive façade by incorporating offices of masonry or similar construction at the front of the building, and through the use of architectural elements that will enhance the appearance of the locality, such as surface treatments, form or decoration.*

The proposed development will achieve a high standard of built form, when benchmarked against other built form within the locality. The building is well articulated, particularly the office component of the development, which will be prominently visible from Penner Avenue, despite not being located at the front of the building

As with most large-scale industrial developments, much of the character and visual amenity will rely on high quality landscaping. The proposed development includes substantial landscaping oriented to the street boundary, around the perimeter of the site and car parking areas to assist in providing a high level of amenity.

The building will utilise varied building materials, which maintain a low reflective finish and a feature “surfmist” coloured ‘Exotec’ cladding is proposed to break up the front facade of the building. All storage of materials and waste will be within the building, which will ensure that the site does not appear cluttered.

In terms of building setbacks, Industry Zone PDC 6 is of most relevance. PDC 6 states:

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

The proposed building has an overall height of 10.6 metres, which means that it should be setback a minimum of 10 metres from the Penner Avenue boundary. The building is proposed to be set back 25 metres from the Penner Avenue boundary, which significantly exceeds the minimum setback prescribed by Industry Zone PDC 6.

Given the scale of the building, the proposed setback is considered to be a positive aspect of the proposed development.

#### Car Parking

The proposed development includes bitumen sealed hard stand areas, which includes areas for car, truck and trailer parking, in addition to vehicle circulation areas.

A dedicated car parking area for 90 vehicles is provided, with direct access to/from Penner Avenue via a two-way (8.0m-wide) vehicle crossover. A further 12 ‘management’ car parks are provided adjacent to the main entry to the office.

Twenty (20) dedicated truck parking bays are provided adjacent to the western side boundary of the subject site, behind the passenger car parking area. In addition, a line-marked area for the parking of 15 trailers (road train length) is provided at the rear of the proposed building.

In terms of car parking demand, Table Sal/2 provides car parking rates for industrial land uses, as set out below.

| <b><i>Building component</i></b>   | <b><i>No. of required vehicle parking spaces</i></b> |
|--|--|
| <i>Office component; plus</i>  | <i>1 space per 30 square metres</i>                  |
| <i>Non-office component up to 200 square metres; plus</i>  | <i>1 space per 50 square metres</i>                  |
| <i>Non-office component between 200 and 2000 square metres; plus</i>                                 | <i>1 space per 75 square metres</i>                  |
| <i>Non-office component greater than 2000 square metres; or</i>                                      | <i>1 space per 150 square metres</i>                 |
| <i>For labour intensive industries, inclusive of the office component (whichever is the greater)</i> | <i>0.75 car parking spaces per employee</i>          |

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

**Office component** –  $1,028\text{m}^2 @ 1 \text{ space}/30\text{m}^2 = 34.3 \text{ spaces};$

plus

**Non-office building component** –  $13,309\text{m}^2$

Up to  $200\text{m}^2 - 1 \text{ space}/50\text{m}^2 = 4 \text{ spaces};$

plus

Between  $200\text{m}^2$  and  $2000\text{m}^2 - 1 \text{ space}/75\text{m}^2 = 24 \text{ spaces};$

plus

Greater than  $2000\text{m}^2 - 1 \text{ space}/150\text{m}^2 = 75.4 \text{ spaces}.$

**TOTAL 137.7 spaces**

Total car parking prescribed by Table Sal/2 = 137.7 spaces.

The proposed building floor areas result in a theoretical demand for a total of 138 car parking spaces (rounded up). 102 on-site car parking spaces are proposed, which results in a theoretical shortfall of 36 spaces.

However, the Applicant's description of the proposed operations makes it clear that they only expect 70 full-time equivalent staff and that several of these staff are truck drivers that will be able to utilise separate on-site truck parking areas.

The nature of the development is such that few visitors would be expected. In addition, it is noted that there are substantial sealed outdoor areas at the rear and front of the building that could be re-purposed for additional on-site car parking if required.

Given that the provision of on-site car parking significantly exceeds the number of employees proposed and that there will be little demand for visitor car parking, the provision of on-site car parking is considered to be acceptable as it will adequately cater for the likely demands generated and will not result in the need for any on-street car parking.

The passenger car parking and associated aisle widths are designed in accordance with Australian Standard 2890, consistent with PDC 33, Transportation and Access section.

Traffic and Access

Access to the site is proposed via three (3) two-way driveway crossovers from Penner Avenue.

The car parking area is proposed to utilise a dedicated 8.0-metre wide two-way driveway crossover, adjacent to the western boundary of the subject site. Truck access is proposed via two (2) separate 12.0-metre wide entry and exit driveway crossovers. Penner Avenue is a wide local street which is designed to accommodate articulated vehicles and road trains.

The proposed development was referred to Council's Development Engineer for review of the civil stormwater and traffic aspects of the proposal. A summary of the Development Engineering advice is provided within the Internal Referrals section contained above.

The provision of separate light and heavy vehicle access points and parking areas is supported and complies with PDC 12, Transportation and Access module. It was noted that while most of the car parking spaces are accessed independently of the heavy vehicle driveways, some of the car parking spaces for the 'management carpark' will require shared access through the heavy vehicle area and this aspect of the design does not comply with PDC 12.

The Applicant has advised that *"my clients work procedures require some car parking adjacent the office for use by management personnel. Visitor and general staff car parking is to be contained within the main car park adjacent the western boundary."*

Given that the users of these car parking spaces will be familiar with the local environment and principally for all-day or long duration, the provision of some car parking spaces directly adjacent to the office is considered to be acceptable.

There is no particular concern with on street parking provision in this area and the access points are designed to cater for the largest vehicle expected to access the site, which in the case of this proposal, is expected to be a B-triple vehicle. The flaring of the vehicle crossovers is designed to permit manoeuvring for the maximum design vehicle and internal hardstand areas facilitate internal manoeuvring to enable forward entry and exit.

Council's Traffic Team have advised that the local road network comprising Angle Vale Crescent, Port Wakefield service road, Thompson Road and Penner Avenue is suitable to cater for the proposed land use and there are no capacity constraints at the junction of Thompson Road with Port Wakefield service road.

Infrastructure impacted by the proposed driveway locations will need to be relocated at the Applicant's cost. Based on the proposed plan, this may include existing street lighting which will need to be designed by an appropriately qualified lighting design professional and submitted to Council for approval as part of the detailed design documentation.

The disused kerb crossover on Penner Avenue (mid-block on the property) is to be removed and reinstated with upright kerb.

In summary, the separation of the passenger and heavy vehicle areas is acceptable, the layout to support access for the maximum B-triple design vehicle is acceptable, the local road network will support the type and volume of vehicle movements and the vehicle crossover locations are suitable, subject to relocation of existing infrastructure at cost to developer.

### Landscaping

Industry Zone Principle of Development Control 13 recognises the importance of landscaping associated with industrial development. PDC 13 states:

*13 Development should ensure that the following is achieved:*

- (a) at least 10 per cent of the site is landscaped*
- (b) landscaping along allotment boundaries that adjoin roads or public reserve and at least one side boundary, for a width of at least 3 metres*
- (c) landscaping within parking areas to break-up extensive areas of paving.*

The Applicant has provided a detailed landscaping plan and planting schedule. The landscaping plan and planting schedule contain a mix of trees, shrubs and groundcovers and has been developed in consultation with Council staff.

The proposed development includes landscaping with a 11-metre depth along the Penner Avenue frontage, with a 3-metre wide landscaping area along the full length of the western side boundary and a 6-metre wide landscaping area along the full length of the eastern side boundary.

Landscaping is also proposed around the car parking areas and to separate the staff & visitor car parking area from the heavy vehicle access, which also will assist in breaking up to the mass of hard paved surfaces on the site.

The proposed landscaping width significantly exceeds the minimum dimensions prescribed by Industry Zone PDC 13. The proposed landscaping will complement the development and will significantly enhance the amenity and character of Penner Avenue.

### Waste Management

General Section: Waste module Objective 1 states:

- 1 Development that, in order of priority, avoids the production of waste, minimizes the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.*

The proposed use is not expected to generate large volumes of waste. The waste that is generated will be predominantly packing waste, which can be stored and collected appropriately.

The Applicant has advised that all waste will be stored within the main building for collection. The proposed building is of suitable size to accommodate waste storage and to ensure that all waste vehicles can access the building for collection purposes.

Several of the representors raised concern with the potential for fuel spillage or waste from the proposed fueling station. The proposed fueling station will be bunded to ensure that any fuel spillage is collected and appropriately disposed from the site, such that it does not enter the stormwater system. It is recommended that a condition require the bunding area to comply with EPA requirements for fuel storage.

### Stormwater Management

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

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



- 12 *Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.*
- 16 *Artificial wetland systems, including detention and retention basins, should be sited and designed to:*
- (a) ensure public health and safety is protected*
  - (b) minimise potential public health risks arising from the breeding of mosquitoes.*

The Applicant has provided a Preliminary Stormwater Management Plan, prepared by FMG, to demonstrate the proposed stormwater strategy for the facility. The plan is designed to demonstrate how the above provisions will be achieved. The plan is preliminary in nature and was undertaken prior to detailed civil design but provides sufficient level of detail to demonstrate general compliance with the above Development Plan guidelines. It is proposed that the final grading plan will be optimised during detailed design.

Council's Development Engineer has reviewed the Preliminary Stormwater Management Plan and is satisfied that the proposed civil and stormwater strategy will result in compliance with Council's Development Plan provisions and meets Council's technical requirements. In particular, the report has demonstrated that:

- The proposed building finished floor level of 9.50m and pavement levels at 8.60m are considered to be acceptable to achieve freeboard above the Q100 flood level, consistent with Principle of Development Control 9.
- The FMG Stormwater Management Plan provides detention volumes required to detain runoff during the 100 year ARI storm event. The final stormwater volume able to be held on-site is not yet confirmed and is subject to further design detail. Given that this is not confirmed, stormwater should be detained on-site pursuant to Principle of Development Control 8(b). There are stormwater capacity constraints in Penner Avenue and therefore outflows from the site to Penner Avenue must not exceed pre-development.
- Music modelling outputs within the FMG Stormwater Management Plan show that Council's stormwater quality targets should be achieved through use of vegetated swales. The design is consistent with Principle of Development Control 7(e), 8(a), 10 and 12.

Council's Development Engineer has recommended that Reserved Matters be included in the recommendation requiring the endorsement of a final Stormwater Management Plan and Civil and Siteworks Plan prior to Development Approval. The Applicant must finalise the design detail in accordance with the requirements set out in Reserved Matters 2 and 3, prior to Development Approval.



Advertising

The proposed development includes the display of two (2) business identification signs, advertising the proposed road transport business, Booth Transport.

The signs include a large building fascia sign comprising “BOOTH” in “Poppy Red” lettering with the company emblem next to it on the front facade of the building facing Penner Avenue; and a smaller version of the same sign attached to a pre-cast concrete wall in front of the offices facing north-west toward the car park/main entrance.

Industry Zone PDC’s 14-18 are considered to be of most relevance in relation to the proposed signs. PDC’s 14 to 18 are summarised below.

- Freestanding advertisements should be < 6m and restricted to one such structure per 6 tenancies;
- Advertisements do not project above the roofline/parapet.
- Advertisements not including flashing or animation, bunting, streamers, flags or wind vanes.
- Internal illumination should be unobtrusive.
- Advertisements do not exceed 10% of wall surface area.

The development does not propose freestanding advertisements; the proposed signs do not project above the roofline or parapet; the advertisements do not move, include animation or include internal illumination; and the advertisements occupy significant less than 10% of the wall surface area. As such, the proposed advertisements are consistent with the Industry Zone advertising provisions described above.

In addition, the proposed advertisements are considered to meet general provisions of the Development Plan which seek signage that is complementary to the building and of a professional high-quality design.

Fencing

General Section: Industrial Development PDC 9 states:

- 9 *Fencing (including colour-coated wire mesh fencing) adjacent to public roads should be set back in one of the following ways:*
- (a) in line with the building facade*
  - (b) behind the building line*
  - (c) behind a landscaped area that softens its visual impact.*

A 2.0m-high open style vertical galvanised fence is proposed to secure the site to Penner Avenue, with automatic sliding gates for all driveway crossovers. The gates will be left open during normal operating hours. The front fence is proposed to be recessed from the Penner Avenue boundary between 2.0 metres (between the heavy entry and exit crossovers) and 11.0 metres (on the outsides of the heavy entry and exit crossovers) to enable landscaping to be visually prominent to Penner Avenue. The open style fencing and landscaping forward and behind the open style fence is consistent with PDC 9.

Cyclone chain wire mesh fencing at 2m high will be established along both side boundaries and the rear boundary except where the acoustic fencing is necessary in the north-eastern corner.

### Lighting

The Applicant has advised “*yard lighting is to be directed within the site for after-hours security purposes and minor night activities as required*”. The lighting design is to be undertaken at the working drawing stage. The light poles are proposed to be six metres high.

It is considered appropriate to include an ongoing condition to ensure that unreasonable light spill is prevented, albeit that the site is located more than 200 metres from the nearest sensitive receptor such that unreasonable light overspill is unlikely.

The ongoing condition will ensure that light spill does not detrimentally affect the amenity of the locality or cause unreasonable interference (PDC 1, Interface between land uses).

## **13. CONCLUSION**

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

- a) The road transport terminal is an anticipated and desired land use within the Industry Zone;
- b) The proposed built form is of a high quality, which will improve the visual character and amenity of the locality;
- c) Existing acoustic barriers at the interface of the Industry Zone and the Open Space Zone and the proposed acoustic treatments will ensure that proposed noise levels will be within EPA guidelines;
- d) High quality landscaping is proposed to the Penner Avenue frontage and around the perimeter of the site, which will assist in providing a pleasant outlook when viewed from adjacent and nearby land;
- e) Adequate on-site parking is available for all expected users;
- f) Vehicle manoeuvring is accommodated on-site, with all vehicles able to enter and exit the site in a forward direction; and
- g) Stormwater can be appropriately collected and treated on-site, before being drained from the site in an environmentally sensitive manner at pre-development levels and the site levels are adequate for flood mitigation.

Accordingly, it is recommended that Development Plan Consent be granted, subject to Reserved Matters 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 Salisbury Development Plan – Consolidated 4 April 2019.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1323/2019/3B for a Road transport terminal comprising warehouse, office and fuel station, weighbridge, fencing, hardstand, car parking, signage, lighting and landscaping in accordance with the plans and details submitted with the application; subject to the following conditions and reserved matters:

Reserved Matters:

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

1. A Construction Environmental Management Plan (CEMP) which shall include all of the following:
  - a) Hours of operation;
  - b) Arrangements for management of stormwater, noise and dust;
  - c) Measures to eliminate drag-out from the site during wet weather events;
  - d) Where contaminated soils are identified and/or disturbed, measures to contain of the soils to the satisfaction of the EPA.
2. Final stormwater management plan and accompanying stormwater design calculations, prepared by a qualified and experienced stormwater engineer, which shall address all of the following:
  - a) Design of all finished floor levels of buildings shall be at least 150mm above the Q100 flood level adjacent the building;
  - b) The post-development rate of discharge from the site shall not exceed the rate of discharge in pre-development conditions;
  - c) The stormwater drainage system shall incorporate Water Sensitive Urban Design methods, to ensure that pre-development peak flows are not exceeded and that water quality targets are met;
  - d) The following stormwater quality targets shall be met:
    - (i) Suspended solids – 80% retention of the typical urban annual load with no treatment;
    - (ii) Total phosphorus – 60% retention of the typical urban annual load with no treatment;
    - (iii) Total nitrogen – 60% retention of the typical urban annual load with no treatment;

- (iv) Gross pollutants – 100% retention of the typical urban annual load with no treatment;
  - (v) No visible oil and grease up to the 3-month ARI peak flow.
- e) Stormwater quality shall be verified through provision of a MUSIC model.
3. Final Civil and Siteworks Plan, prepared by a qualified and experienced stormwater engineer, for all civil and stormwater works, which shall address all of the following:
- a) Finished floor levels for all buildings and hardstand surfaces;
  - b) Cut/fill details;
  - c) Retaining walls, kerbing or ramps, their design and grades;
  - d) Pavement design details and gradients;
  - e) Car parking dimensions, aisle widths, circulation movements and associated parking markings and signage;
  - f) Stormwater management arrangements;
  - g) Water sensitive urban design measures;
  - h) Surface water treatment to ensure the water quality objectives are met.
4. Final Landscaping Plan, which shall include all of the following:
- a) Final locations for all landscaped areas, including designated areas for trees, shrubs and groundcovers, taking into account any changes arising from the final Stormwater Management Plan and Civil/Siteworks Plan;
  - b) Where stormwater swales are proposed, species that are suited to growing in conditions where water is temporarily detained within the swales;
  - c) Designated species to be used, noting should comprise species generally contained within the Approved Landscaping Plan, prepared by DM Lawrence Design, dated 7<sup>th</sup> January 2020;
  - d) Shade trees within the car parking areas;
  - e) In the case of tree planting shall comprise advanced growth species at time of planting;
  - f) Maintenance methods including irrigation, barriers and protection from vehicles and pedestrians.

Development Plan Consent Conditions

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

| <b>Drawing No.</b>    | <b>Plan Type</b>           | <b>Date</b>     | <b>Prepared By</b> |
|-----------------------|----------------------------|-----------------|--------------------|
| Dated 9 August 2019   | Covering Letter            | 9 August 2019   | DM Lawrence Design |
| Dated 25 October 2019 | Response to Council Letter | 25 October 2019 | DM Lawrence Design |
| WD01 Issue C          | Site Plan                  | 1 November 2019 | DM Lawrence Design |

|                 |   |                  |                    |
|-----------------|---|------------------|--------------------|
| WD02<br>Issue D | Landscaping Plan  | 7 January 2020   | DM Lawrence Design |
| WD03<br>Issue A | Floor Plan – Overall Building                           | 2 August 2019    | DM Lawrence Design |
| WD04<br>Issue B | Elevations – Overall Building                           | 23 October 2019  | DM Lawrence Design |
| WD05<br>Issue A | Floor Plan – Main Office                                | 2 August 2019    | DM Lawrence Design |
| WD06<br>Issue B | Elevations – Main Office                                | 23 October 2019  | DM Lawrence Design |
| WD07<br>Issue A | Floor Plan & Elevations – Drivers Area                  | 2 August 2019    | DM Lawrence Design |
| WD08<br>Issue B | Floor Plan & Elevations – Wash Bay & Fueling Station    | 23 October 2019  | DM Lawrence Design |
| WD09<br>Issue B | Location Plan   | 1 November 2019  | DM Lawrence Design |
| WD10<br>Issue A | Sight Line Diagrams                                     | 4 December 2019  | DM Lawrence Design |
| 51539LET01      | Letter to Council including response to representations | 19 December 2019 | Masterplan         |
| S6198C2         | Environmental Noise Assessment                          | December 2019    | Sonus              |
| S46547 - 267453 | Stormwater Management Plan                              | December 2019    | FMG Engineering    |

- \* *The approved documents referred to above are subject to change permitted by minor variations through the Building Rules Consent process as per Regulation 47A of the Development Regulations 2008.*
- \* *Except where otherwise stated, the development shall be completed prior to occupation/commencement of use.*
- \* *All documents Approved by Council under Reserved Matters 1-4 inclusive constitute approved documents and form part of this consent.*

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

2. No loading or unloading shall occur between midnight and 6:00am on any day.

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

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

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

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

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

*Reason: To achieve the buildings achieve a high standard of appearance.*

5. All trade waste and other rubbish shall be contained and stored pending removal in covered containers which shall be contained within the building and not in public view.

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

6. Except where otherwise approved, the advertisements approved as part of this application shall not:

- (a) move; or
- (b) flash; or
- (c) reflect light so as to be an undue distraction to motorists; or
- (d) be internally or externally illuminated.

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

7. The advertisements shall be maintained in good repair at all times to the reasonable satisfaction of Council.

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

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

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

9. All loading and unloading of vehicles and manoeuvring of vehicles in connection with the now approved development shall be carried out entirely within the site.

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

10. All landscaping identified on the Landscaping Plan, Approved by Council under Reserved Matter 4, shall be completed, prior to commencement of use (as hereby approved) and shall be maintained at all times thereafter (including the replacement of diseased or dying plants and the removal of weeds and pest plants).

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

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

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

12. All driveways, manoeuvring areas and hardstand areas shall be constructed in accordance with the Civil and Siteworks Plan, Approved by Council under Reserved Matter 3. The surface shall consist of brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicle types. Individual car parking bays shall be clearly line-marked. Driveways and car parking areas shall be established prior to the commencement of use (as hereby approved) and shall be maintained at all times thereafter to the satisfaction of Council.

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

13. The car parking layout and associated aisle widths and car park manoeuvring area shall be designed and constructed to comply with AS 2890.1 – Off-street parking, Part 1 and Austroads “Guide to Traffic Engineering Practice Part 11 – Parking” and AS 2890.2 – Facilities for Commercial Vehicles.

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

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

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

15. Except where otherwise approved, outside lighting shall be restricted to that necessary for safe operations within the site 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’*.

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



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

*Reason: To ensure flood protection of the building.*

17. The site and building shall be connected to the SA Water sewerage system prior to occupation of the development and at all times thereafter.

*Reason: To ensure adequate wastewater disposal.*

18. All of the recommendations contained in the Environmental Noise Assessment, prepared by Sonus, dated October 2019, shall be implemented in full, prior to commencement of use and shall be implemented at all times thereafter. Acoustic fencing shall remain in good condition at all times in accordance with the recommendations of the report. Except where otherwise approved, refrigerated trailers (including containers, units and the like) are not permitted on the site at any time.

*Reason: To ensure that the proposed development will not have an unreasonable impact on the amenity of adjacent and nearby land.*

19. All crossovers made redundant by this development (ie. Those not required by the approved development) shall be removed and reinstated to upright kerb, in accordance with Council's Design Standard.

*Reason: To ensure that redundant crossovers are reinstated to upright kerb.*

20. A bunding system shall be in place in accordance with the EPA Guidelines "Liquid Storage", May 2016, at all times to minimise the risk of environmental harm from liquid spills and leaks arising from the fuel station.

*Reason: To minimise the risk of environmental harm arising from liquid spills and/or leaks arising from the fuel station.*

Advice Notes

1. The Applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
2. EPA information sheets, guidelines documents, codes of practice, technical bulletins etc. can be accessed on the following web site: <http://www.epa.sa.gov.au>.

3. A final survey of the site boundaries is recommended to ensure the new buildings are accommodated within the designated footprint and achieve the designated boundary setbacks.
4. The site is not connected to the SA Water sewerage system and therefore any wastewater connections on the proposed site will require an application to be lodged for an on-site wastewater treatment system to be installed in compliance with the Public Health Waste Control Regulations. Alternatively, the applicant will need to obtain a connection to the SA Water sewer network at their cost.
5. The site is located in the vicinity of Pipeline License (PL) 13, licensed to SEA Gas Pty Ltd for the Port Campbell to Adelaide gas pipeline (PCA) under the Petroleum and Geothermal Energy Act 2000 (PGE Act).

The PGE Act requires all transmission pipelines to be designed, constructed, operated and maintained in accordance with Australian Standard (AS) 2885: Pipelines – Gas and Liquid Petroleum (Regulation 29). This standard exists to ensure protection of the pipeline, which in turn ensures the safety of the community, protection of the environment and security of (gas) supply to users.

AS 2885 requires that the pipeline be designed to ensure it will be compatible with the surrounding land use. Where there is a change in land use, it must be demonstrated that risks have been reduced to Low as Reasonably Practicable (ALARP).

Prior to the development being undertaken in the proposed location, the pipeline operator will need to be provided with further information to determine whether there are any threats associated with the construction work (including installation of new services in the vicinity of the pipeline) and long term maintenance of the development that could impact the integrity of the pipeline.

The Department for Energy and Mining recommends that the proponent contact SEA Gas prior to undertaking works, to allow SEA Gas to approve design of any crossings and determine conditions of work (if necessary) over the pipeline.

The Department for Energy and Mining recommends that the proponent contact SEA Gas prior to undertaking works, to allow SEA Gas on this matter should be through Michael Jarosz on 0477 112 463 [Michael.Jarosz@seagas.com.au](mailto:Michael.Jarosz@seagas.com.au).

6. 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 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.
7. The approved vehicle access points conflict with existing light columns. Relocation of the light column is required as construction of the driveway access works and all costs associated with design and delivery of the relocated light columns shall be met by the proponent. The design shall be approved by Council, prior to commencement of relocation works.
  8. If you are a developer, you are responsible for providing telecommunications infrastructure in your developments. You can choose any carrier you want to service your development, if you don't wish to choose another carrier, NBN is the infrastructure provider of last resort (IPOLR) in those areas of its fixed line footprint where NBN has established its network, or where it has publicly identified an area as a fixed line rollout region. NBN is also the IPOLR for developments with 100 lots or more. Telstra is the IPOLR in developments with fewer than 100 lots where NBN Co has not established its network. Carriers, including NBN and Telstra, can charge for providing infrastructure in new developments. More information can be found at <https://www.communications.gov.au/policy/policy-listing/telecommunications-new-developments>

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

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

## CO-ORDINATION

|          |          |          |
|----------|----------|----------|
| Officer: | MDS      | GMCID    |
| Date:    | 10.01.20 | 14.01.20 |

## ATTACHMENTS

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

1. Plans and Documentation
2. Public Notification Notice and Copy of Valid Representations
3. Invalid Representations
4. Relevant Development Plan Provisions - Consolidated 4th April 2019

**ATTACHMENT 1:  
PLANS AND DOCUMENTATION**



## DEVELOPMENT APPLICATION FORM

**361/                      /2019/**

Please use BLOCK LETTERS and Black or Blue Ink

|   |  |
|---|--|
| I wish to apply for (tick only one): <input checked="" type="checkbox"/> Development Plan Consent <input type="checkbox"/> Building Rules Consent |  |
| <input type="checkbox"/> Full Development Approval (consists of both consents, which is required prior to any work commencing)                    |  |
| APPLICANT: COMPANY / FIRST NAME   | SURNAME  |
| BOOTH TRANSPORT PTY LTD   |  |
| POSTAL ADDRESS: 101 WILKINS RD (ATTN: - P. BOOTH)<br>WINDFIELD, 5017    EMAIL: pbooth@boothtransport.com  |  |
| OWNER NAME: (This must be completed)  | <input checked="" type="checkbox"/> as above   |
| OWNER POSTAL ADDRESS:   | <input checked="" type="checkbox"/> as above   |
| OWNER PHONE NO:   | OWNER EMAIL: pbooth@boothtransport.com   |
| <b>CONTACT PERSON FOR FURTHER INFORMATION</b> <input type="checkbox"/> as above   |  |
| NAME: D M LAWRENCE  | TELEPHONE (W): 02763525<br>(M): 041784763  |
| EMAIL: dmplan@adam.com.au   | Information from Council will be given by electronic communication to the nominated email address. |
| BUILDER NAME: T B A   | BUILDERS EMAIL:  |
| BUILDER POSTAL ADDRESS:   | CONTACT NO.:   |
|   | LICENCE NO.:   |
| CURRENT USE OF PROPERTY: VACANT   |  |
| DESCRIPTION OF PROPOSAL: WAREHOUSE AND OFFICE COMPLEX   | DEVELOPMENT COST: \$ 5,000,000   |
| <b>LOCATION OF PROPOSAL</b>   |  |
| Street No:  | Street: PENNER AVE    Suburb: BURTON   |
| Lot No: 33    Section:  | Plan:    Volume: 5422    Folio: 43   |
| <b>OFFICE USE ONLY</b>  |  |
| Registration Date: 1 / 2019   | Zone:    Ward:   |
| <b>BUILDING RULES CLASSIFICATION</b>  |  |
| Classification sought:  |  |
| If Class 5, 6, 7, or 9 classification is sought, state the proposed number of employees   |  |
|   | Male:<br>Female:   |
| If Class 9a classification is sought, state the number of persons for whom accommodation is provided:   |  |
| If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises:                               |  |

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

SIGNATURE: \_\_\_\_\_

DATE: 7.8.2019

Item 5.1.1 - Attachment 1 - Plans and Documentation



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

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

**FROM** Name BOOTH TRANSPORT PTY LTD  
Address 101 WILKINS RD  
WINGFIELD  
Phone No. \_\_\_\_\_ Mobile \_\_\_\_\_

**DATE OF APPLICATION** 7-8-2019

**LOCATION OF PROPOSED DEVELOPMENT**

House No \_\_\_\_\_ Lot No 33 Street PENNER AVE  
Town/Suburb BURTON  
Section No (full/part) \_\_\_\_\_ Hundred \_\_\_\_\_  
Volume 5422 Folio 43

**NATURE OF PROPOSED DEVELOPMENT**

WAREHOUSE AND OFFICE COMPLEX

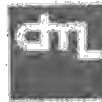
I (insert full name) D M LAWRENCE

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

SIGNED [Signature] DATE 7-8-2019

PLEASE NOTE THAT THE FORM CONTINUES OVER

Item 5.1.1 - Attachment 1 - Plans and Documentation



**LAWRENCE DESIGN**

ABN: 55 431 400 513  
DESIGN  
PLANNING  
PROJECT MANAGEMENT

9 Sherwood Avenue  
Belconnen Heights S.A. 5220  
Phone: 0823 3529  
Mobile: 0417 246 555  
Email: [design@lwdm.com.au](mailto:design@lwdm.com.au)

9 August 2019

City of Salisbury  
Planning Officer:

Ref :- Warehouse, Workshop, & Office Complex - Lot 33 Penner Avenue, Burtori  
For Booth Transport Pty Ltd.

Dear Sir/Madam,

I act on behalf of my client, Booth Transport. My client wishes to develop this site as the Head Office for their nation-wide operations.  
It is envisioned that the building will be used to store/transfer packaged and palletised product.

Employee numbers on site are expected to be between 50 – 70 persons (10 female & 50 – 60 male)

The site will be a 24 hour / day operation.  
90% of vehicle movements will be between the hours of 9am to 5pm.  
All loading and unloading activities will be undertaken within the building.

Residential properties are located over 200m from our Eastern boundary, and are separated by Wetlands & another Industrial/Commercial property on our adjoining boundary.  
All vehicles are speed limited to 10kph while on site.  
Noise emission from our site will be minimal. However, to aid in noise mitigation, we have provided a raised and densely landscaped area along our entire Eastern boundary (acoustics report to follow)

The raised landscaped area is also intended to eliminate any light spill from vehicles on site to the neighbouring residential properties to the East. All yard security lighting will be contained on site and directed away from any adjoining property.

Stormwater disposal, civil works, & finished floor levels will be provided to Council in the next few weeks.

Our immediate intension is to get the planning process underway, as my client has a tight time frame to complete the complex.

Yours Sincerely,

D M Lawrence

Item 5.1.1 - Attachment 1 - Plans and Documentation





Product: Register Search (CT 5422/43)  
 Date/Time: 09/04/2019 08:13AM  
 Customer Reference: FO126140  
 Order ID: 20190409000333



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 5422 Folio 43

Parent Title(s) CT 3555/18  
 Creating Dealing(s) CONVERTED TITLE  
 Title Issued 28/05/1997 Edition 8 Edition Issued 05/08/2016

#### Estate Type

FEE SIMPLE

#### Registered Proprietor

R.A.R. PROPERTY INVESTMENT PTY. LTD. (ACN: 067 233 087)  
 OF PO BOX 849 SALISBURY SA 5108

#### Description of Land

ALLOTMENT 33 FILED PLAN 114394  
 IN THE AREA NAMED BURTON  
 HUNDRED OF MUNNO PARA

#### Easements

NIL

#### Schedule of Dealings

| Dealing Number | Description   |
|----------------|---|
| 12541417       | MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA (ACN: 123 123 124) |

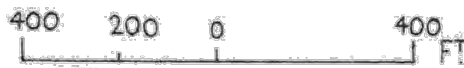
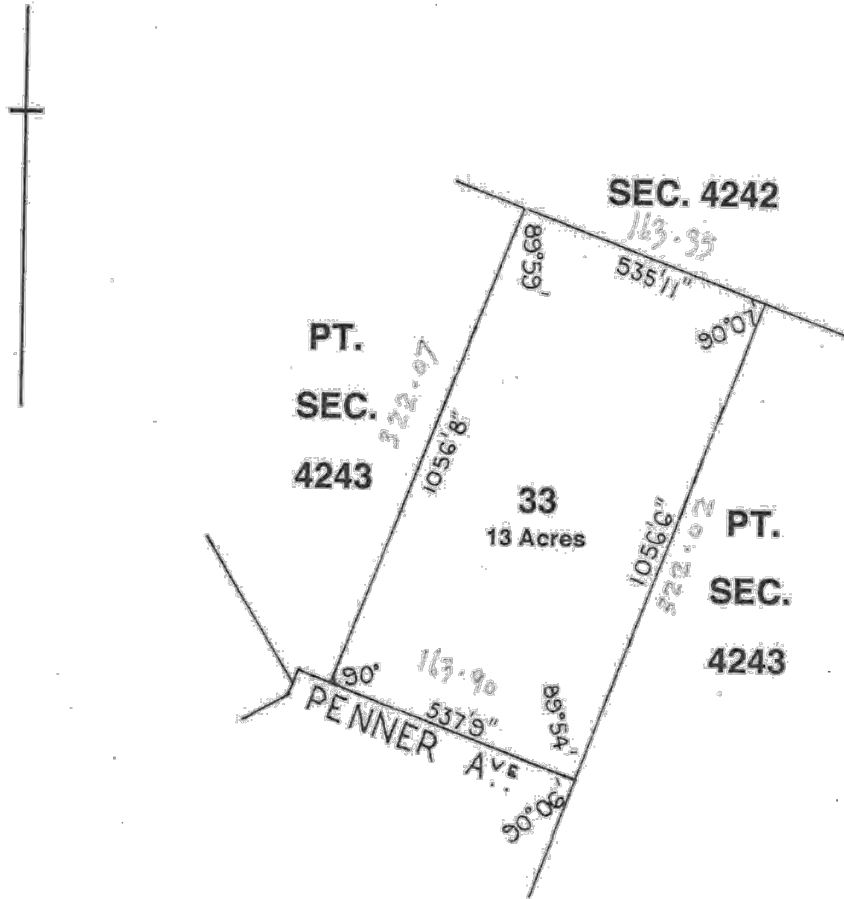
#### Notations

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



Product Register Search (CT 5422/43)  
 Date/Time 09/04/2019 08:13AM  
 Customer Reference FO126140  
 Order ID 20190409000333

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 3555/18



| FOR METRIC CONVERSION |                         |
|-----------------------|-------------------------|
| 1 FOOT                | = 0.3048 METRES         |
| 1 INCH                | = 0.0254 METRES         |
| 1 ACRE                | = 0.404686 HECTARES     |
| 1 ROOD                | = 1011.7 m <sup>2</sup> |
| 1 PERCH               | = 25.29 m <sup>2</sup>  |

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION



## LAWRENCE DESIGN

A.S.N. 38 433 400 813  
DESIGN  
PLANNING  
PROJECT MANAGEMENT

B. Shenwood Avenue  
Bellevue Heights S.A. 6020  
Phone: 8275 3525  
Mobile: 0417 845 563  
Email: dmjolan@adam.com.au

25 October 2019

City of Salisbury.  
Attention :- Aaron Curtis.

Ref: - DA 361 / 1323 / 2019 / 38

Dear Aaron,

In response to your letter dated 20 September 2019: ~

- 1/ a Hours of operation are to be 6.00am to 8.00pm weekdays and Saturdays. Some minor vehicle arrivals may occur between 8.00pm to midnight. This is largely subject to seasonal requirements.
- 1/ b Expected staff numbers will be 50 – 70 persons, comprising 10 female and 50 – 60 male.
- 2/ Due to the diagonal approach of Penner Avenue to the site, we consider the primary view to the building will be diagonally from the West/ South West as drawn. Additional Architectural treatment/articulation has been added to the industrial portion of the building directly facing Penner Avenue. Refer amended plans attached.
- 3/ Refer Acoustic Report attached.  
Refer amended plans attached.
- 4/ Refer self bunded 67000lit. fuel tank specification/detail attached.  
Refer amended plan attached.
- 5/ The property developer/proprietor note their responsibilities with regards to Council Infrastructure. Street light poles have been added to the plans.  
Refer amended plan attached.
- 6/ Refer stormwater management and civil design report/ plans prepared by others to follow.
- 7/ We note the shortfall of 34 car parking spaces. However, due to staff numbers of 70 max. (Refer response 1a) and visitor numbers expected to be 5 – 10 max., we consider the 102 parking spaces as planned to be conservatively adequate.
- 8/ My clients work procedures require some car parking adjacent the office for use by management personnel. Visitor, & general staff car parking is to be contained within the main car park adjacent the Western boundary. To this end, the plans as submitted were incorrectly labelled. Refer amended plan attached.

- 9/ The entry gates will remain completely open during the hours of operation = 6.00am to 8.00pm therefore eliminating queuing of vehicles onto Penner Avenue. Gates will remain open for vehicles requiring access to the site after hours. All operations/vehicle movements are managed. No incidental, or unplanned vehicle operations are envisaged. Gates remain closed at all other times. No vehicle will remain on Penner Avenue.
- 10/ No external storage is proposed for this site.
- 11/ Waste containers are to be located within the warehouse building in various locations. No waste containers will be located external to the building.
- 12/ Wastewater is to be directed to mains sewer through easement on adjoining site to the East. This is to be undertaken in a separate application by others. Preliminary plans of this undertaking can be forwarded to Council if required.
- 13/ Yard lighting is to be directed within the site for after hours security purposes and minor night activities as required. Lighting design is to be undertaken at working drawing stage. Compliance reports can be supplied to Council if requested. Refer amended plan attached for preliminary details.
- 14/ Council landscaping / plant species comments have been noted. Accordingly, we have made alterations as suggested. Refer amended plan attached.
- 15/ My clients requirements are for rigid structure galvanised fencing for security, longevity, and appearance/corporate conformity with all their other interstate sites. To assist with Council requirements, however, we have relocated the fencing to be within the landscaped area facing Penner Avenue. This softens the appearance of the fence due to landscaping. Refer amended plan attached.
- 16/ No additional signage is proposed.

We trust this response is satisfactory, and will enable Council to proceed with this application.

Yours sincerely,



D.M. Lawrence

# PROPOSED WAREHOUSE AND OFFICE COMPLEX

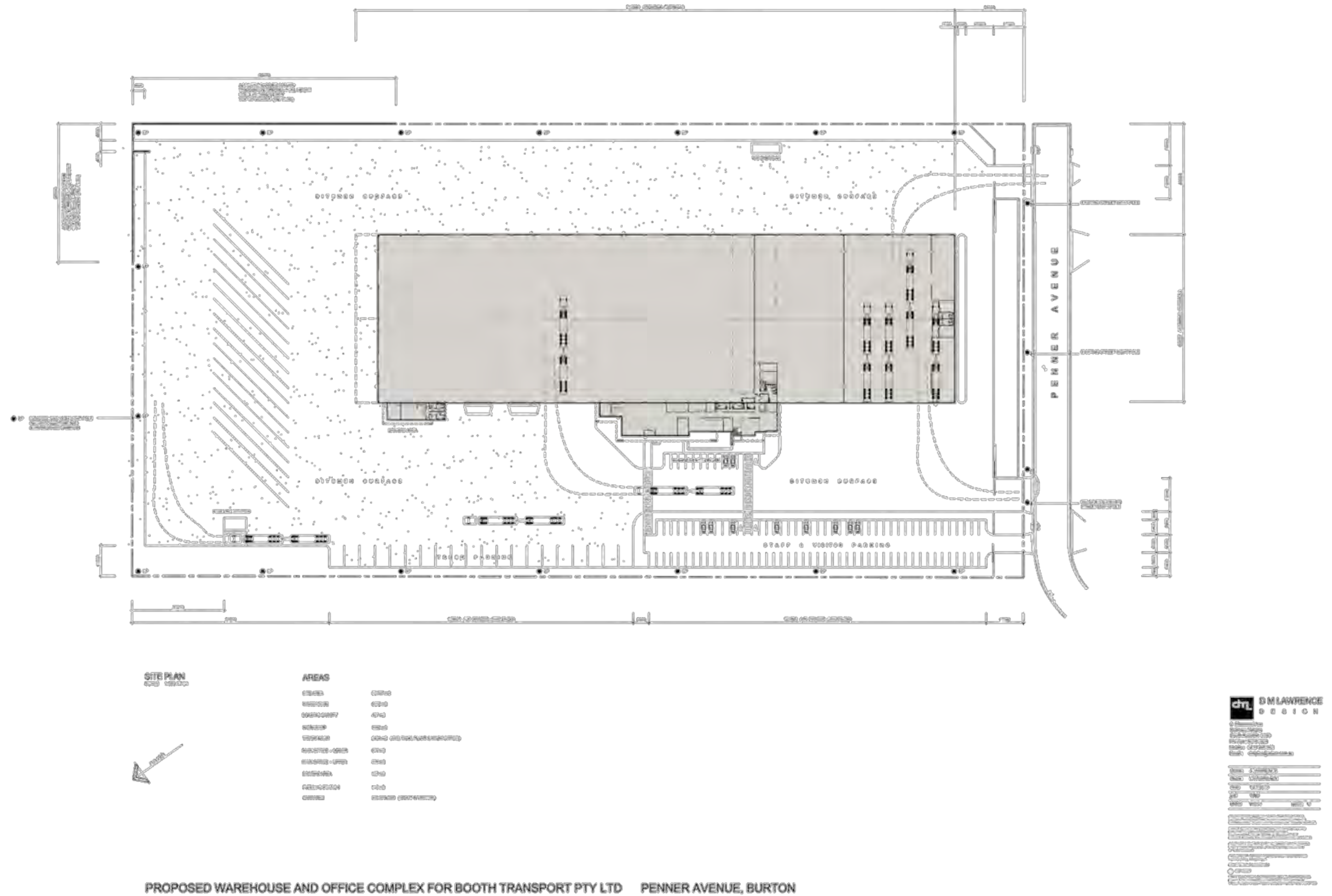
## BOOTH TRANSPORT PTY LTD

### PENNER AVENUE, BURTON

| ISSUE | DRAWING TITLE  |
|-------|--|
| C     | WD01 SITE PLAN   |
| C     | WD02 LANDSCAPING PLAN                                      |
| A     | WD03 FLOOR PLAN - OVERALL BUILDING                         |
| B     | WD04 ELEVATIONS - OVERALL BUILDING                         |
| A     | WD05 FLOOR PLAN - MAIN OFFICE                              |
| B     | WD06 ELEVATIONS - MAIN OFFICE                              |
| A     | WD07 FLOOR PLAN & ELEVATIONS - DRIVERS AREA                |
| B     | WD08 FLOOR PLAN & ELEVATIONS - WASH BAY & FUELLING STATION |
| B     | WD09 LOCATION PLAN   |







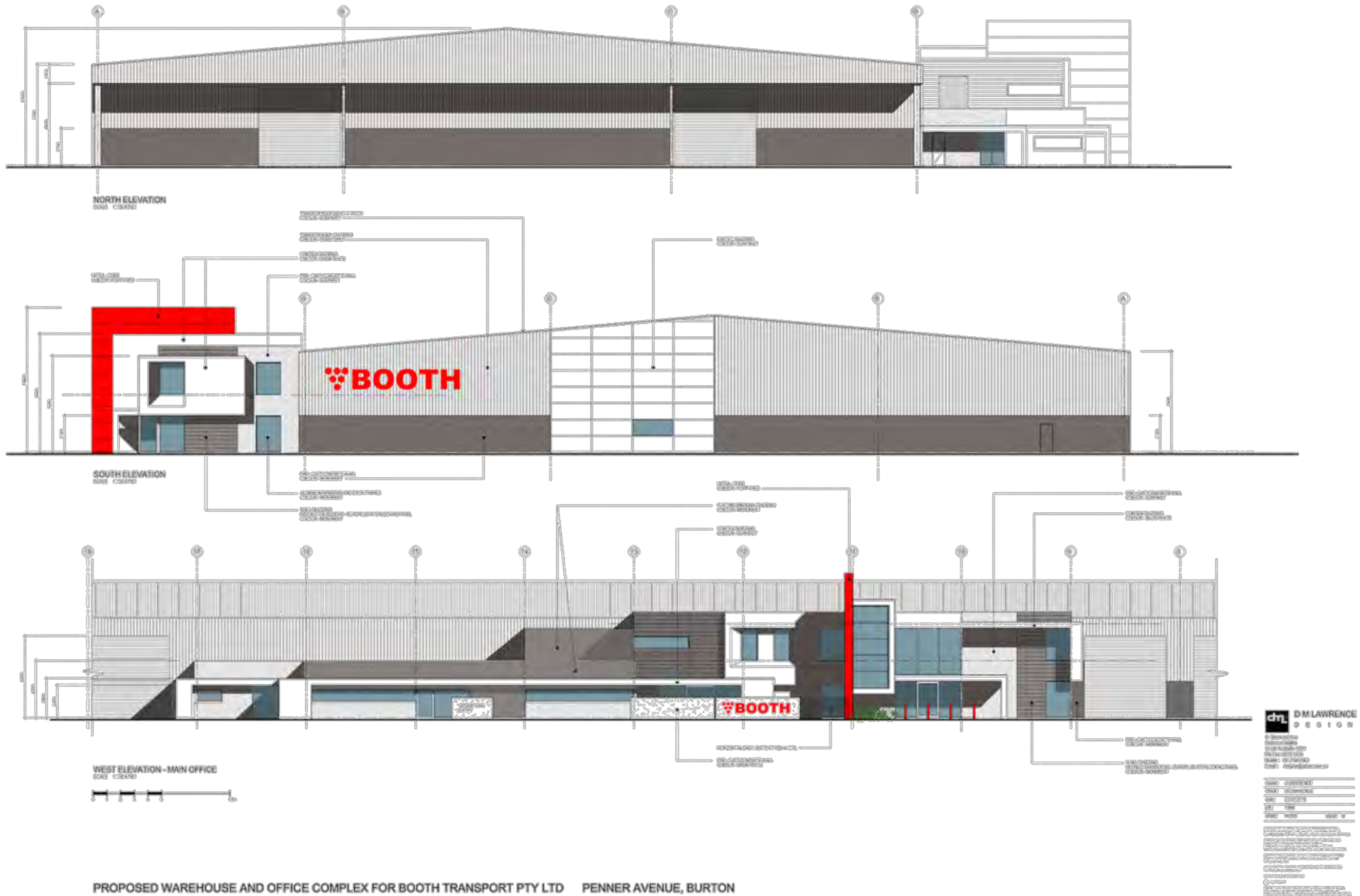




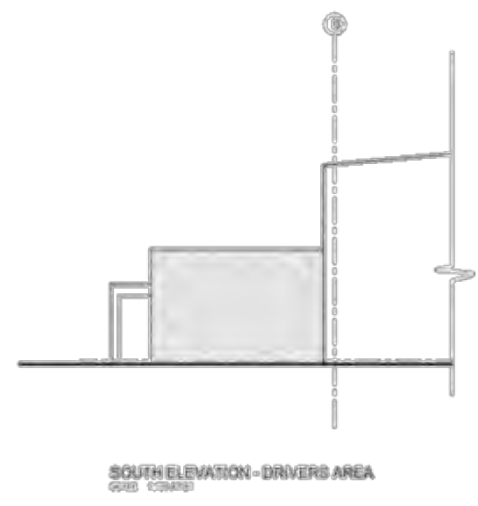
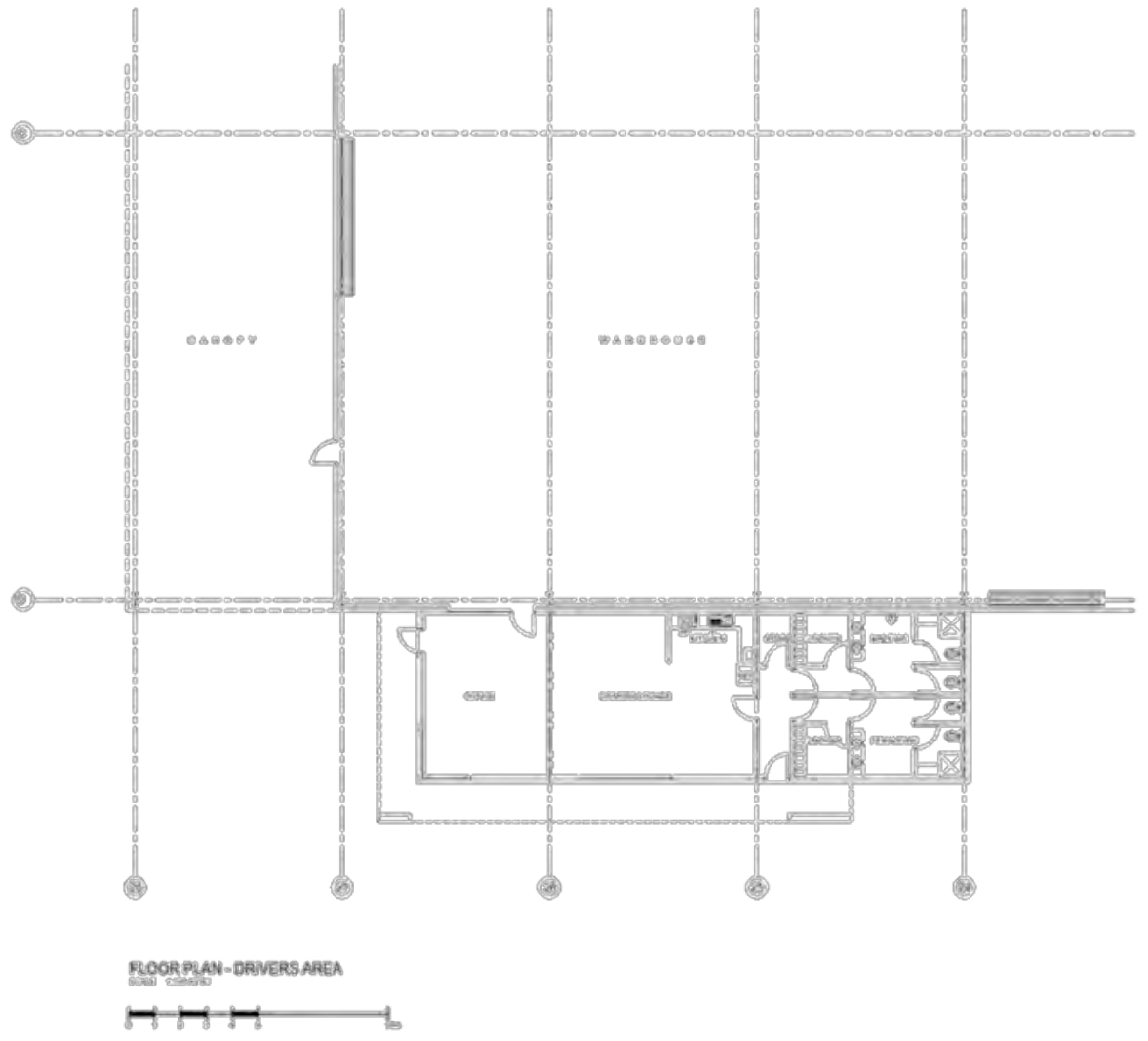
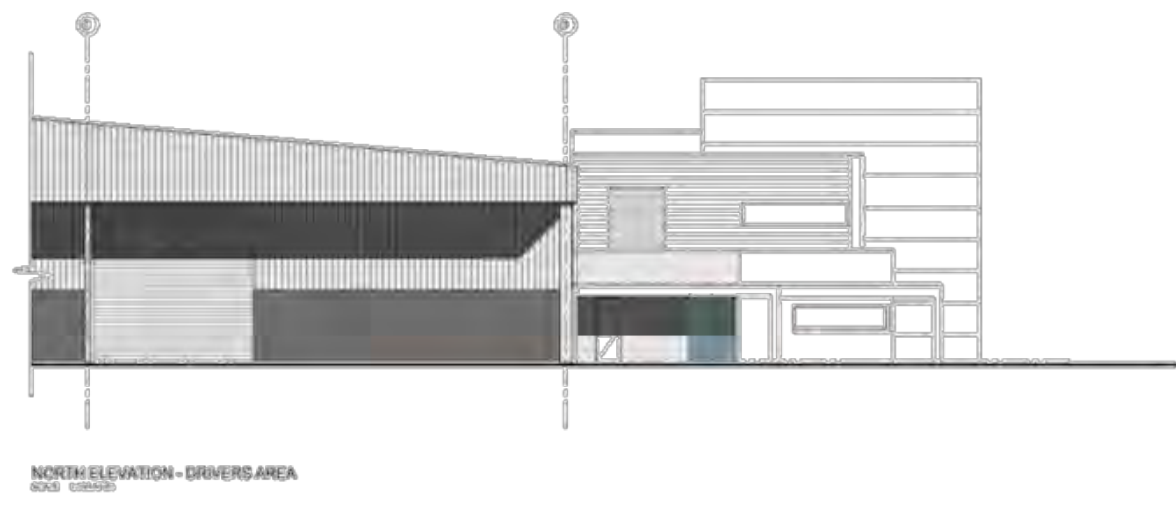
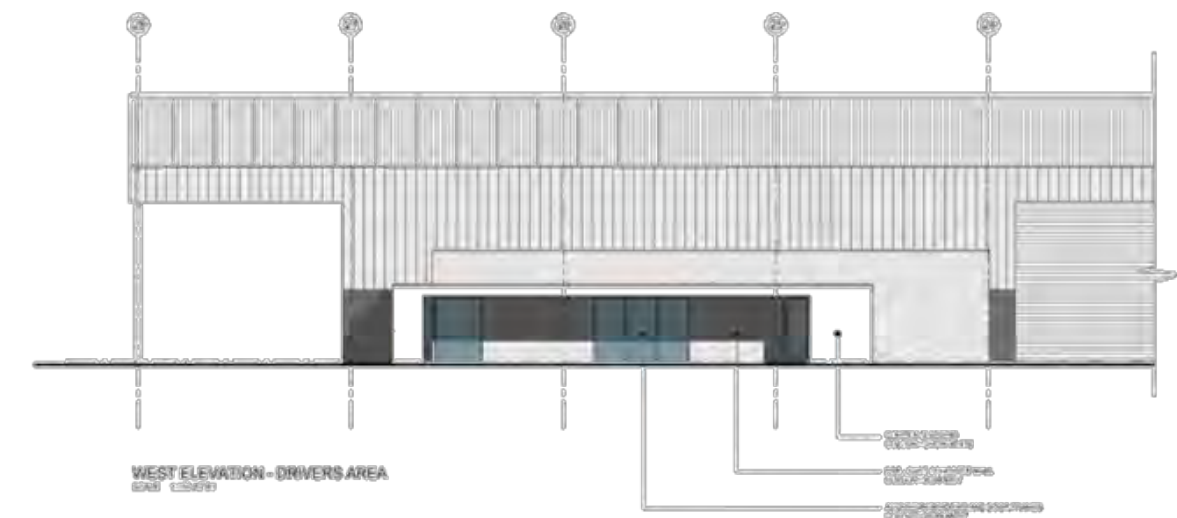








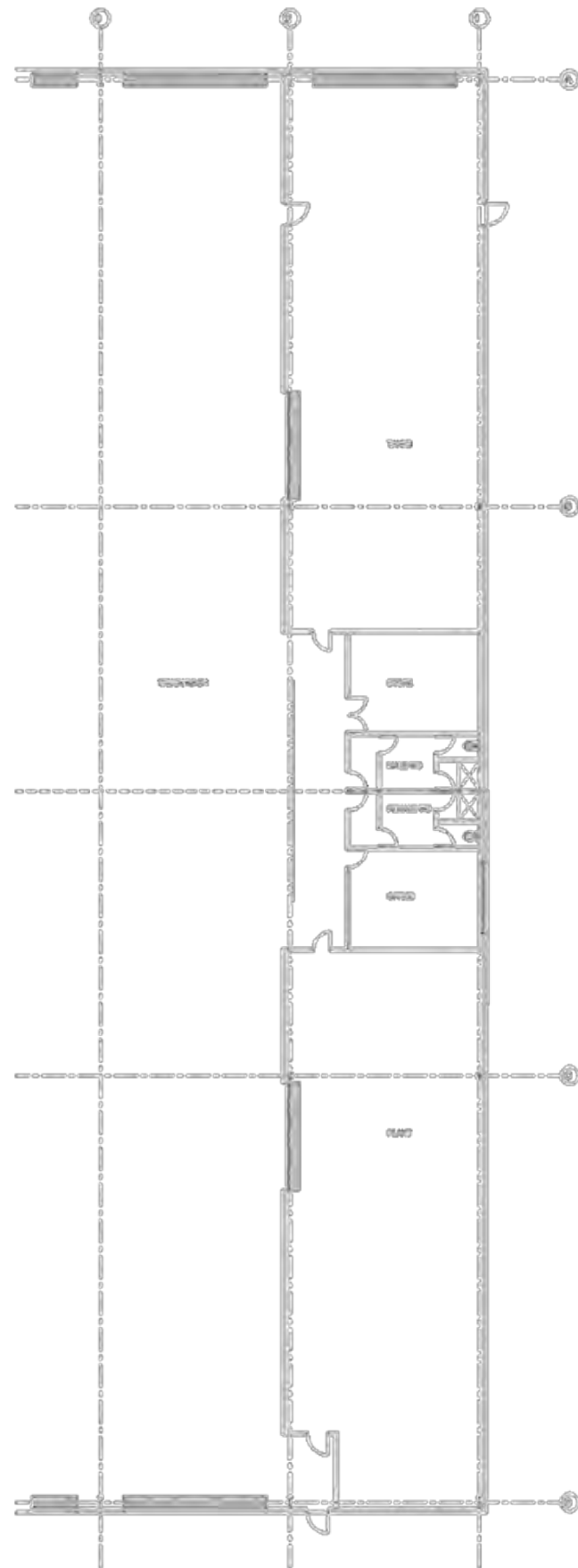




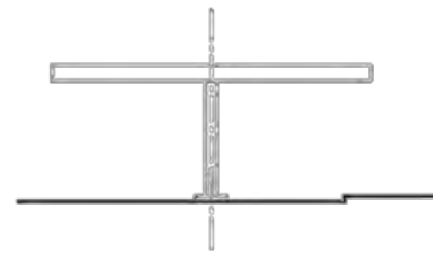
PROPOSED WAREHOUSE AND OFFICE COMPLEX FOR BOOTH TRANSPORT PTY LTD PENNER AVENUE, BURTON

**DM LAWRENCE DESIGN**

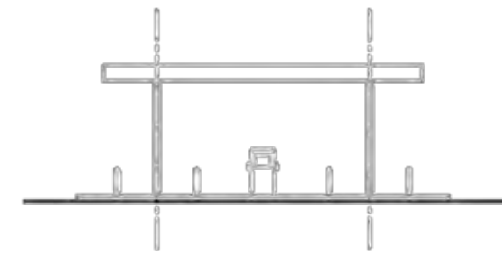
|  |             |
|--|-------------|
| Project Manager                                      | DM LAWRENCE |
| Architect  | DM LAWRENCE |
| Structural Engineer                                  | DM LAWRENCE |
| MEP Engineer   | DM LAWRENCE |
| Quantity Surveyor                                    | DM LAWRENCE |
| Cost Consultant                                      | DM LAWRENCE |
| Construction Manager                                 | DM LAWRENCE |
| Principal Designer                                   | DM LAWRENCE |
| Principal Contractor                                 | DM LAWRENCE |
| Principal Designer (Construction)                    | DM LAWRENCE |
| Principal Contractor (Construction)                  | DM LAWRENCE |
| Principal Designer (Construction) (Safety)           | DM LAWRENCE |
| Principal Contractor (Construction) (Safety)         | DM LAWRENCE |
| Principal Designer (Construction) (Quality)          | DM LAWRENCE |
| Principal Contractor (Construction) (Quality)        | DM LAWRENCE |
| Principal Designer (Construction) (Environment)      | DM LAWRENCE |
| Principal Contractor (Construction) (Environment)    | DM LAWRENCE |
| Principal Designer (Construction) (Social)           | DM LAWRENCE |
| Principal Contractor (Construction) (Social)         | DM LAWRENCE |
| Principal Designer (Construction) (Economic)         | DM LAWRENCE |
| Principal Contractor (Construction) (Economic)       | DM LAWRENCE |
| Principal Designer (Construction) (Cultural)         | DM LAWRENCE |
| Principal Contractor (Construction) (Cultural)       | DM LAWRENCE |
| Principal Designer (Construction) (Historic)         | DM LAWRENCE |
| Principal Contractor (Construction) (Historic)       | DM LAWRENCE |
| Principal Designer (Construction) (Archaeology)      | DM LAWRENCE |
| Principal Contractor (Construction) (Archaeology)    | DM LAWRENCE |
| Principal Designer (Construction) (Landscape)        | DM LAWRENCE |
| Principal Contractor (Construction) (Landscape)      | DM LAWRENCE |
| Principal Designer (Construction) (Heritage)         | DM LAWRENCE |
| Principal Contractor (Construction) (Heritage)       | DM LAWRENCE |
| Principal Designer (Construction) (Biodiversity)     | DM LAWRENCE |
| Principal Contractor (Construction) (Biodiversity)   | DM LAWRENCE |
| Principal Designer (Construction) (Geology)          | DM LAWRENCE |
| Principal Contractor (Construction) (Geology)        | DM LAWRENCE |
| Principal Designer (Construction) (Soil)             | DM LAWRENCE |
| Principal Contractor (Construction) (Soil)           | DM LAWRENCE |
| Principal Designer (Construction) (Air Quality)      | DM LAWRENCE |
| Principal Contractor (Construction) (Air Quality)    | DM LAWRENCE |
| Principal Designer (Construction) (Noise)            | DM LAWRENCE |
| Principal Contractor (Construction) (Noise)          | DM LAWRENCE |
| Principal Designer (Construction) (Vibration)        | DM LAWRENCE |
| Principal Contractor (Construction) (Vibration)      | DM LAWRENCE |
| Principal Designer (Construction) (Light)            | DM LAWRENCE |
| Principal Contractor (Construction) (Light)          | DM LAWRENCE |
| Principal Designer (Construction) (Climate Change)   | DM LAWRENCE |
| Principal Contractor (Construction) (Climate Change) | DM LAWRENCE |
| Principal Designer (Construction) (Sustainability)   | DM LAWRENCE |
| Principal Contractor (Construction) (Sustainability) | DM LAWRENCE |



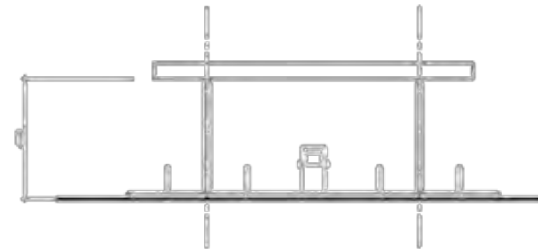
FLOOR PLAN - TRUCK WASH OFFICE AREA  
0000 13/01/20



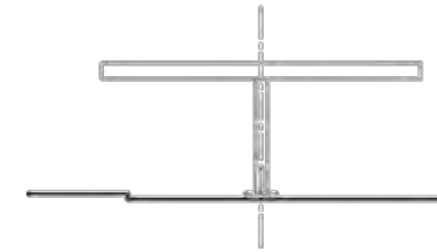
NORTH ELEVATION - FUELLING STATION  
0000 13/01/20



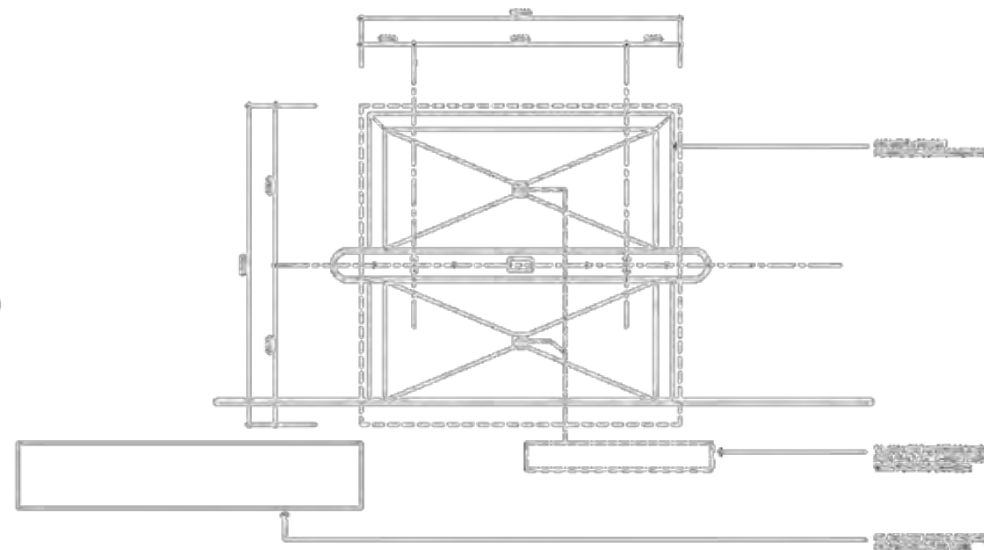
EAST ELEVATION - FUELLING STATION  
0000 13/01/20



WEST ELEVATION - FUELLING STATION  
0000 13/01/20



SOUTH ELEVATION - FUELLING STATION  
0000 13/01/20



FLOOR PLAN - FUELLING STATION  
0000 13/01/20



PROPOSED WAREHOUSE AND OFFICE COMPLEX FOR BOOTH TRANSPORT PTY LTD PENNER AVENUE, BURTON

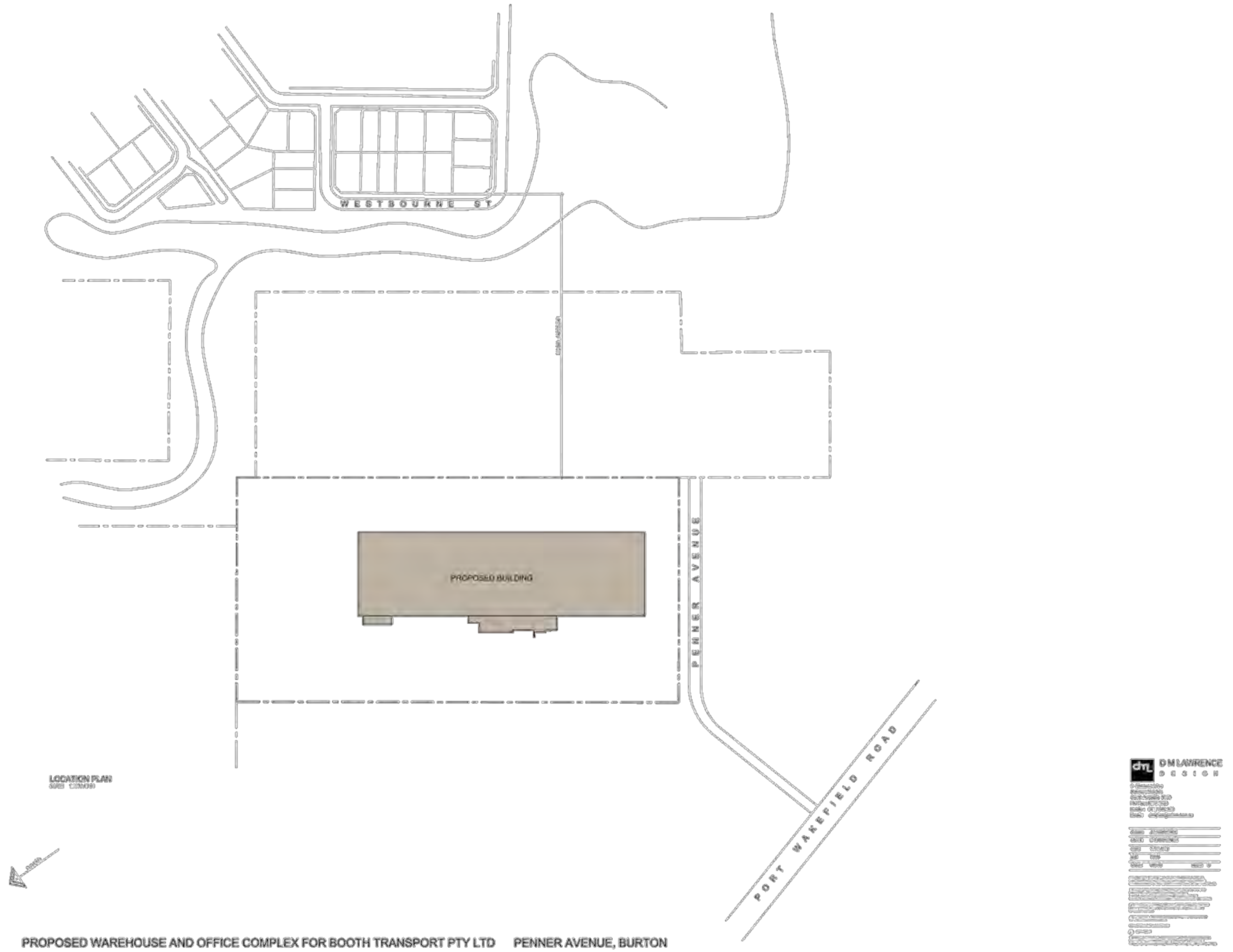
**DL DM LAWRENCE DESIGN**

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Item 5.1.1 - Attachment 1 - Plans and Documentation







19 December 2019

Mr. Aaron Curtis  
Team Leader – Planning  
City of Salisbury  
P.O. Box 8  
SALISBURY SA 5108

Dear Aaron

**Re: Booth Australia Pty Ltd – DA 361/1323/2019/3B**

We act for Booth Australia Pty Ltd, the applicant in the above matter. Our client through its consultant DM Lawrence Design has asked us to respond to the representations received following Category 3 notification of its development application. The application is described in the notification documents as:

*"Road transport terminal comprising warehouse, office and fuel station, weighbridge, fencing, hardstand, car parking, signage, lighting and landscaping".*

We consider that Council has adequately and appropriately described the proposed development.

As you know, the Industry Zone is intended to primarily accommodate "a wide range of industrial, warehouse, storage and transport land uses" (Zone Objective 1) and that envisaged kinds of development in this Zone include industry, an office in association with and ancillary to industry, transport distribution and warehouses (Zone Principle 1).

We make the following relevant observations and comments before responding to the representations.

#### **The Locality**

The development site at 4 – 6 Penner Avenue Burton is wholly contained in the Industry Zone, as shown on Zones Map 5a/16 of the Development Plan. The site is furthermore surrounded on all sides by large industrial allotments and associated industrial and commercial buildings which are sited in the Industry Zone. No Policy Areas or Precincts apply to this part of the Industry Zone.

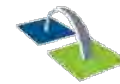
The development site is vacant. The large industrial allotment immediately to the south-east of the site at 15 Penner Avenue is occupied and used as a road transport terminal by Golding Transport Industries Pty Ltd.

33 Carrington Street  
Adelaide, 5000  
P (08) 8193 5600  
masterplan.com.au

Offices in SA | NT | QLD  
ISO 9001:2015 Certified  
ABN 20 107 755 227  
plan@masterplan.com.au



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The Golding Transport site adjoins the Open Space Zone. The Open Space Zone features a network of landscaped lagoons and walking paths. It also forms buffer between the Industrial Zone and the Residential Zone. It is understood that the lagoons and walking paths were constructed in association with the residential estate in Burton which is known as Springbank Waters.

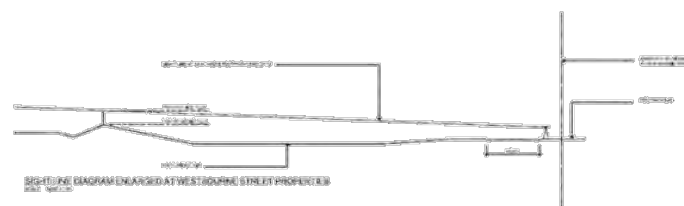
An earth mound and fence runs along and inside the Open Space Zone boundary to visually and acoustically enhance the amenity of residents living in Springbank Waters closest to the Industry Zone. The earth mound and fence are shown in the Street View image below, taken from Westbourne Street.



View of earth mound and fence from Westbourne Street (Source: Street View)

Measurements taken of the earth mound and fence indicate that it has a combined height (relative to the height of the footpath at 14 Westbourne Street) of 3.84 metres.

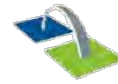
An extract from the Cross-section Drawing WD10, Issue A prepared by DM Lawrence Design is reproduced below. Full details of Drawing WD 10 Issue A comprises **Attachment A**.



Extract from WD10 issue A

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DM  
LAWRENCE  
DESIGN



The development site is approximately 205 metres from the street frontage boundary of those residences in Westbourne Street, as detailed on the Google Earth image below:



Site setback distance from closest residences (Google Earth)

#### Amended Acoustic Assessment

Sonus amended its acoustic assessment in response to concerns raised by the representations and your email of 19 November 2019. Specifically, your email requested that the proposal's acoustic assessment should consider the impact of the earth mound and fence. Sonus's amended report dated December 2019, together with a subsequent email from Mr Mathew Ward of Sonus dated 19 December 2019, is at **Attachment B**.

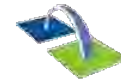
Sonus were asked to review noise impacts associated with the proposed development, and in particular concerns raised by some representors that they would be directly exposed to noise from the site and inside the proposed logistics building.

Sonus's Environmental Noise Assessment S6198C3 dated December 2019 considered numerous data sources, including the cross-section drawings prepared by DM Lawrence Design which detail sight lines between the site and the residences in Westbourne Street. The sight line diagrams appear in an Appendix of the Sonus Environmental Noise Assessment.

Sonus concludes that:

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*"The proposed road transport terminal achieves the noise criteria of the Environment Protection (Noise) Policy 2007 with the inclusion of specifically designed barriers in the north eastern portion of the site.*

*It is therefore considered that the proposal will not detrimentally affect the amenity of the locality nor cause unreasonable interference with the amenity of noise sensitive premises, thereby achieving the relevant provisions of the Salisbury Council Development Plan."*

We concur with Sonus's findings.

#### **Stormwater Management Plan**

Your email of 21 November 2019 requested a stormwater management and site works/civil plan. FMG Engineering's Stormwater Management Plan (SMP) dated December 2019 (Job Number S46547-267453) is at **Attachment C**. In preparation of the SMP, FMG Engineering liaised with Council to ensure that Council's requirements would be satisfied.

FMG Engineering concludes that the SMP "... demonstrates how Council's requirements will be achieved". The SMP is preliminary in nature and was prepared prior to detailed civil design, which may require the final grading plan to be optimised during detailed design.

The SMP is based on a Finished Floor Level (FFL) of 9.50 metres AHD, which the SMP advises exceeds Council's minimum requirements. The Sight Line Diagram prepared by DM Lawrence Design on Sheet WD10 Issue A adopts the same FFL.

#### **Response to Representations**

Eighteen (18) representations were received during the period of Category 3 public notification. We note that a further two (2) representations were received but were found to be invalid because they were not lodged within the prescribed 10 business day period.

The Table below summarises the valid representations received:

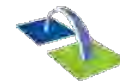
**Table: Valid Representations Received by Council**

| Representor             | Affected Property              | Support/Oppose | Nature of Concern<br>in Comments  |
|-------------------------|--------------------------------|----------------|---|
| 1. Graham & Susan Burke | 16 Westbourne Street<br>Burton | Oppose         | <ul style="list-style-type: none"> <li>• Inconsistent with Development Plan.</li> <li>• No EIS provided.</li> <li>• Diesel and other high-risk contaminants and fire hazards.</li> <li>• Fire and explosion risk.</li> <li>• Noise Pollution.</li> <li>• Wetland Protection.</li> <li>• Air Pollution.</li> </ul> |

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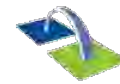


| Representor                   | Affected Property                | Support/Oppose | Nature of Concern or Comments   |
|-------------------------------|----------------------------------|----------------|---|
|                               |                                  |                | <ul style="list-style-type: none"> <li>Property Devaluation.</li> <li>Property Insurance increase.</li> </ul>   |
| 2. Fred Bolderoff             | 10 Angle Vale Crescent<br>Burton | Support        | Asset to this area.   |
| 3. Fred Bolderoff             | 10 Angle Vale Crescent<br>Burton | Support        | Support development in our area.  |
| 4. Daniel Bolderoff           | 10 Angle Vale Crescent<br>Burton | Support        | Asset to this area.   |
| 5. [Not Stated]               | 10 Angle Vale Crescent<br>Burton | Support        | Asset to this area.   |
| 6. SS & SE Stuart             | 14 Westbourne Street<br>Burton   | Oppose         | <ul style="list-style-type: none"> <li>Noise.</li> <li>Fumes/unpleasant odours.</li> <li>No heavy industry close to homes.</li> <li>Stormwater and impact from floodwaters.</li> </ul>  |
| 7. Daniel & Melissa Gregorace | 4 Westbourne Street<br>Burton    | Oppose         | <ul style="list-style-type: none"> <li>Noise.</li> <li>Light.</li> <li>Dust.</li> <li>Fumes.</li> </ul>   |
| 8. Barbara Zupancic           | 8 Westbourne Street<br>Burton    | Oppose         | <ul style="list-style-type: none"> <li>Too close to Springbank Waters.</li> <li>Noise and 24/7 operations.</li> </ul>   |
| 9. Robert & Susan Doyle       | 10 Westbourne Street<br>Burton   | Oppose         | <ul style="list-style-type: none"> <li>Too close to Springbank Waters.</li> <li>Noise.</li> </ul>   |
| 10. Stephan & Kathryn Ritchie | 18 Westbourne Street<br>Burton   | Oppose         | <ul style="list-style-type: none"> <li>Lack of consultation.</li> <li>Oppose 24/7 operations.</li> <li>Noise</li> <li>Too close to Springbank Waters.</li> <li>Better located at Edinburgh Parks Estate.</li> </ul>   |
| 11. Ryan Porsche              | 12 Westbourne Street<br>Burton   | Oppose         | <ul style="list-style-type: none"> <li>Oppose 24/7 operations.</li> <li>Too close to Springbank Waters (within 210 metres).</li> <li>Existing industrial complex between site and wetlands does not operate 24/7, has fewer staff and not have a 67,000 litre fuel tank.</li> <li>Noise.</li> <li>10.6 metre building height will be visible from my property.</li> <li>Relocate to a more suitable area (Heaslip Road for example).</li> <li>If not relocated, more sound barriers to eastern side and improved fence</li> </ul> |

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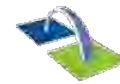
6/1  
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| Representor                              | Affected Property                       | Support/Oppose          | Nature of Concern or Comments   |
|--|---|-------------------------|---|
|  |   |                         | on top of earth mound to reduce noise and block views.  |
| 12. Waterloo Corner Developments Pty Ltd | Lot 50 in DP72290, Waterloo Corner Road | Oppose                  | <ul style="list-style-type: none"> <li>• Site levels appear to have been raised, creating concerns with Lot 50.</li> <li>• Overlooking issues due to raised land.</li> <li>• Noise.</li> <li>• Visual pollution (lack of screening).</li> <li>• Air pollution from fuel, trucks and other vehicles.</li> <li>• Night lighting impacts (illumination and visual).</li> <li>• Fuel tanks' management.</li> </ul> Concerns would be addressed by: <ul style="list-style-type: none"> <li>- more detailed re functional aspects;</li> <li>- management practices adopted and enforced;</li> <li>- appropriate conditions imposed;</li> <li>- allow Waterloo Corner Developments to enforce conditions.</li> </ul> |
| 13. Waterloo Corner Developments Pty Ltd | See Submission 12 above                 | See Submission 12 above | See Submission 12 above.  |
| 14. Ian Richardson                       | 15 Penner Avenue Burton                 | Support                 | <ul style="list-style-type: none"> <li>• Brings employment to the area.</li> <li>• Increase property values.</li> <li>• Will road surfaces hold up?</li> <li>• Sufficient manoeuvring area at Port Wakefield Road/Thompson Road for heavy vehicles?</li> </ul>  |
| 15. Heather & Maxine Moss                | 3 Ashbrook Close Burton                 | Oppose                  | <ul style="list-style-type: none"> <li>• Noise (young children).</li> <li>• Depreciate property values.</li> </ul>  |
| 16. Richard Cassar                       | 1 Ashbrook Close Burton                 | Oppose                  | <ul style="list-style-type: none"> <li>• Noise (young children).</li> <li>• Depreciate property values.</li> </ul>  |
| 17. Chris Prade                          | 1170 – 1172 Port Wakefield Road Burton  | Support                 | <ul style="list-style-type: none"> <li>• Great development for the area which is industrial/commercial.</li> <li>• New premises will suit current needs and surrounding areas.</li> </ul>   |
| 18. Chris Schouten                       | 2 Ashbrook Close Burton                 | Oppose                  | <ul style="list-style-type: none"> <li>• Noise impact on nearby residential area from Saturday and after hours use.</li> <li>• Query where containers will be stored. Define where they will be located.</li> <li>• Forklift reversing alarms after hours will impact sleep patterns.</li> <li>• No measurement of low frequency noise and likely impact on residents.</li> <li>• Discrepancy re hours of operation. Limit hours of operation to 6.00 am to 8.00 pm.</li> </ul>   |

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| Representor | Affected Property | Support/Oppose | Nature of Concern or Comments   |
|-------------|-------------------|----------------|---|
|             |                   |                | <ul style="list-style-type: none"> <li>Applicant to confirm no activity on site after midnight on any day including minor use.</li> </ul> |

**Response to Issues Raised by Representors**

Our response to the representors’ concerns is listed below:

**1. Noise Impact**

Residents of Westbourne Street, Burton are concerned that the proposed development will result in disturbance and loss of sleep, particularly if the development is permitted to operate 24 hours per day, 7 days per week.

Sonus Pty Ltd were requested to review this aspect of the proposal, having particular regard to the line-of-sight cross-section drawing detailed above and attached. Sonus concluded that:

*“The proposed road transport terminal achieves the noise criteria of the Environment Protection (Noise) Policy 2007 with the inclusion of specifically designed barriers in the north eastern portion of the site.*

*It is therefore considered that the proposal will not detrimentally affect the amenity of the locality nor cause unreasonable interference with the amenity of noise sensitive premises, thereby achieving the relevant provisions of the Salisbury Council Development Plan.”*

It is also important to appreciate that the site is approximately 205 metres from the residents whose houses front onto Westbourne Street. In addition, the proposed building has been designed and sited in accordance with Industry Zone Principle 9 which states:

**PDC 9: Building facades facing land zoned for residential purposes should not contain openings or entrance ways that would result in the transmission of noise that would adversely affect the residential amenity.**

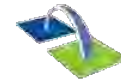
General Section: Industrial Development Principle 7 applies to industrial development *“within 50 metres of the Residential Zone boundary. . .”*. This Principle is not relevant to a consideration of the proposal’s merits because the site is at least 205 metres from the Residential Zone boundary.

It is furthermore relevant to repeat what Sonus states in its October 2019 Environmental Noise Assessment:

*“The existing acoustic environment is constantly influenced by high speed vehicles on Port Wakefield Road and intermittent noise from other industry”.*

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A number of representations assert that the proposal will operate 24 hours per day, 7 days per week. This is not strictly correct. The proposal will operate as follows:

- from 6.00 am to midnight, Monday to Saturday;
- occasional vehicles arriving and departing between midnight and 6.00am due to seasonal demands, but the transport terminal warehouse will not operate during these times; and
- the logistics facility will not operate on Sundays and public holidays.

Further details on the proposed hours of operation are listed under Point 13 below.

## 2. Odour Impacts

Some residents are concerned that the proposal will generate unpleasant odours and fumes. The operations of Ingham's Enterprises between Port Wakefield Road and Burton Road have been cited in connection with this concern.

Our client has no association with Ingham's Enterprises, nor are we familiar with the approvals that have been granted for this processing facility. We do however note that Ingham's Enterprises is located in Burton Poultry Processing Policy Area 5, with policies specifically tailored for the operational requirements of a poultry processing plant.

No comparisons can or should be drawn between our client's proposal, which is benign in relation to odours, and Ingham's Enterprises.

## 3. Diesel Storage Tank

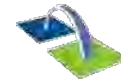
Some representors are concerned that the proposed diesel tank represents an unacceptable risk, and that it breaches EPA Guidelines. As detailed in response to your earlier request for further information, the diesel tank will have a capacity of 67,000 litres and will be positioned in a bunded area on the north western side of the site to capture accidental spillages.

Our client's diesel tank will have a storage volume of 67 cubic metres<sup>1</sup>, which is much less than the 129,000 litres of fuel storage specified by one of the representations.

We also draw your attention to Schedule 21 of the *Development Regulations* (Activities of environmental significance) which requires applications to be referred to the EPA where petroleum and chemical products are stored in tanks with a total storage capacity "exceeding 100 but not exceeding 2,000 cubic metres".

---

<sup>1</sup> 1 cubic metre is 1,000 litres.



The proposed diesel tank storage capacity will be 67 cubic metres, which is significantly less than the capacity 'triggers' listed in Schedule 21.

#### 4. Wetland Environmental Protection

Concern has been raised about the proposal's impact on the adjacent wetlands, which were created as a landscaped buffer to separate the Residential and Industry Zones. As previously noted, there is a substantial earth mound and fence on top of the mound between these two zones which is almost 4.0 metres high. In addition, the diesel tank will be accommodated in a bunded facility to contain any accidental spillages.

The FMG Engineering Stormwater Management Plan at **Attachment C** has been designed to direct all stormwater from the roof and surface areas into sumps and drains so that there is no runoff into neighbouring properties. This will be achieved in accordance with Council's requirements and will include a 226m<sup>3</sup> above-ground detention tank with a 160-millimetre orifice on the outlet to the detention tank.

Stormwater will also be treated in vegetated swales throughout the site to further treat runoff to achieve Council's stormwater quality reduction targets.

The Stormwater Management Plan at Appendix B of the FMG report shows the location of these swales, and the direction of stormwater flows.

It is incorrect to assert that stormwater discharging from the site will carry "*chemicals or diesel that end up in the wetlands [and will] pose a serious threat to flora and fauna, and serious threat of damage to the aquifer*". If anything, the stormwater from the site following its treatment in accordance with the SMP will deliver a valuable and clean stormwater resource into the wetland for the benefit of the associated fauna and flora, and the overall amenity of the locality.

#### 5. Flood Impact

FMG's SMP has been prepared in accordance with Council's engineering requirements. These requirements are also specified in the Development Plan at General Section: Flooding Principles 4, 5 and 6.

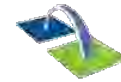
In addition, FMG's SMP sets the Finished Floor Level of the proposed building at a minimum of 150 millimetres above the 1-in-100-year average recurrence interval for floodwaters at this site.

#### 6. Air Pollution

Concerns raised about air pollution appear to stem from the Ingham's Enterprises facility. Our client's proposal is a logistics depot which will include bitumen paving to all external surfaces not set aside for landscaping and stormwater management. It is not a poultry processing plant. There is no basis to the assertion made by some representors that the proposal will "*generate the emission of dust and fumes. . .*"

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Those representors who have raised concerns about odours generated from the poultry processing plant should direct their concerns to the Council and/or the EPA.

#### 7. Property Devaluation/Loss of Rental Income

We are not qualified to comment on these matters, but we do note that the residential estate of Springbank Waters and the associated wetlands were constructed in the early 2000's. Prior to that, the entire estate of Springbank Waters was part of the Industry Zone, Zone Map 5a/16 from the 12 December 1996 version of the Development Plan at **Attachment D** shows the zoning pattern which existed at that time.

We also note that Ingham's Enterprises, among many other industrial developments, existed in this Industry Zone long before Springbank Waters was divided and developed for residential purposes.

#### 8. Property Insurance Increase

It is claimed that the *"cost of property insurance including flood and fire coverage is expected to increase should the development proposal be approved. . ."* We are not insurance experts, but we dispute that there would be any such increase if our client's proposal has been designed and sited to minimise these risks. We expect that insurance companies no doubt consider factors such as the zoning of surrounding land to understand and identify the associated risk profile of an area for insurance purposes.

#### 9. Consider Alternative Locations

It has been suggested that alternative locations should be considered for the proposed development, such as vacant land at Edinburgh Parks or Heaslip Road. Our client has identified the Burton property for its particular needs, including its ease of access from Port Wakefield Road and other arterial roads in the metropolitan network, and the soon-to-be completed Northern Connector Project which is due to open in early 2020. The development site will be connected to the Northern Corridor via the nearby Waterloo Corner Interchange.

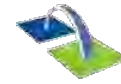
#### 10. Building Visible from our Property

The representor of 12 Westbourne Street is concerned that the 10.6 metre height of the logistics building will be visible from his property. This is incorrect, as shown on the cross-section drawing referred to earlier and comprising **Attachment A** to this response. No part of the building will be visible from any property in Westbourne Street.

#### 11. Replace Existing Fence along East Side of Site

The position of a "Trimdek" Colorbond acoustic barrier is detailed on the Site Plan and Landscape Plan. The top height of this acoustic barrier is detailed as RL 13.00, which is equivalent to a height of 3.5 metres. It will be coloured Shale Grey. There is no need to replace this fence.





Indeed Sonus, in its email of 19<sup>th</sup> December 2019, advises that the *"specific airtight barriers recommended in the north eastern corner of the site [ie the fence] will reduce noise levels from the site by approximately 2 to 3 dB(A) (at locations on Westbourne Street)."*

#### 12. Impose Enforceable Conditions

The owner of the industrial property at Lot 50 Waterloo Corner Road has requested that conditions be imposed on the Development Plan Consent to address fuel seepage, fuel spillage, fire risk management and soil contamination and spillage into the adjoining drainage reserve. The details contained in this response and in the accompanying plans and reports address these concerns, to the extent that they are relevant.

This representation also raised concerns about overlooking, which is somewhat unusual considering that both sites are in the Industry Zone.

If the application is granted Development Plan Consent, we assume that all associated documents and plans will form part of the approval, along with any conditions imposed on the approval which are considered appropriate and desirable.

Our client also appreciates that the Council or any person could initiate enforcement proceedings under Sections 84 and 85 of the *Development Act 1993* if there is reason to believe, on reasonable grounds, that a breach of the Act has occurred.

#### 13. Conflicting hours of operation

A discrepancy with the proposal's hours of operation has been identified by at least one representation which notes reference to 24-hour operations in one document and 6.00 am to 8.00 pm weekdays and Saturdays with some minor vehicle arrivals between 8.00 pm and midnight.

Our client seeks consent to operate from 6.00 am until midnight daily, except Sundays and Public Holidays. Between midnight and 6.00 am there will be occasions when drivers return to or depart from the depot, but no loading or unloading will occur during these times. These activities constitute the 'minor activities' referenced in the application documents.

The warehouse will also be closed between midnight and 6.00 am.

#### 14. Container Storage

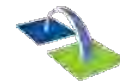
One representation has queried where containers will be stored. Most containers will remain on the truck and be loaded and unloaded from inside the warehouse while still on the truck. Very few containers will be stored in the open air, but if they are, they will be stored in the rear yard in the vicinity of the acoustic screen which wraps around the site's north east boundary.

If any loading or unloading of these containers is required, it will only occur during daylight hours.

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**Closure**

We wish to attend the Development Assessment Panel meeting to respond to those representors who have expressed a desire to be heard, and to answer any questions which Panel members may have about the application.

Yours sincerely

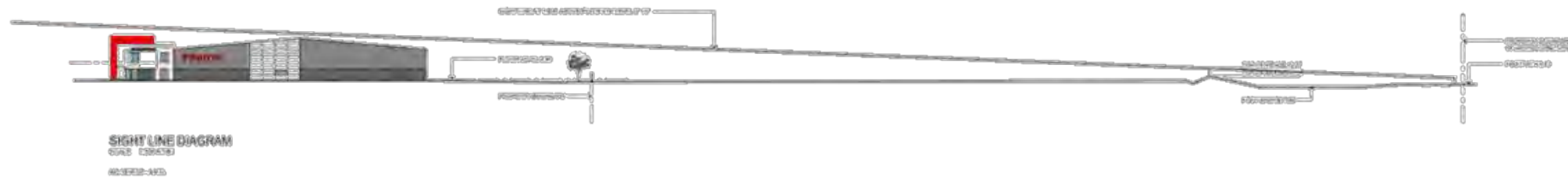
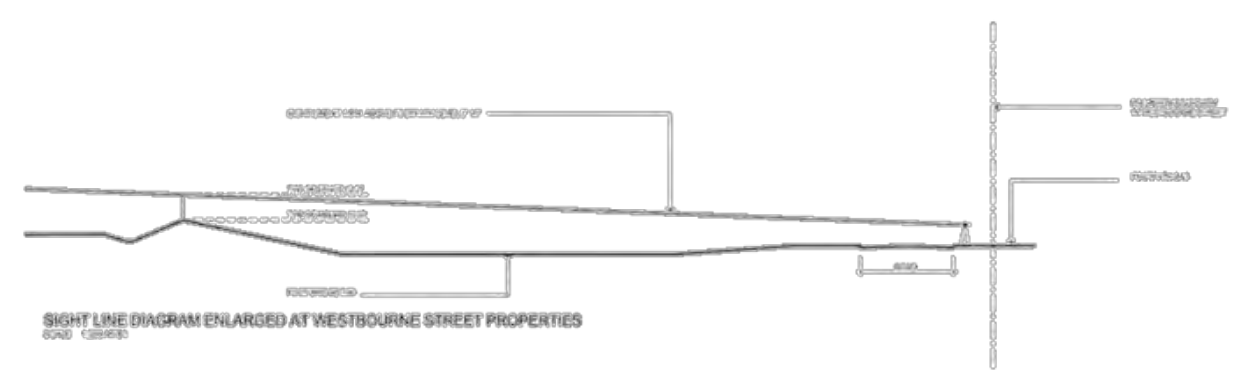
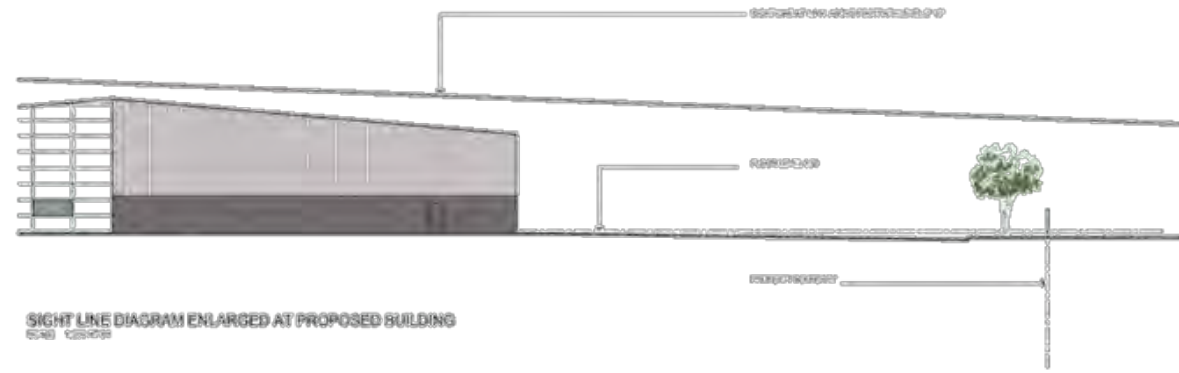
**Graham Burns**  
MasterPlan SA Pty Ltd

- enc: Attachment A - Drawing WD 10 Issue A.  
Attachment B - Environmental Noise Assessment and 19 December 2019 email.  
Attachment C - Stormwater Management Plan.  
Attachment D - Zone Map Sal/16.
- cc: David Lawrence Design.  
Booth Australia Pty Ltd.

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08/10/20

**ATTACHMENT A**  
**Drawing WD 10**  
**Issue A**



**DM LAWRENCE DESIGN**

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Item 5.1.1 - Attachment 1 - Plans and Documentation

**ATTACHMENT B**  
**Environmental**  
**Noise Assessment**  
**&**  
**19 December 2019**  
**Email**

Booth

Environmental Noise Assessment

S6198C2

December 2019

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**Document Title:** Booth  
**Document Reference:** S6198C2  
**Date:** December 2019  
**Prepared by:** Mathew Ward  
**Reviewed by:** Jason Turner MAAS

---

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## 1 INTRODUCTION

An environmental noise assessment has been made of the proposed road transport terminal (the **terminal**) at 4-16 Penner Avenue, Burton.

The terminal and the closest existing noise sensitive locations (the **residences**) in the locality are shown in Appendix A.

The terminal is located with other industrial uses between the proposed site and the closest residences and in proximity to Port Wakefield Road. In addition, there is mounding and fencing at the interface between the industrial and residential zones serving as an acoustic barrier.

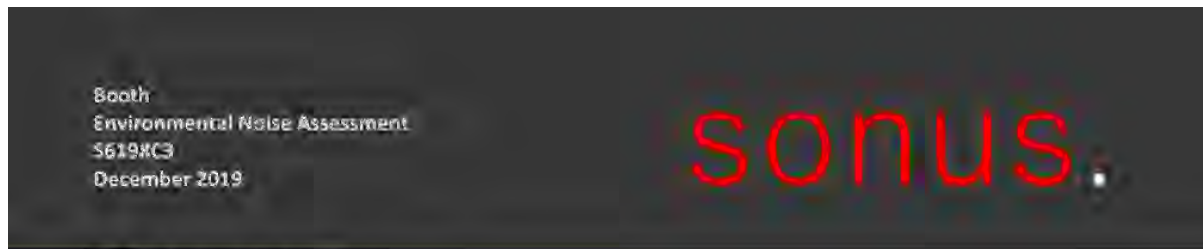
Notwithstanding these mitigating factors, the assessment considers the noise at the residences to ensure the terminal does not generate an unreasonable impact on the amenity of the area based on the following:

- *D M Lawrence Design Job 1966 Drawings WD01-09 inclusive* dated 2 August 2019;
- *D M Lawrence Design Job 1966 Drawing WD10* dated 4 December 2019 detailing the sight lines from the residences (shown as Appendix B);
- *FMG Engineering Job S46547-267453 Drawing SMP001* dated September 2019 (the **FMG plan**) which details the FFL and RL over the site (shown as Appendix C);
- Council correspondence for development application number "361/1323/2019/3B", dated 20 September 2019;
- Noise measurements conducted at the existing Booth Wingfield depot on 17 September 2019;
- Noise measurements conducted of the existing acoustic environment at the closest residences on 26 September 2019 and 3 October 2019;
- The understanding that:
  - the terminal is proposed to operate 24 hours per day;
  - the truck fleet using the terminal will have exhausts that discharge at low level; and,
  - the truck fleet using the terminal will not incorporate refrigeration.

## 2 EXISTING ENVIRONMENT

The existing environment was observed and measured in the vicinity of the residences to the east of the terminal during the day on 26 September 2019 and prior to 7:00am on 3 October 2019.

The existing acoustic environment is constantly influenced by high speed vehicles on Port Wakefield Road and intermittent noise from other industry.



### 3 DEVELOPMENT PLAN

The terminal is located within an Industry Zone and the residences to the east are located within a Residential Zone of the Salisbury Council Development Plan<sup>1</sup> (the **Development Plan**).

The Development Plan has been reviewed and the following provisions are considered relevant to the noise assessment.

#### *General Section - Interface Between Land Uses*

##### **OBJECTIVES**

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

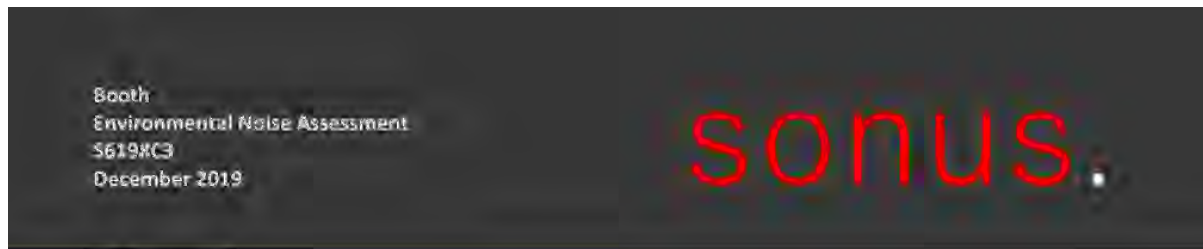
##### **PRINCIPLES OF DEVELOPMENT CONTROL**

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

##### **Noise Generating Activities**

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

<sup>1</sup> Consolidated 4 April 2019



#### 4 CRITERIA

##### Environment Protection (Noise) Policy 2007

The Development Plan provisions make specific reference to the *Environment Protection (Noise) Policy 2007* (the **Policy**). The Policy is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference with the amenity of a locality. Therefore, compliance with the Policy is considered to satisfy all relevant provisions of the Development Plan related to environmental noise.

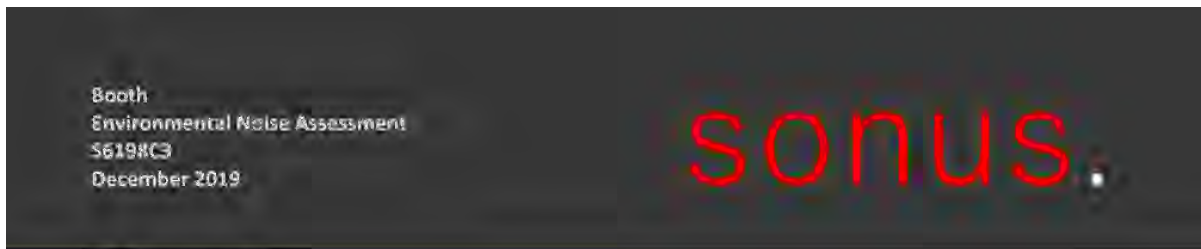
The Policy provides goal noise levels based on the *principally promoted* land use in the Development Plan zones in which the terminal and the residences are located, which in this circumstance assigns:

- an average ( $L_{Aeq,15minutes}$ ) noise level of 52 dB(A) during the day (7:00am to 10:00pm);
- an average ( $L_{Aeq,15minutes}$ ) noise level of 45 dB(A) at night (10:00pm to 7:00am); and,
- a maximum ( $L_{Amax}$ ) instantaneous noise level of 60 dB(A) at night (10:00pm to 7:00am).

When measuring or predicting noise levels for comparison with the Policy, adjustments may be made to the average goal noise levels for each characteristic of tone, impulse, low frequency or modulation. The characteristic must be dominant in the existing acoustic environment and therefore the application of a penalty varies depending on the assessment location, time of day, the activity being conducted at the site, the noise source being assessed, and the predicted noise level.

Based on observations and measurements of the existing acoustic environment and historical noise monitoring along Port Wakefield Road, a penalty is not warranted between 5:00am in the morning and 7:00pm in the evening due to the level of activity on the road corridor. Based on the above, the effective goal noise levels that apply at the residences when accounting for the application of a penalty or otherwise during specific periods are as follows:

- an average ( $L_{Aeq,15minutes}$ ) noise level of 45 dB(A) between 5:00am and 7:00am;
- an average ( $L_{Aeq,15minutes}$ ) noise level of 52 dB(A) between 7:00am and 7:00pm;
- an average ( $L_{Aeq,15minutes}$ ) noise level of 47 dB(A) between 7:00pm and 10:00pm;
- an average ( $L_{Aeq,15minutes}$ ) noise level of 40 dB(A) between 10:00pm and 5:00am; and,
- a maximum ( $L_{Amax}$ ) instantaneous noise level of 60 dB(A) at night (10:00pm to 7:00am).



## 5 ASSESSMENT

The assessment of noise from the terminal has been based on noise measurements made at the existing Booth Wingfield depot on 17 September 2019. The measurements were made for individual processes and equipment at a sufficient distance to enable direct input to a 3 dimensional SoundPLAN noise model of the terminal and surrounding area (the **model**). The sound power levels determined by the measurements and utilised as inputs to the model are summarised in Appendix D.

The model accounts for:

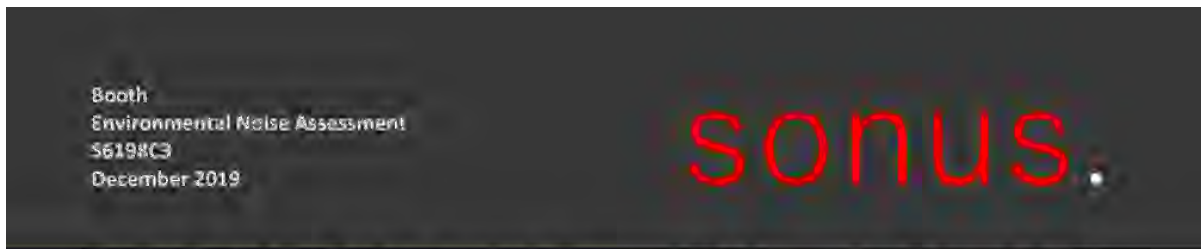
- sound power levels (determined by the site measurements) and locations of noise sources (including heights of items such as engines and exhausts);
- the level of activity outlined below;
- the separation distances between noise sources and receivers;
- influence of the ground;
- influence of the barrier at the zone boundary (sight lines from the residences shown as Appendix B);
- influence of any acoustic treatments incorporated into the terminal;
- the finished floor level of the site relative to the surrounding environment, mounding and the like;
- air absorption; and,
- meteorological conditions.

The predictions of noise from the terminal have also been based on the following operational assumptions for the level of activity occurring in any 15-minute<sup>2</sup> period:

| Activity  | Number                    |                           |
|---|---------------------------|---------------------------|
|   | Between 5:00am and 7:00pm | Between 7:00pm and 5:00am |
| Trucks movements around the site  | 10                        | 2                         |
| Trucks continuously idling in the prime mover parking locations                   | 3                         | 1                         |
| Trucks continuously idling in the trailer parking locations                       | 1                         | 1                         |
| Forklifts continuously loading/unloading within the warehouse with all doors open | 4                         | 2                         |
| Forklift moving empty containers around Northern end of the warehouse             | 1                         | 0                         |
| Container mover activity around Northern end of the warehouse                     | 1                         | 0                         |
| Number of truck washing bays in continuous use                                    | 4                         | 1                         |
| Activity in the workshop  | Yes                       | Occasional                |

<sup>2</sup> Default assessment period of the Policy.





Based on the predictions, barriers are required to be constructed for the extent shown in Appendix C and in accordance with the following in order to achieve the goal noise levels of the Policy:

- ensure the top of the barrier is at least at RL 13 with reference to the FMG plan for the extent marked as blue in Appendix C;
- ensure the top of the barrier is at least at RL 12.4 with reference to the FMG plan for the extent marked as red in Appendix C;
- ensure the barriers are constructed from any combination of earth mounding and sheet steel with a minimum 0.42mm BMT;
- ensure the barriers are sealed airtight at all junctions, including at the junction with the ground/earth mounding;
- ensure the barriers incorporate a return arrangement as shown in Appendix C to maintain the integrity of the barrier when accounting for the stormwater arrangement. An alternative is to connect the RL12.4 and RL13 barriers to construct a continuous barrier with a stormwater culvert under the barrier.

It is noted that the *D M Lawrence Design* drawings currently indicates a 1.5m high earth mound on the terminal boundary. The mounding (with the exception of any mounding utilised for the barriers) is not required from an acoustic perspective.

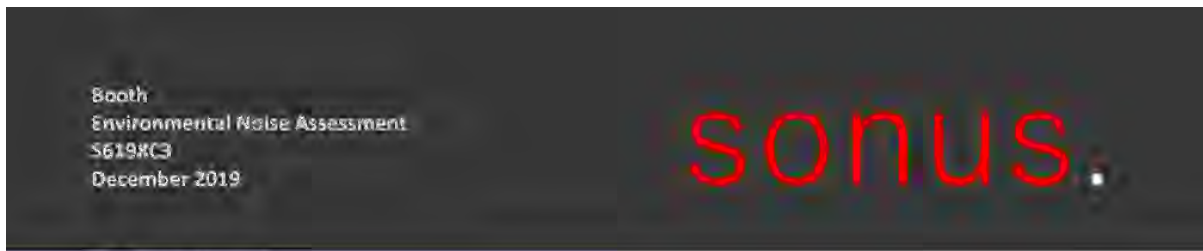
The predicted equivalent ( $L_{Aeq}$ ) noise levels at the residences with the above treatment incorporated into the terminal and when accounting for the finished floor level of the site relative to the existing mounding and fencing under weather conditions which are conducive to noise are as follows:

| Location          | ( $L_{Aeq}$ ) Noise Level (dB(A)) |                           | Compliance with the Policy |
|-------------------|-----------------------------------|---------------------------|----------------------------|
|                   | Between 5:00am and 7:00pm         | Between 7:00pm and 5:00am |                            |
| Amberwell Terrace | 45                                | 40                        | Yes                        |
| Westbourne Street | 44                                | 39                        | Yes                        |

The instantaneous maximum noise level at the residences has also been predicted based on the maximum noise level measurements of air brake use, truck hitching and container movements. The highest maximum noise level from the terminal with the above treatments implemented is predicted to be less than 55 dB(A). Therefore, the maximum instantaneous noise level criterion of 60 dB(A) will be achieved at all residences.

Based on the above, the noise from the terminal is predicted to achieve the Policy.





**6 CONCLUSION**

An environmental noise assessment has been made of the proposed road transport terminal at 4-16 Penner Avenue, Burton.

The noise criteria for the proposed road transport terminal have been derived from the *Environment Protection (Noise) Policy 2007*.

Noise predictions have been made for the operation of the proposed road transport terminal to the nearest residences to ensure the amenity of the residential area is not adversely impacted. The predictions are based on noise measurements made at an existing Booth transport terminal.

The proposed road transport terminal achieves the noise criteria of the *Environment Protection (Noise) Policy 2007* with the inclusion of specifically designed barriers in the north-eastern portion of the site.

It is therefore considered that the proposal will not detrimentally affect the amenity of the locality nor cause unreasonable interference with the amenity of noise sensitive premises, thereby achieving the relevant provisions of the Salisbury Council Development Plan.

Booth  
Environmental Noise Assessment  
S6198C3  
December 2019



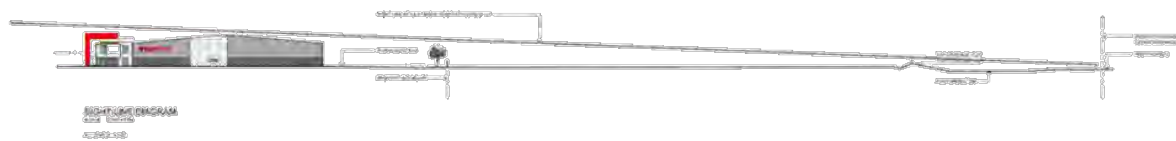
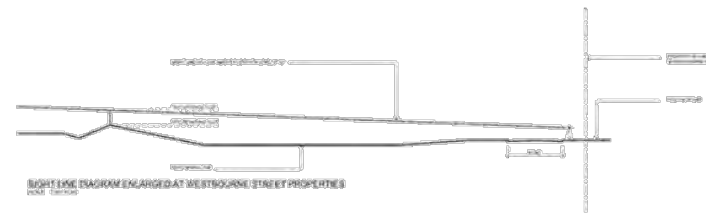
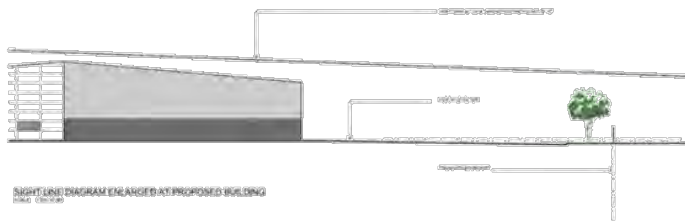
Appendix A: Site Locality



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Environmental Noise Assessment  
S6198C3  
December 2019

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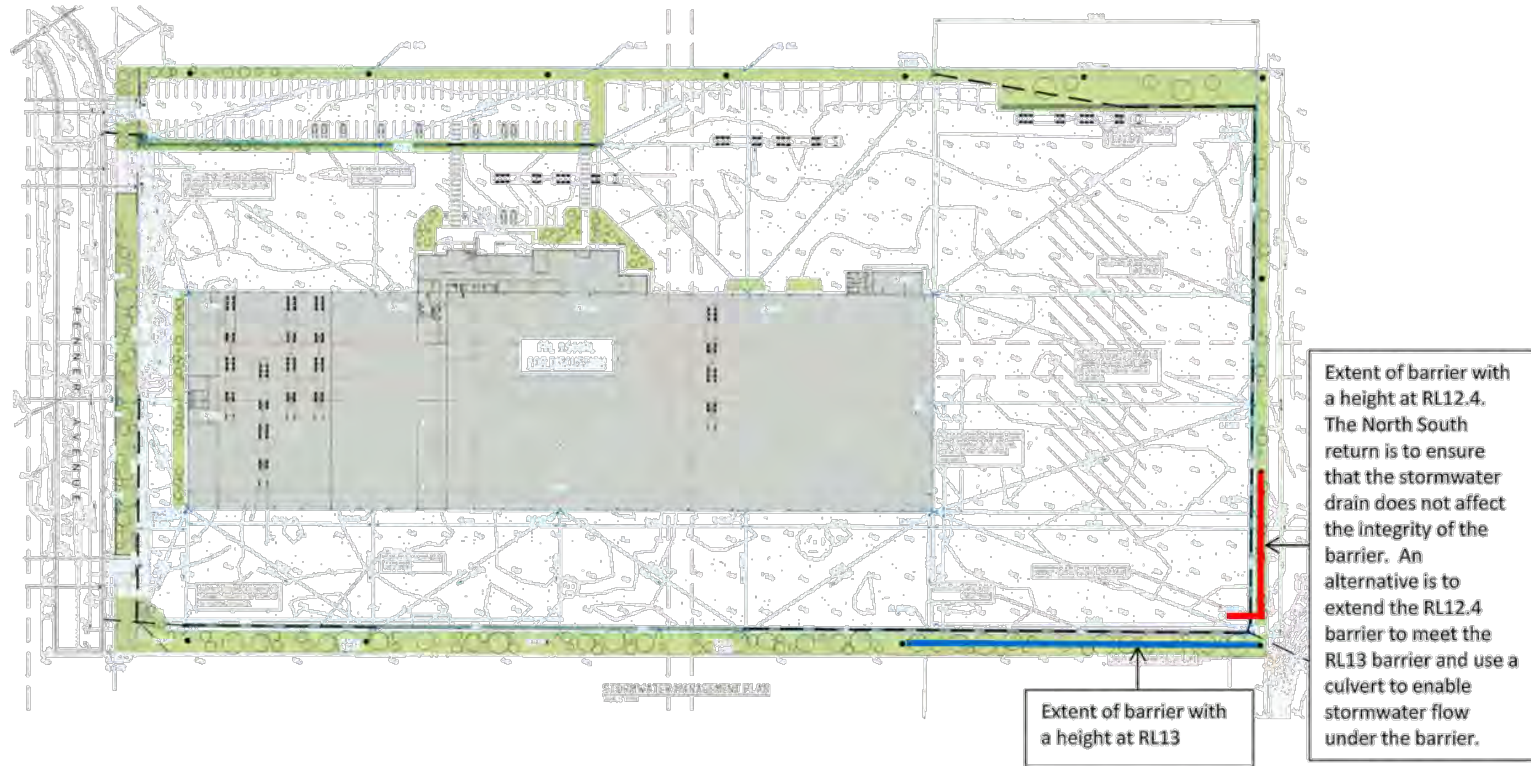
Appendix B: Sight Lines to Residences



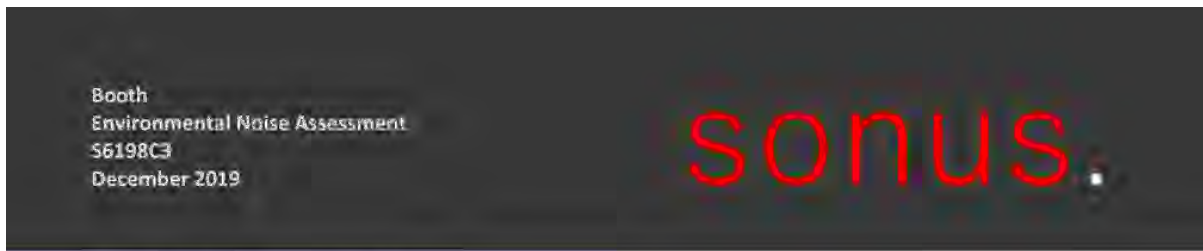
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Environmental Noise Assessment  
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December 2019

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Appendix C: FMG Plan with Acoustic Recommendations Marked-Up







**Appendix D: Sound Power Levels**

| Activity                                    | SWL dB(A) |
|---|-----------|
| Trucks movement                             | 104       |
| Trucks idling                               | 103       |
| Forklifts loading/unloading                 | 94        |
| Forklift moving empty containers            | 105       |
| Container mover                             | 100       |
| Truck washing bay                           | 97        |
| Grinder                                     | 107       |
| Truck hitching ( $L_{Amax}$ )               | 111       |
| Truck compressed air release ( $L_{Amax}$ ) | 115       |

Item 5.1.1 - Attachment 1 - Plans and Documentation



**From:** [Mathew Ward](mailto:Mathew.Ward@salus.com.au)  
**To:** [Aaron Curtis](mailto:Aaron.Curtis@salisbury.sa.gov.au)  
**Cc:** [Graham Burns](mailto:Graham.Burns@boothtransport.com); [Dave Lawrence](mailto:dave.lawrence@boothtransport.com)  
**Subject:** RE: (DWS Doc No 5727509) RE: Booth Australia Pty Ltd - Penner Avenue Burton  
**Date:** Thursday, 19 December 2019 9:22:06 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

Hi Aaron,

Thank you for the email.

Responses to your queries are as follows:

1. The existing mounding and fencing at the industrial and residential zone boundary does provide assistance from an acoustic perspective, but because the effect of a barrier reduces where there is a large distance to the noise source, it is not the main treatment for this site. For example, the large separation distance to the residences is significantly more of a determinant in the satisfactory reduction in noise from Booth to the residential area.

In objective and comparative terms, the existing mounding and fencing will reduce noise levels from the site by approximately 2 to 3 dB(A) (at locations on Westburne Street). The actual construction and extent of the existing mounding and fencing has been accounted for in the assessment and no further works or modifications are needed to be made to it as part of our recommendations.

The specific airtight barriers recommended in the north eastern corner of the site and the low level exhaust systems that will be used by Booth provide a reduction in noise that is in the order of 2 to 3 times that of the existing mounding and fencing for noise sources at the rear of the site. In combination with the distance, these aspects of the proposal are the main determinants in the satisfactory reduction in noise from Booth to the residential area.

2. The noise assessment has been based on the noise sources located on the north eastern site of the building being at an FFL of 9.5m. The RLs recommended for the northern barrier (RL 12.4) and eastern barrier (RL 13) could therefore also be expressed as a minimum height above the final FFL.

For example, the northern fence could be expressed as 2.9m above the final FFL and the eastern fence could be expressed as 3.5m above the final FFL in order to maintain the integrity of the acoustic treatments.

It is noted that there will be negligible implications to the propagation of noise from the proposed site to the residences with minor changes (in the order of 100's of millimetres) to the final FFL of the site.

Please let me know if you have any other questions.

Regards,

Mathew

**Mathew Ward**  
 Senior Engineer  
[mward@salus.com.au](mailto:mward@salus.com.au)

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 Phone: +61 8 8231 2100



**From:** Aaron Curtis [<mailto:A.Curtis@salisbury.sa.gov.au>]  
**Sent:** Tuesday, 17 December 2019 3:43 PM  
**To:** Mathew Ward  
**Cc:** Graham Burns; [pbooth@boothtransport.com](mailto:pbooth@boothtransport.com); Dave Lawrence  
**Subject:** FW: (DWS Doc No 5727509) RE: Booth Australia Pty Ltd - Penner Avenue Burton

Hi Mathew,

Please refer to my email below sent to Graham Burns, Masterplan regarding the recent amended submission for Booth Transport at Penner Avenue, Burton.

I've discussed with Graham, he is presently doing and unable to forward to you but he has asked that I send to you direct to respond.

Thank you for providing the revised acoustic report. I note the report is a comprehensive submission but I have a couple of queries that I'd like clarified. In anticipation that the Road may query these matters during the course of their deliberation, I'd like to be prepared.

Could you please consider and respond to the email below at your earliest opportunity.

Happy to also discuss with you.

Regards

**Aaron Curtis**  
 Teamleader - Planning

Development Services  
Ph: 08 9461 6267  
E: [AFCurtis@salisbury.sa.gov.au](mailto:AFCurtis@salisbury.sa.gov.au)

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**From:** Aaron Curtis  
**Sent:** Tuesday, 17 December 2019 12:34 PM  
**To:** Graham Burns  
**Cc:** Dave Lawrence; [pbooth@boothtransport.com](mailto:pbooth@boothtransport.com)  
**Subject:** (DWS Doc No 5727509) RE: Booth Australia Pty Ltd - Penner Avenue Burton

Hi Graham,

Thank you for submitting a response.

We will review further and conclude our assessment, noting that this matter must be presented to our Council Assessment Panel. The next meeting is scheduled for Wednesday 23<sup>rd</sup> January 2020 at 6:30pm here at the Salisbury Community Hub, Lilyer Para Conference Room, 34 Church Street, Salisbury.

We will seek to present this application to the 29 January 2020 meeting.

You will be advised formally in writing in respect to the scheduled meeting and invitation to attend.

From my review of the acoustic report, it is more extensive than the initial report but it doesn't appear to have addressed the queries in my email, dated 15<sup>th</sup> November 2019. I queried specifically the following:

- The introduction on page 3 refers to "There is mounding and fencing at the interface between the industrial and residential zones serving as an acoustic barrier". To what extent is this mound/barrier important to achieve compliance with the Policy? If it is important, have you considered the existing design/construction of the mound/barrier? This query is raised because in the recommendations on page 7, the new barriers must be sealed airtight, but there is no equivalent condition or recommendation relating to the existing mound/barrier. This suggests a mound/barrier is not required along most of the eastern boundary because there is an existing mound/barrier on the drainage reserve but there is no commentary as to the effectiveness of that barrier to achieve the necessary noise mitigation/performance and no evidence to suggest its construction method has been considered.
- A max FFL has not been recommended for the site having regard to acoustic performance/consideration. The Stormwater Management Plan confirms an FFL of 2.550m for discussion but this isn't yet to be finalised and it isn't clear what the implication of raising the site will have for acoustic performance. Again in the recommendations on page 7, the top of the new barriers must have a minimum FFL as specified but an equivalent recommendation for the max FFL for the site hasn't been qualified. If it is found the site must be raised to achieve minimum flood clearance/height for stormwater, what is the implication for noise (i.e. the noise might travel over the fence).

We anticipate these matters will be queried by the Panel, hence it's important that they have been flagged at an early stage for their consideration.

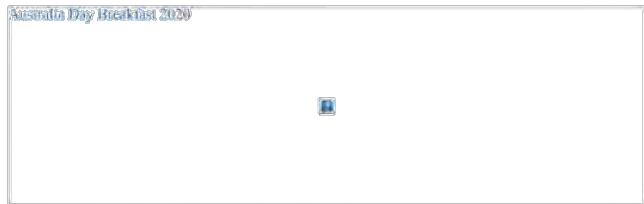
Could you please comment/respond to the above matters. I'm happy if this is a response by email, the report doesn't necessarily need to be updated.

If you wish to discuss, please contact me on the details below.

Regards,

**Aaron Curtis**  
Teamleader - Planning  
Development Services  
Ph: 08 9461 6267  
E: [AFCurtis@salisbury.sa.gov.au](mailto:AFCurtis@salisbury.sa.gov.au)

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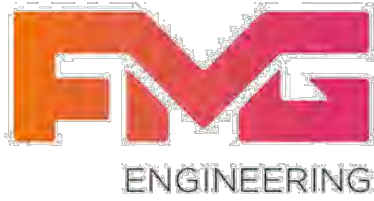


**From:** Graham Burns [<mailto:GrahamB@masterplan.com.au>]  
**Sent:** Tuesday, 17 December 2019 11:14 AM  
**To:** Aaron Curtis



# **ATTACHMENT C**

## **Stormwater Management Plan**



# Stormwater management plan

**JOB NUMBER:** S46547 - 267453  
**CLIENT:** Booth Transport Pty Ltd  
**SITE:** Transport Warehouse - Penner Avenue, BURTON, SA 5110  
**DATE:** January 2020  
**REVISION:** 1

**Engineering  
your success.**

ADELAIDE  
MELBOURNE  
SYDNEY







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Document Status

| REV NO. | STATUS      | AUTHOR      | REVIEWER   |   |           | APPROVED FOR ISSUE |   |           |
|---------|-------------|-------------|------------|---|-----------|--------------------|---|-----------|
|         |             |             | NAME       | SIGNATURE   | DATE      | NAME               | SIGNATURE   | DATE      |
| 0       | Preliminary | A. Vingelis | J. Colbert |  | 2/12/2019 | J. Colbert         |  | 2/12/2019 |
| 1       | Final       | A. Vingelis | G. Barrie  |  | 8/1/2019  | A. Vingelis        |  | 8/1/2019  |
|         |             |             |            |   |           |                    |   |           |
|         |             |             |            |   |           |                    |   |           |

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## Introduction

Booth Transport Pty Ltd has engaged FMG Engineering (FMG) to undertake a stormwater management plan for a proposed warehouse and office complex for Booth Transport Pty Ltd. This plan was prepared to assist Council in understanding the proposed stormwater management strategy prior to undertaking detailed design.

This report has been documented in accordance with the requirements provided by the City of Salisbury (Council) and the City of Salisbury's Development Plan.

This report has been prepared to assist with satisfying planning and consent for the development plan and to confirm the stormwater design criteria prior to progressing to the detailed design.

## Site Understanding

The proposed site is located at 4 Penner Avenue, Burton as shown in Figure 1. The site is approximately 5.33 hectares and is unsealed.

Figure 1 Site understanding



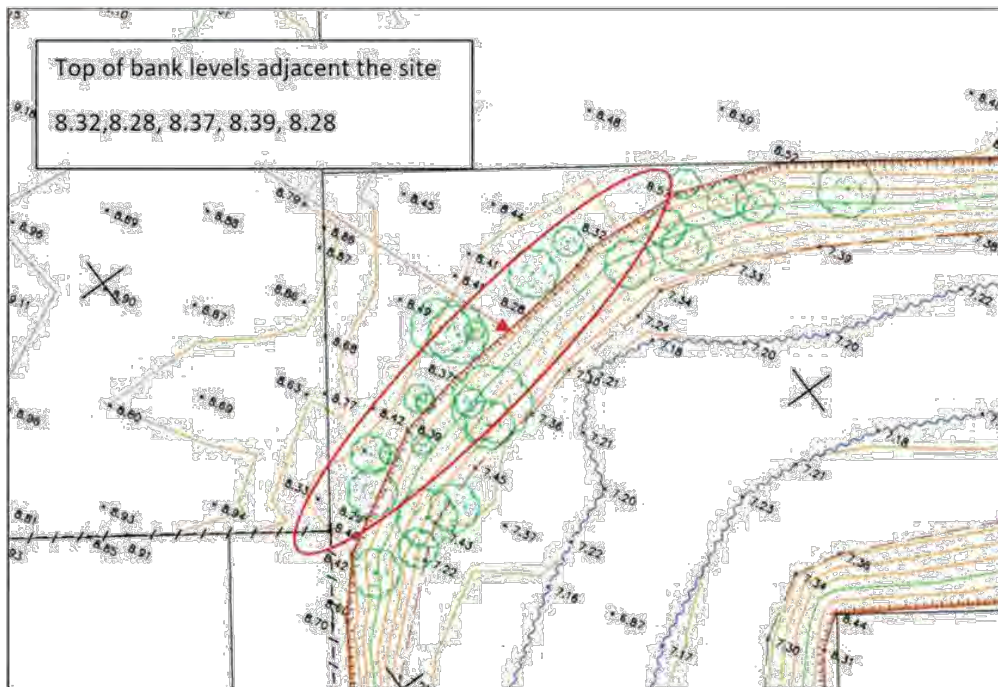
The site is considered relatively flat and an open unlined drain is located to the northeast of the site and diverts runoff to a wetland to the south.

The site plan is shown in Appendix A and the proposed development comprises the following:

- Warehousing facility approximately 8,275 m<sup>2</sup>
- Loading canopy 487m<sup>2</sup>
- Workshop 1,983m<sup>2</sup>
- Truck washdown 2,434 m<sup>2</sup>
- Office lower 674m<sup>2</sup>
- Office upper 354m<sup>2</sup>
- Drivers area
- Fuelling station
- 102 car parks
- Truck parking for 20 vehicles
- Sealed hardstand area
- Landscaping including 6-metre wide acoustic mounding along the eastern property boundary

A review of updated survey data shows that the top of the bank adjacent to the site is approximately 8.30m AHD, and the invert of the channel is approximately 6.8m AHD. The survey data also identified two double side entry pits (located to the south west and north west of the site) the adjacent Penner Avenue as shown in Figure 2.

Figure 2 Adjacent top of bank level to site



## Stormwater Management Requirements

FMG has liaised with Council regarding the stormwater management requirements for this site.

The following is understood:

- Finished Floor Level (F.F.L.) of any structures is to be a minimum of 150mm above the Q<sub>100</sub> flood level adjacent the building.
- The top of the adjacent channel is agreed to be 8.30m AHD and the minimum surface level (including stormwater grate/cover level) must be higher than 8.60m AHD.
- Maximum flood levels within the channel to the north east are not accurately known by Council, and a conservative estimation of Q<sub>100</sub> level being top of bank (8.30 mAHD) is to be assumed for all intents and purposes.
- Council is agreeable to discharging to the swale to the east of the channel and will allow this where suitable erosion protection measures are specified.
- Stormwater will be detained as per Council's detention requirements i.e. the post development 10-year ARI and 100-year ARI (1% AEP) peak discharge should not exceed the pre-development peak discharge during the respective storm events storm event.
- Where onsite detention is not feasible then Council will consider a contribution on a pro-rata basis of \$32,500 per hectare.
- The internal minor storm network should have a 10-year ARI (10% AEP) level of service.
- Stormwater runoff from building roof areas may be separated from the runoff from ground or paved surfaces and may be discharged directly to Council's drainage system without treatment to improve water quality.
- Surface stormwater shall be managed in such a way that there is no ponding of water against buildings or structures, no runoff into neighbouring properties and downstream property is not put at risk during for all events up to and including the 100-year ARI storm event.
- Use of grassed swale systems is preferred in providing primary treatment of stormwater runoff by filtering and removal of silt, sediments, oil and grease before discharge to downstream drainage systems.
- Stormwater quality systems may incorporate bio-retention treatment systems.
- The following water quality targets apply:
  - 80% retention of the typical urban annual load for Total Suspended Solids (TSS)
  - 60% retention of the typical urban annual load for Total Phosphorus (TP)
  - 60% retention of the typical urban annual load for Total Nitrogen (TN)
  - 100% retention of the typical urban annual load for Gross Pollutants (litter)
  - No visible oil flows up to the 3-month ARI peak flow

Additionally, further consultation regarding the proposal to install shared stormwater infrastructure in an easement located to the north of the site will be sought from Council. Preliminary discussions indicate that a 525 mm diameter pipe will be required. This will require a minimum 3-metre-wide easement.



## Stormwater management plan

The stormwater management plan is shown in Appendix B and is summarised as follows:

- Site FFL will be set at 9.500m AHD which exceeds minimum requirements outlined by council (floor level dictated by minimum site surface grading).
- Stormwater runoff from the catchment located northwest portion of the site will be diverted directly to the underground stormwater network and directly diverted to a vegetated channel located to the northeast of the site.
- It is proposed that a 226m<sup>3</sup> above ground detention tank with a 160mm orifice on the outlet to the detention tank will collect stormwater from the roof area and this will be directly discharged to the north eastern channel. This will meet council's detention requirements, negating the need for a financial contribution for this portion of the developed catchment.
- Stormwater will be treated in vegetated swales capable of treating runoff to meet Council's stormwater water quality reduction targets.
- The above ground vegetated swales will be capable of detaining all or of a portion of the required stormwater runoff from the hardstand areas depending on the dimension of the proposed vegetated swale, this will be confirmed during detailed design.
- Alternately where all or a portion of the required detention may not be achieved in the swales it is proposed that the agreed contribution is paid to Council on a pro rata basis.
- The geometrical design of the swales and hence the total above ground detention storage which may be achieved will only be able to be determined during detailed 3-dimensional civil design of the swale and the contributing catchments to the swales.

## Hydrological and Hydraulic Modelling

A DRAINS hydrological and hydraulic model was prepared to demonstrate the following:

- To show that the minor stormwater network has a minimum 10-year ARI (10% AEP) level of service.
- To size the detention infrastructure required for the site.
- To demonstrate that during the 100-year (1% AEP) storm event that no runoff is diverted towards private property and is conveyed towards a dedicated stormwater easement.

The results of the DRAINS assessment are shown in Appendix D of this report.

### DRAINS Modelling Assumptions

An ILSAX hydrological model was adopted for this site which is considered appropriate for this type of development.

- Depression storage was 1mm for impervious and 5mm for pervious catchment
- Soil type of 3.5 was adopted which is considered reflective of the heavy clays in the area
- Rainfall data was taken from the AR&R data hub online and a variety of duration events were run ranging from 10 minutes to 4.5 hours.
- The estimated catchment plan is shown in Appendix C and is summarised in Table 1 below.
- Pre-development fraction impervious is considered to be 0%

**Table 2: Catchment plan summary**

| CATCHMENT TOTAL                            | AREA (M2) | % IMPERVIOUS |
|--|-----------|--------------|
| Roof area                                  | 13,648    | 100          |
| North eastern catchment (to channel)       | 22,261    | 90           |
| South eastern catchment (to Penner Avenue) | 6,327     | 90           |
| South western catchment (to Penner Avenue) | 10,367    | 90           |

### DRAINS modelling results allowable discharge

The allowable post development discharge was calculated for the site (based on a 100% pre-development fraction impervious). The results of this is shown in Table 3.

**Table 3 Allowable post development peak flow**

| CATCHMENT TOTAL                            | 10 YEAR ARI ALLOWABLE PEAK FLOW (m <sup>3</sup> /s) | 100 YEAR ALLOWABLE ARI PEAK FLOW (m <sup>3</sup> /s) |
|--|---|--|
| Roof area                                  | 0.103   | 0.295  |
| North eastern catchment (to channel)       | 0.144   | 0.401  |
| South eastern catchment (to Penner Avenue) | 0.040   | 0.113  |
| South western catchment (to Penner Avenue) | 0.066   | 0.185  |

### DRAINS modelling results detention storage

The detention storage required to achieve the allowable post development peak flow is shown in Table 3. Should these volumes not be achievable during detailed design, the contributions provided in Table 1 shall be adhered to, or adopted on a pro-rata basis.

**Table 4 Detention requirements**

| CATCHMENT TOTAL                            | DETENTION VOLUME (m <sup>3</sup> ) | POST DEVELOPMENT 10 YEAR ARI (M <sup>3</sup> /S) | POST DEVELOPMENT 100 YEAR ARI (M <sup>3</sup> /S) | COMPLIANT |
|--|------------------------------------|--|---|-----------|
| Roof area                                  | 204                                | 0.103  | 0.283   | Yes       |
| North eastern catchment (to channel)       | 323                                | 0.143  | 0.396   | Yes       |
| South eastern catchment (to Penner Avenue) | 96                                 | 0.039  | 0.110   | Yes       |
| South western catchment (to Penner Avenue) | 162                                | 0.066  | 0.179   | Yes       |

FMG Job Number: 267453

Date: 8/01/2020

Revision:  
Page 8 of 15

## Stormwater Quality

It is proposed that stormwater runoff from the hardstand areas for flows up to and including the 1-year ARI peak flow will be treated in vegetated swales. It is proposed that runoff from the roof areas will be considered clean and may be diverted directly to the proposed detention/ stormwater network.

MUSIC modelling was undertaken to demonstrate that Council’s targets for stormwater quality will be achieved. The MUSIC input data is shown in Table 5, and a screenshot in Figure 2.

Table 5 MUSIC swale input data

| SWALE INPUT DATA   |      |
|--------------------|------|
| Depth (m)          | 0.25 |
| Gradient (%)       | 0.1  |
| Batter slope (H:V) | 2:1  |
| Base width (m)     | 2.0  |

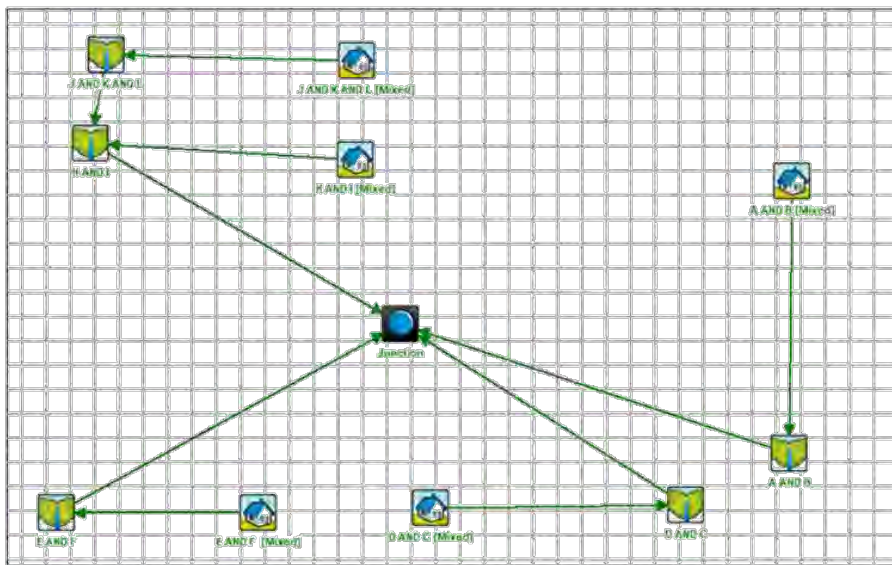


Figure 3 Screenshot of MUSIC model

The results of the MUSIC modelling are shown in Table 4 below and demonstrate that the stormwater quality targets may be achieved.

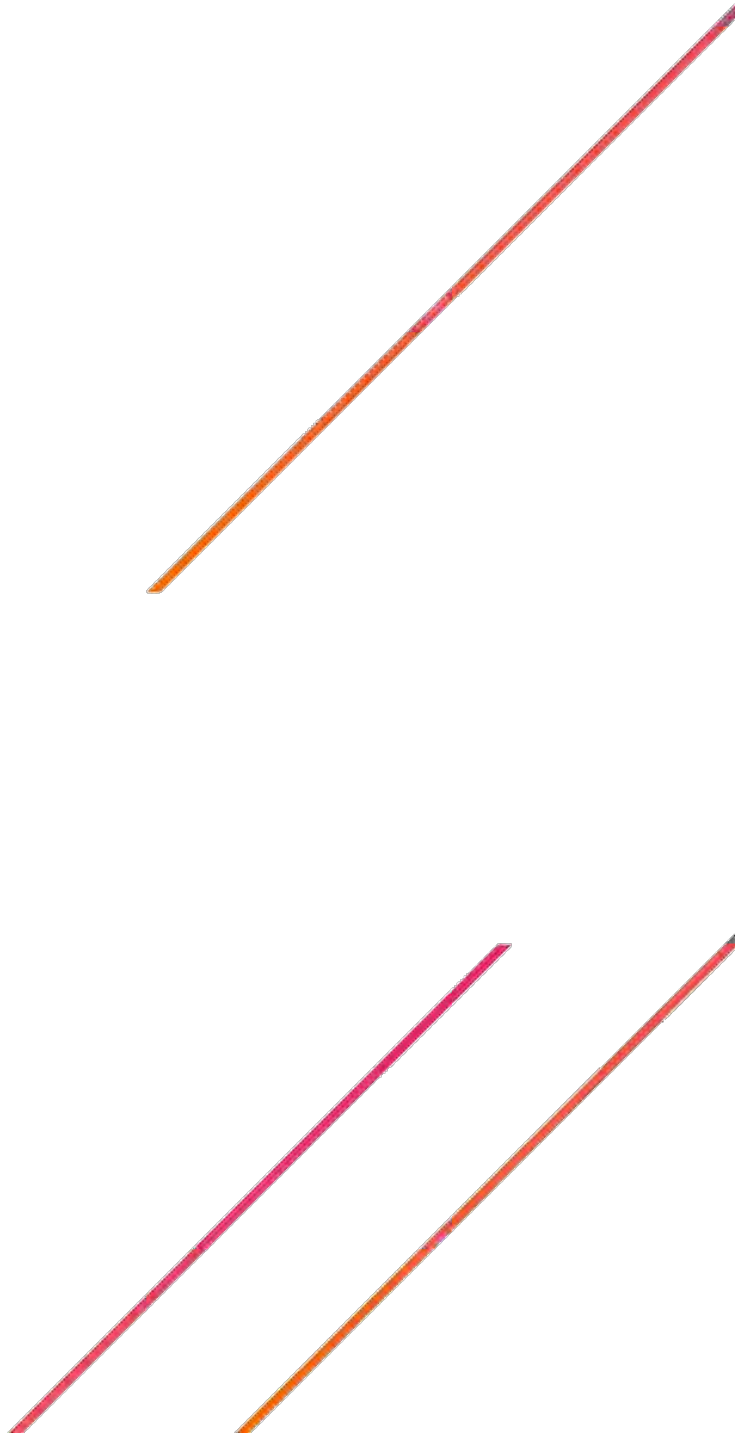
Table 6 MUSIC modelling results

|                                | % REDUCTION |
|--------------------------------|-------------|
| Flow (ML/yr)                   | 82.8        |
| Total Suspended Solids (kg/yr) | 96.5        |
| Total Phosphorus (kg/yr)       | 92.2        |
| Total Nitrogen (kg/yr)         | 86.8        |
| Gross Pollutants (kg/yr)       | 100         |

## Conclusions

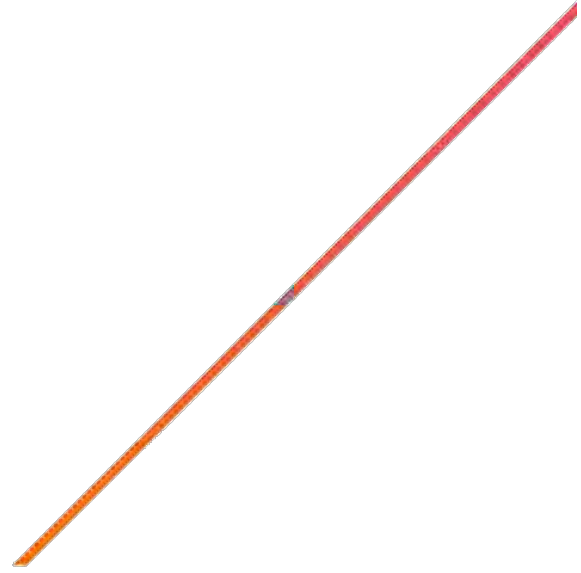
FMG has undertaken this stormwater management plan to demonstrate the proposed stormwater strategy for a new Booth transport facility. This plan demonstrates how Council's requirements will be achieved. This plan is preliminary in nature and was undertaken prior to detailed civil design. It is proposed that the final grading plan may be optimised during detailed design. The MUSIC water quality modelling suggest that the stormwater quality reduction targets may be easily achieved however this must be confirmed upon final geometric design of the vegetated swale.

**Appendix A**  
Site Plan

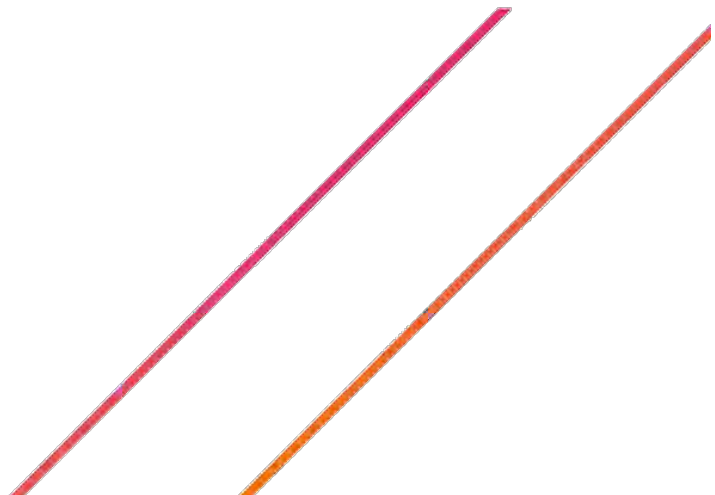


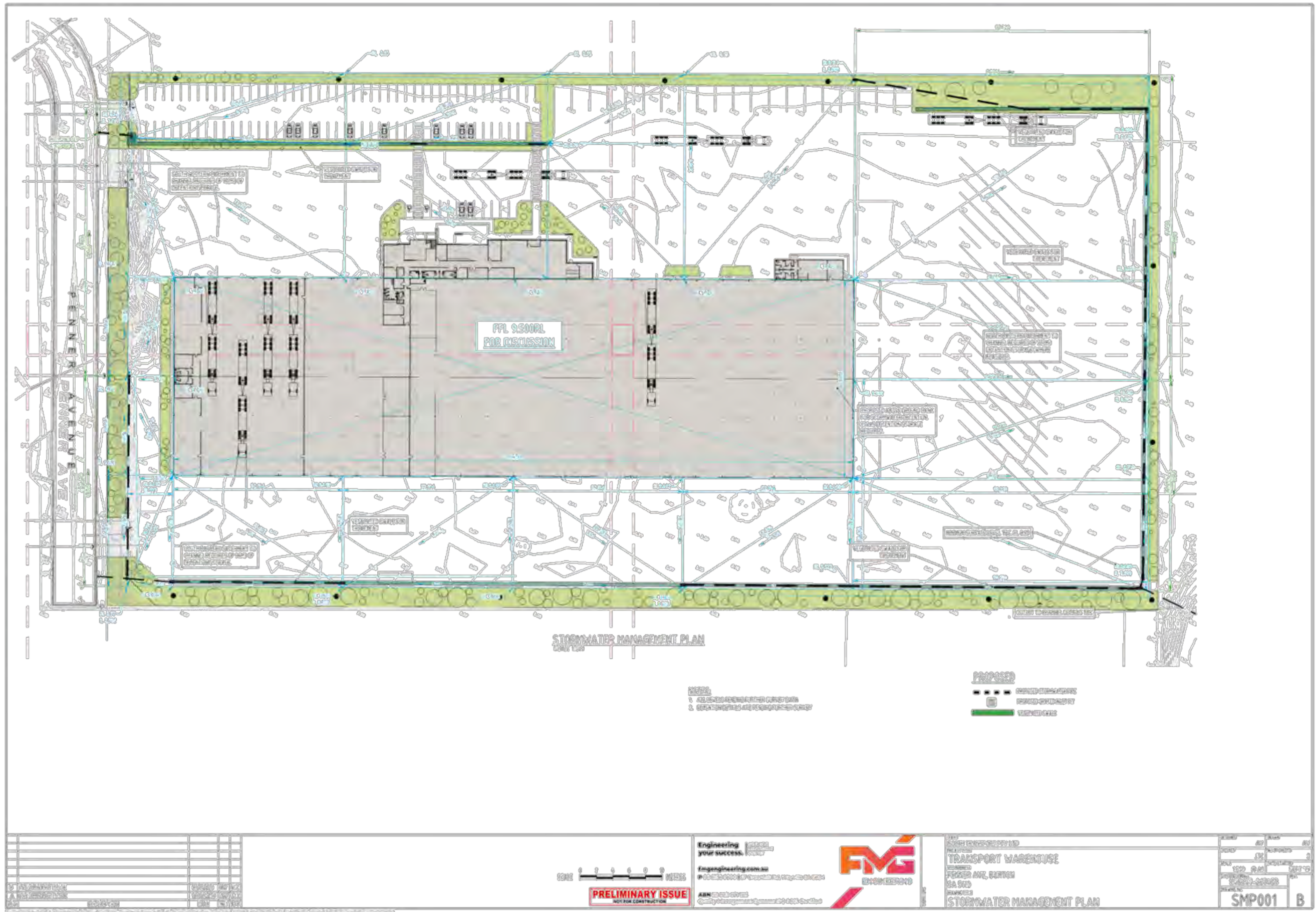




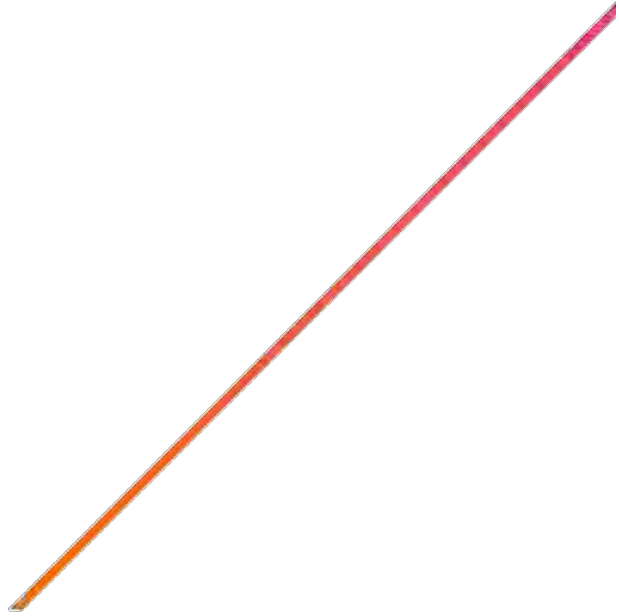


**Appendix B**  
Stormwater Management Plan

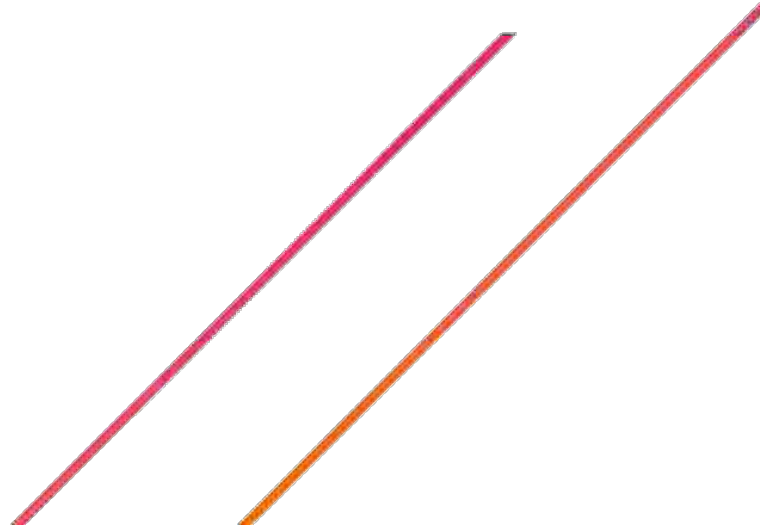




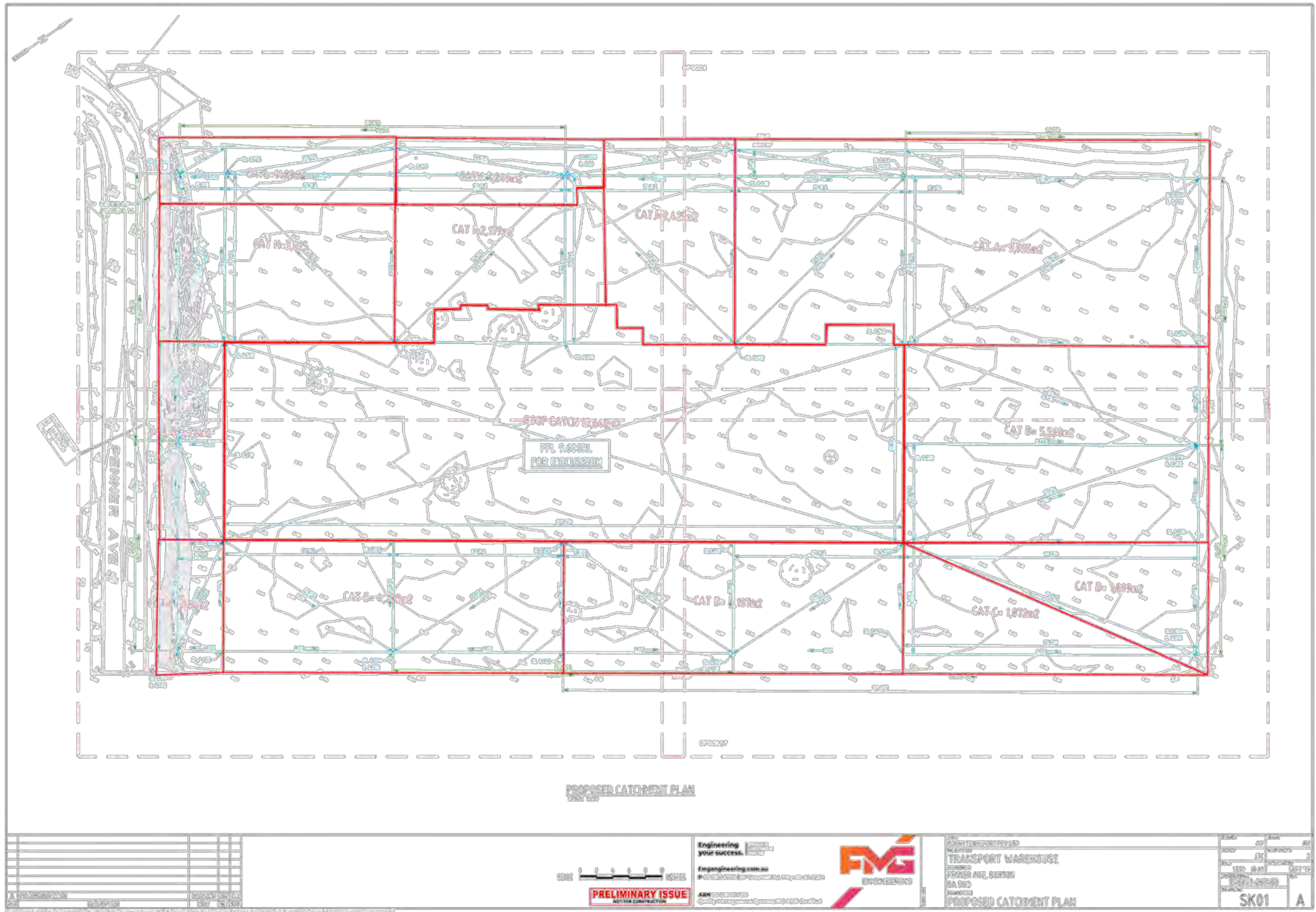
Item 5.1.1 - Attachment 1 - Plans and Documentation



**Appendix C**  
Catchment Plan







Item 5.1.1 - Attachment 1 - Plans and Documentation





| Item # | Material                | Quantity | Unit           | Notes | Location | Height | Width | Depth | Weight | Volume | Value | Notes |
|--------|-------------------------|----------|----------------|-------|----------|--------|-------|-------|--------|--------|-------|-------|
| 001    | Concrete                | 100      | m <sup>3</sup> |       |          | 0.5    | 1.0   | 1.0   | 100    | 100    | 50    |       |
| 002    | Rebar                   | 50       | kg             |       |          |        |       |       | 50     | 50     | 5     |       |
| 003    | Formwork                | 200      | m <sup>2</sup> |       |          |        |       |       | 200    | 200    | 20    |       |
| 004    | Gravel                  | 500      | m <sup>3</sup> |       |          |        |       |       | 500    | 500    | 25    |       |
| 005    | Sand                    | 300      | m <sup>3</sup> |       |          |        |       |       | 300    | 300    | 15    |       |
| 006    | Brick                   | 10000    | units          |       |          |        |       |       | 10000  | 10000  | 1000  |       |
| 007    | Block                   | 5000     | units          |       |          |        |       |       | 5000   | 5000   | 500   |       |
| 008    | Tile                    | 2000     | units          |       |          |        |       |       | 2000   | 2000   | 200   |       |
| 009    | Paint                   | 100      | liters         |       |          |        |       |       | 100    | 100    | 10    |       |
| 010    | Plaster                 | 500      | m <sup>2</sup> |       |          |        |       |       | 500    | 500    | 50    |       |
| 011    | Insulation              | 100      | m <sup>3</sup> |       |          |        |       |       | 100    | 100    | 10    |       |
| 012    | Roofing                 | 500      | m <sup>2</sup> |       |          |        |       |       | 500    | 500    | 50    |       |
| 013    | Window                  | 10       | units          |       |          |        |       |       | 10     | 10     | 100   |       |
| 014    | Door                    | 5        | units          |       |          |        |       |       | 5      | 5      | 50    |       |
| 015    | Handrail                | 100      | m              |       |          |        |       |       | 100    | 100    | 10    |       |
| 016    | Lighting                | 50       | units          |       |          |        |       |       | 50     | 50     | 50    |       |
| 017    | Electrical              | 100      | m              |       |          |        |       |       | 100    | 100    | 10    |       |
| 018    | Plumbing                | 50       | m              |       |          |        |       |       | 50     | 50     | 5     |       |
| 019    | Landscaping             | 100      | m <sup>2</sup> |       |          |        |       |       | 100    | 100    | 10    |       |
| 020    | Site Prep               | 500      | m <sup>2</sup> |       |          |        |       |       | 500    | 500    | 50    |       |
| 021    | Foundation              | 100      | m <sup>3</sup> |       |          |        |       |       | 100    | 100    | 10    |       |
| 022    | Walls                   | 500      | m <sup>2</sup> |       |          |        |       |       | 500    | 500    | 50    |       |
| 023    | Floors                  | 1000     | m <sup>2</sup> |       |          |        |       |       | 1000   | 1000   | 100   |       |
| 024    | Roofs                   | 500      | m <sup>2</sup> |       |          |        |       |       | 500    | 500    | 50    |       |
| 025    | Exterior                | 1000     | m <sup>2</sup> |       |          |        |       |       | 1000   | 1000   | 100   |       |
| 026    | Interior                | 500      | m <sup>2</sup> |       |          |        |       |       | 500    | 500    | 50    |       |
| 027    | Stairs                  | 100      | m <sup>2</sup> |       |          |        |       |       | 100    | 100    | 10    |       |
| 028    | Elevators               | 5        | units          |       |          |        |       |       | 5      | 5      | 50    |       |
| 029    | Mechanical              | 100      | m <sup>2</sup> |       |          |        |       |       | 100    | 100    | 10    |       |
| 030    | Electrical              | 500      | m <sup>2</sup> |       |          |        |       |       | 500    | 500    | 50    |       |
| 031    | Plumbing                | 100      | m <sup>2</sup> |       |          |        |       |       | 100    | 100    | 10    |       |
| 032    | Fire Protection         | 50       | m <sup>2</sup> |       |          |        |       |       | 50     | 50     | 5     |       |
| 033    | Security                | 100      | m <sup>2</sup> |       |          |        |       |       | 100    | 100    | 10    |       |
| 034    | Accessibility           | 50       | m <sup>2</sup> |       |          |        |       |       | 50     | 50     | 5     |       |
| 035    | Energy Efficiency       | 100      | m <sup>2</sup> |       |          |        |       |       | 100    | 100    | 10    |       |
| 036    | Historical Preservation | 50       | m <sup>2</sup> |       |          |        |       |       | 50     | 50     | 5     |       |
| 037    | Specialty               | 100      | m <sup>2</sup> |       |          |        |       |       | 100    | 100    | 10    |       |
| 038    | Other                   | 50       | m <sup>2</sup> |       |          |        |       |       | 50     | 50     | 5     |       |

Item 5.1.1 - Attachment 1 - Plans and Documentation



| Item No. | Area | Start | End | Area | Start | End | Area | Start | End |
|----------|------|-------|-----|------|-------|-----|------|-------|-----|
| 001      | 001  | 001   | 001 | 001  | 001   | 001 | 001  | 001   | 001 |

**POLYVALES**

| Name | Area | Start | End | Area | Start | End | Area | Start | End |
|------|------|-------|-----|------|-------|-----|------|-------|-----|
| P001 | 001  | 001   | 001 | 001  | 001   | 001 | 001  | 001   | 001 |

**EXPOSED DETAILS**

| Name | Area | Start | End | Area | Start | End | Area | Start | End |
|------|------|-------|-----|------|-------|-----|------|-------|-----|
| D001 | 001  | 001   | 001 | 001  | 001   | 001 | 001  | 001   | 001 |

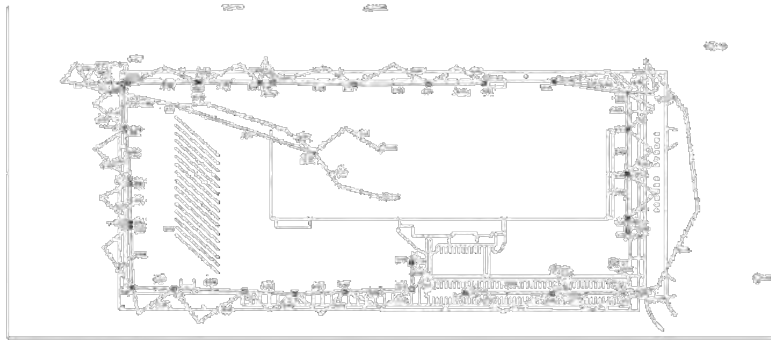
**REINFORCEMENT**

| Name | Area | Start | End | Area | Start | End | Area | Start | End |
|------|------|-------|-----|------|-------|-----|------|-------|-----|
| R001 | 001  | 001   | 001 | 001  | 001   | 001 | 001  | 001   | 001 |

Run list for 100 year ARI, updated on year 20-05-2020. Run list is provided on sheet 24 of the drawing set.

**100 year ARI Results**

| Area | Start | End | Area | Start | End | Area | Start | End |
|------|-------|-----|------|-------|-----|------|-------|-----|
|      |       |     |      |       |     |      |       |     |



BSA/Rem 01 Proposed New/Upgrade 2015/08

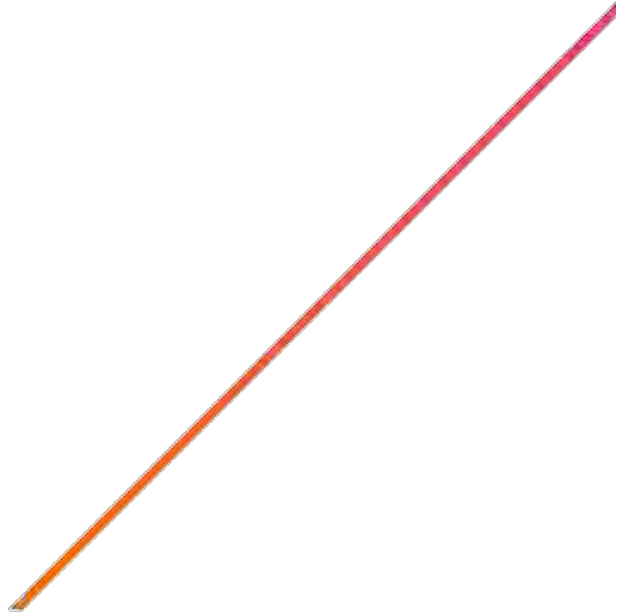
| Node   | Max Flow (m³/s) | Max Head (m) | Max Velocity (m/s) | Min. Pressure (bar) | Max. Pressure (bar) | Flow | Comments       |
|--------|-----------------|--------------|--------------------|---------------------|---------------------|------|----------------|
| R00000 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00010 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00020 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00030 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00040 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00050 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00060 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00070 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00080 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00090 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00100 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00110 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00120 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00130 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00140 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00150 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00160 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00170 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00180 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00190 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00200 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00210 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00220 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00230 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00240 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00250 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00260 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00270 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00280 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00290 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00300 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00310 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00320 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00330 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00340 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00350 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00360 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00370 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00380 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00390 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00400 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00410 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00420 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00430 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00440 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00450 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00460 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00470 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00480 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00490 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |
| R00500 | 0.00            | 0.00         | 0.00               | 0.00                | 0.00                | 0.00 | Inlet Capacity |

| Name   | Max Flow (m³/s) | Max Head (m) | Max Velocity (m/s) | Min. Pressure (bar) | Max. Pressure (bar) | Flow | Comments                         |
|--------|-----------------|--------------|--------------------|---------------------|---------------------|------|----------------------------------|
| Can 1  | 0.058           | 0.001        | 0.009              | 10                  | 10                  | 2    | 2 (5) AEP, 10 min burst, Storm 2 |
| Can 2  | 0.063           | 0.001        | 0.001              | 10                  | 10                  | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Can 3  | 0.051           | 0.001        | 0.001              | 10                  | 10                  | 2    | 2 (5) AEP, 10 min burst, Storm 3 |
| Can 4  | 0.041           | 0.001        | 0.009              | 10                  | 10                  | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Can 5  | 0.064           | 0.001        | 0.001              | 10                  | 10                  | 2    | 2 (5) AEP, 10 min burst, Storm 3 |
| Can 6  | 0.065           | 0.001        | 0.001              | 10                  | 10                  | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Can 7  | 0.059           | 0.001        | 0                  | 10                  | 10                  | 0    | 0 (5) AEP, 10 min burst, Storm 3 |
| Can 8  | 0.039           | 0.001        | 0                  | 10                  | 10                  | 0    | 0 (5) AEP, 10 min burst, Storm 3 |
| Can 9  | 0.035           | 0            | 0.005              | 0                   | 10                  | 0    | 0 (5) AEP, 10 min burst, Storm 3 |
| Can 10 | 0.001           | 0            | 0.001              | 0                   | 10                  | 0    | 0 (5) AEP, 10 min burst, Storm 3 |
| Can 11 | 0.001           | 0            | 0.001              | 0                   | 10                  | 0    | 0 (5) AEP, 10 min burst, Storm 3 |
| Can 12 | 0.001           | 0            | 0.001              | 0                   | 10                  | 0    | 0 (5) AEP, 10 min burst, Storm 3 |
| Can 13 | 0.001           | 0            | 0.001              | 0                   | 10                  | 0    | 0 (5) AEP, 10 min burst, Storm 3 |
| Can 14 | 0.001           | 0            | 0.001              | 0                   | 10                  | 0    | 0 (5) AEP, 10 min burst, Storm 3 |
| Can 15 | 0.001           | 0            | 0.001              | 0                   | 10                  | 0    | 0 (5) AEP, 10 min burst, Storm 3 |
| Can 16 | 0.001           | 0            | 0.001              | 0                   | 10                  | 0    | 0 (5) AEP, 10 min burst, Storm 3 |
| Can 17 | 0.001           | 0            | 0.001              | 0                   | 10                  | 0    | 0 (5) AEP, 10 min burst, Storm 3 |
| Can 18 | 0.001           | 0            | 0.001              | 0                   | 10                  | 0    | 0 (5) AEP, 10 min burst, Storm 3 |
| Can 19 | 0.001           | 0            | 0.001              | 0                   | 10                  | 0    | 0 (5) AEP, 10 min burst, Storm 3 |
| Can 20 | 0.001           | 0            | 0.001              | 0                   | 10                  | 0    | 0 (5) AEP, 10 min burst, Storm 3 |

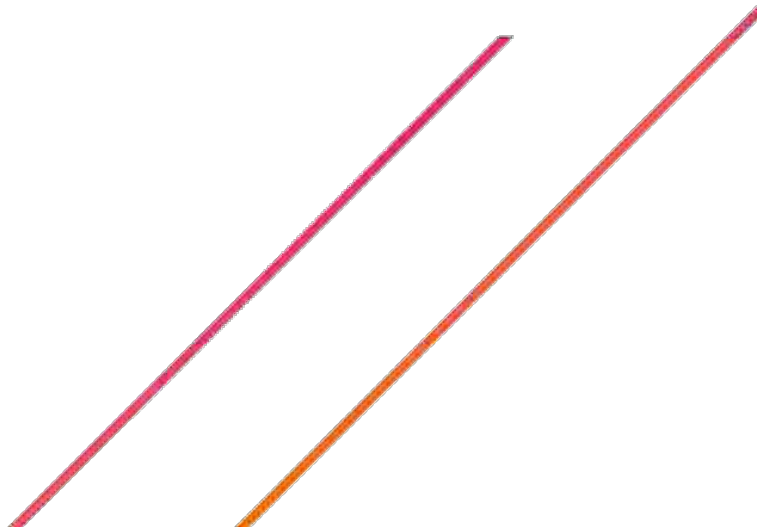
| Name     | Max Flow (m³/s) | Max Head (m) | Max Velocity (m/s) | Min. Pressure (bar) | Max. Pressure (bar) | Flow | Comments                         |
|----------|-----------------|--------------|--------------------|---------------------|---------------------|------|----------------------------------|
| Pipe 001 | 0.049           | 0.60         | 0.009              | 0.00                | 0.00                | 2    | 2 (5) AEP, 10 min burst, Storm 3 |
| Pipe 002 | 0.059           | 1.00         | 0.001              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 003 | 0.073           | 0.60         | 0.004              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 004 | 0.074           | 1.1          | 0.005              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 005 | 0.078           | 1.30         | 0.005              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 006 | 0.081           | 0.64         | 0.009              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 007 | 0.090           | 0.85         | 0.005              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 008 | 0.096           | 0.67         | 0.001              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 009 | 0.100           | 1.20         | 0.005              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 010 | 0.102           | 1.01         | 0.001              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 011 | 0.103           | 1.21         | 0.001              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 012 | 0.103           | 1.01         | 0.001              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 013 | 0.103           | 1.01         | 0.001              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 014 | 0.103           | 1.01         | 0.001              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 015 | 0.103           | 1.01         | 0.001              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 016 | 0.103           | 1.01         | 0.001              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 017 | 0.103           | 1.01         | 0.001              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 018 | 0.103           | 1.01         | 0.001              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 019 | 0.103           | 1.01         | 0.001              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |
| Pipe 020 | 0.103           | 1.01         | 0.001              | 0.00                | 0.00                | 3    | 3 (5) AEP, 10 min burst, Storm 3 |

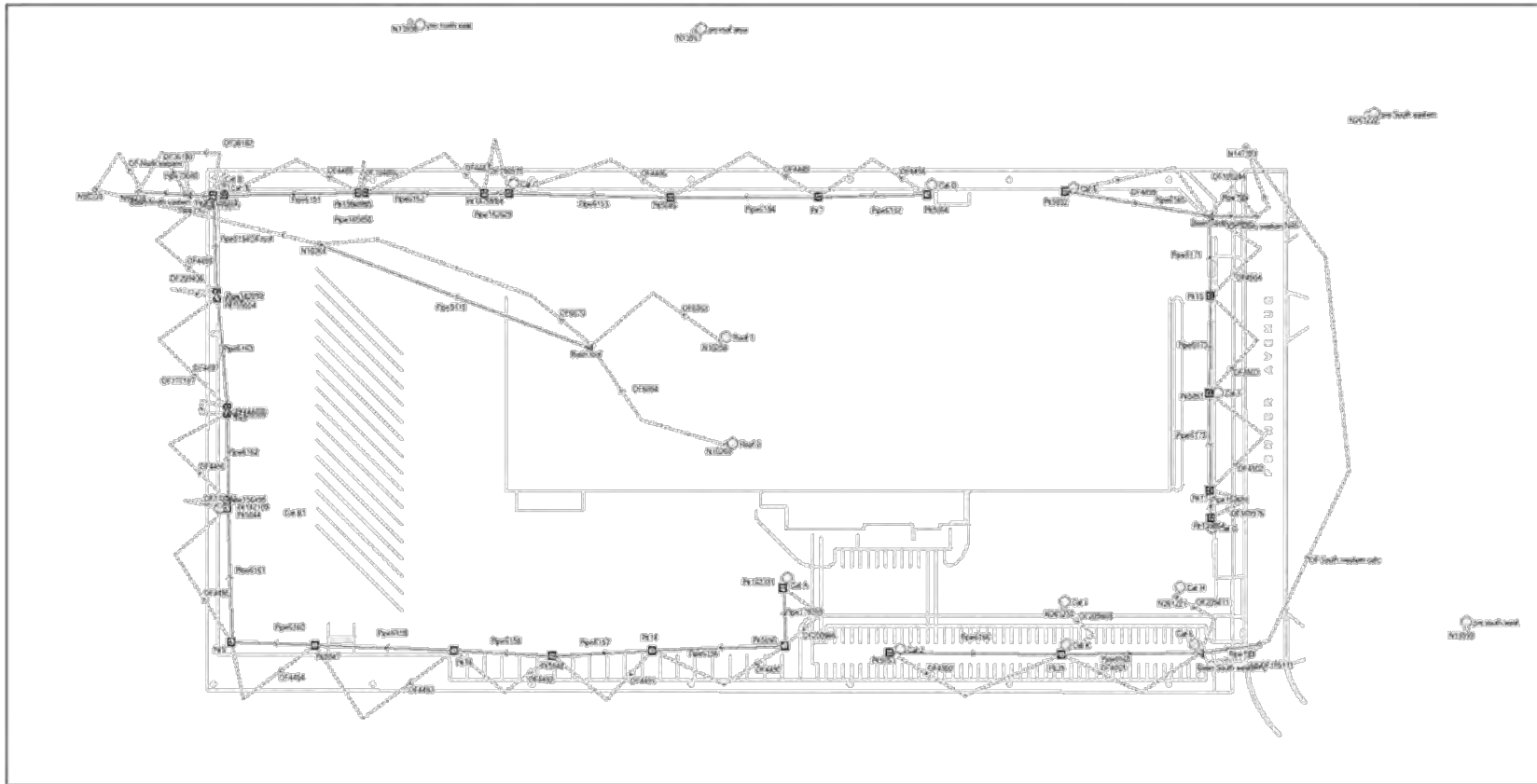




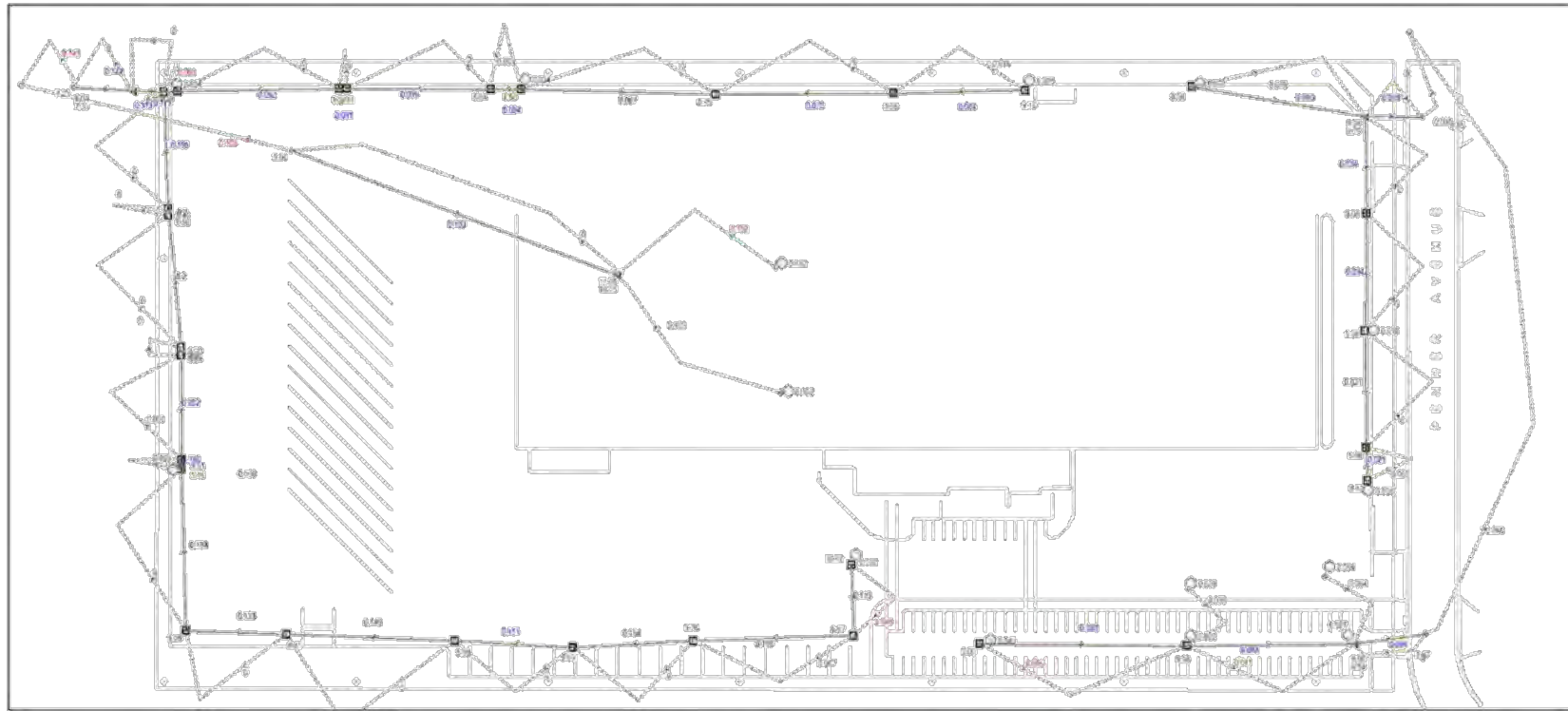


**Appendix D**  
DRAINS modelling results

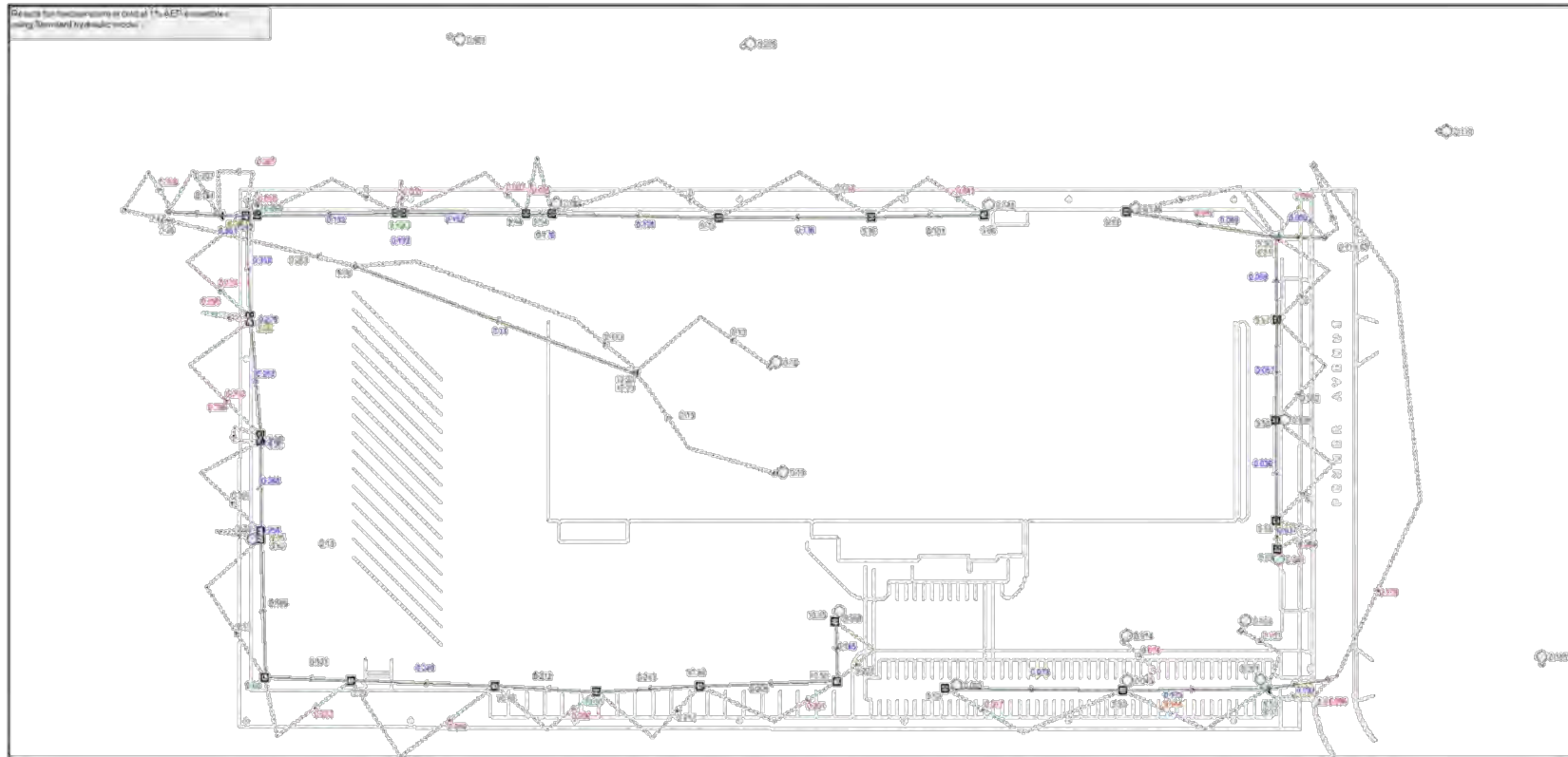




Item 5.1.1 - Attachment 1 - Plans and Documentation



Item 5.1.1 - Attachment 1 - Plans and Documentation



Item 5.1.1 - Attachment 1 - Plans and Documentation





**ADELAIDE**

67 Greenhill Road  
Wayville SA 5034  
Ph: 08 8363 6600

**MELBOURNE**

2 Domville Ave  
Hawthorn VIC 3122  
Ph: 03 9815 7600

**SYDNEY**

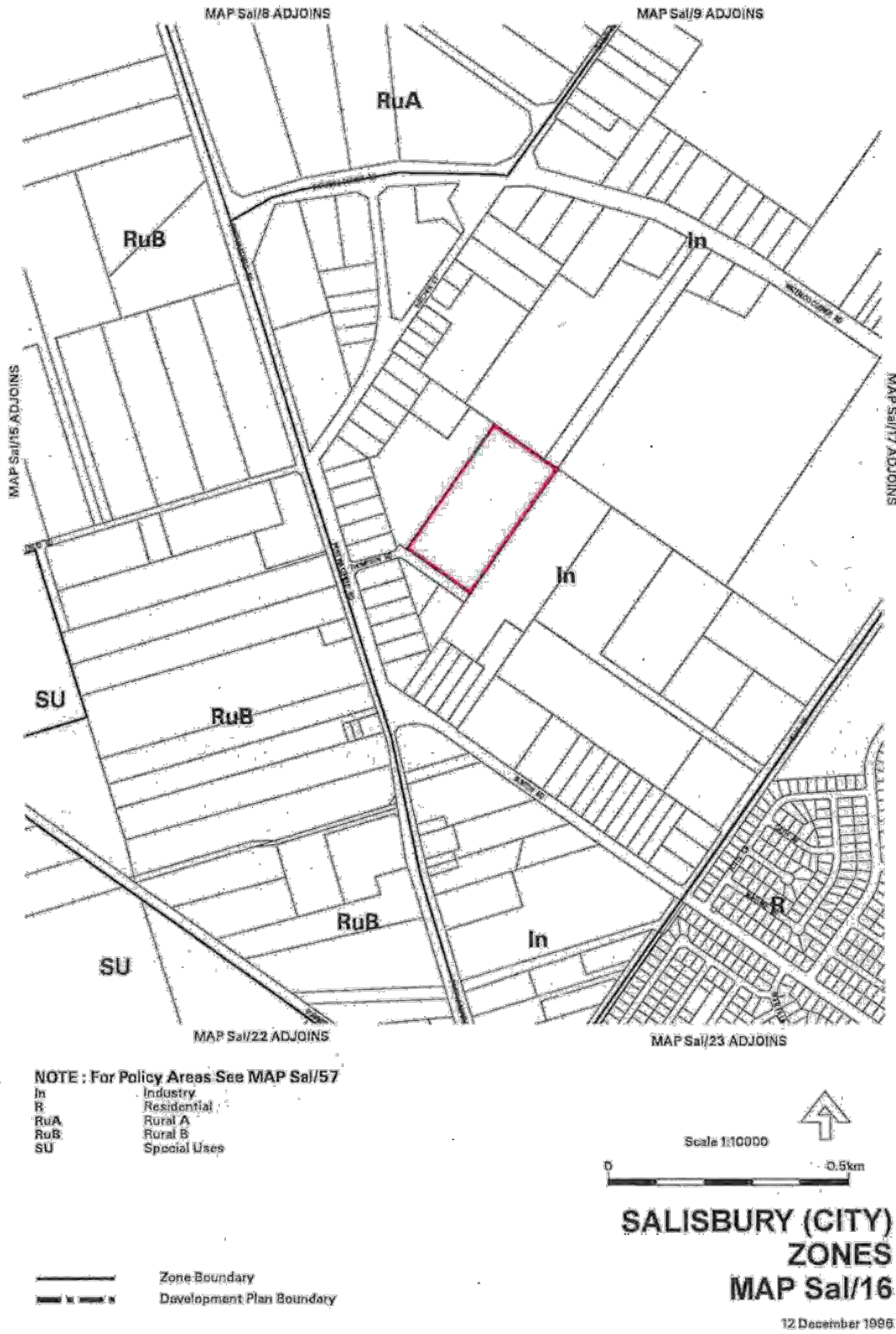
Suite 28, 38 Ricketty St  
Mascot NSW 2020  
Ph: 1300 975 878

**ABN: 58 083 071 185**

Item 5.1.1 - Attachment 1 - Plans and Documentation

# **ATTACHMENT D**

## **Zone Map Sal/16**



Item 5.1.1 - Attachment 1 - Plans and Documentation



**ATTACHMENT 2:  
PUBLIC NOTIFICATION NOTICE AND  
COPY OF REPRESENTATIONS**





City of Salisbury  
ABN 82 615 416 895

12 James Street  
PO Box 8  
Salisbury SA 5108  
Australia

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

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

5 November 2019

Email: [rhiannon.klar@news.com.au](mailto:rhiannon.klar@news.com.au)  
[sales@buysearchsell.com.au](mailto:sales@buysearchsell.com.au)

Classified Advertising Manager  
Advertiser Newspaper Ltd  
121 King William Street  
ADELAIDE SA 5000

Dear Sir/Madam

Attached is a public notice that Council requires to be published under "**Local Government Advertisements**" in The Advertiser, on **Thursday 7<sup>th</sup> November 2019**.

Please note, that due to the notice being printed from our computer, we are unable to provide a copy in single paragraph format. Please adjust the notice to our usual Local Government format.

When forwarding the account or any correspondence on this matter, would you please quote the above application number(s) and cost centre 410-100-1106 on invoice, and allow the discount as normally applies to the Council Purchasing Authority Pty Ltd (Membership No. 48).

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

**Aaron Curtis**  
Team Leader – Planning

**DEVELOPMENT ACT 1993  
CITY OF SALISBURY**

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

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

|                               |  |
|-------------------------------|--|
| <b>APPLICATION NO:</b>        | 361/1323/2019/3B   |
| <b>APPLICANT:</b>             | Booth Australia Pty Ltd<br>101 Wilkins Rd<br>WINGFIELD SA 5013   |
| <b>NATURE OF DEVELOPMENT:</b> | ROAD TRANSPORT TERMINAL COMPRISING WAREHOUSE, OFFICE AND FUEL STATION, WEIGHBRIDGE, FENCING, HARDSTAND, CAR PARKING, SIGNAGE, LIGHTING AND LANDSCAPING |
| <b>LOCATION:</b>              | 4-16 Penner Avenue , Burton SA 5110  |
| <b>CERTIFICATE OF TITLE:</b>  | CT-5422/43   |
| <b>ZONE:</b>                  | Industry   |

The application may be examined at the Office of the Council located at 12 James Street, Salisbury during business hours (8.30am – 5pm Monday to Friday) and on Council's web site at [www.salisbury.sa.gov.au](http://www.salisbury.sa.gov.au). Any person or body may make representations in writing, or by email to [development@salisbury.sa.gov.au](mailto:development@salisbury.sa.gov.au), concerning this application and should address their representation to the Chief Executive Officer at PO Box 8, Salisbury or [representations@salisbury.sa.gov.au](mailto:representations@salisbury.sa.gov.au). Representations must be received **no later than Wednesday 20<sup>th</sup> November 2019**.

Each person making a submission should indicate whether they wish to appear personally, or be represented by another party, in support of their submission. Please note that should you nominate to be heard in support of your representation, you will be required to attend a Council Assessment Panel meeting held at the Council offices, scheduled on the fourth Tuesday of each month at 6.00pm (unless otherwise advised).

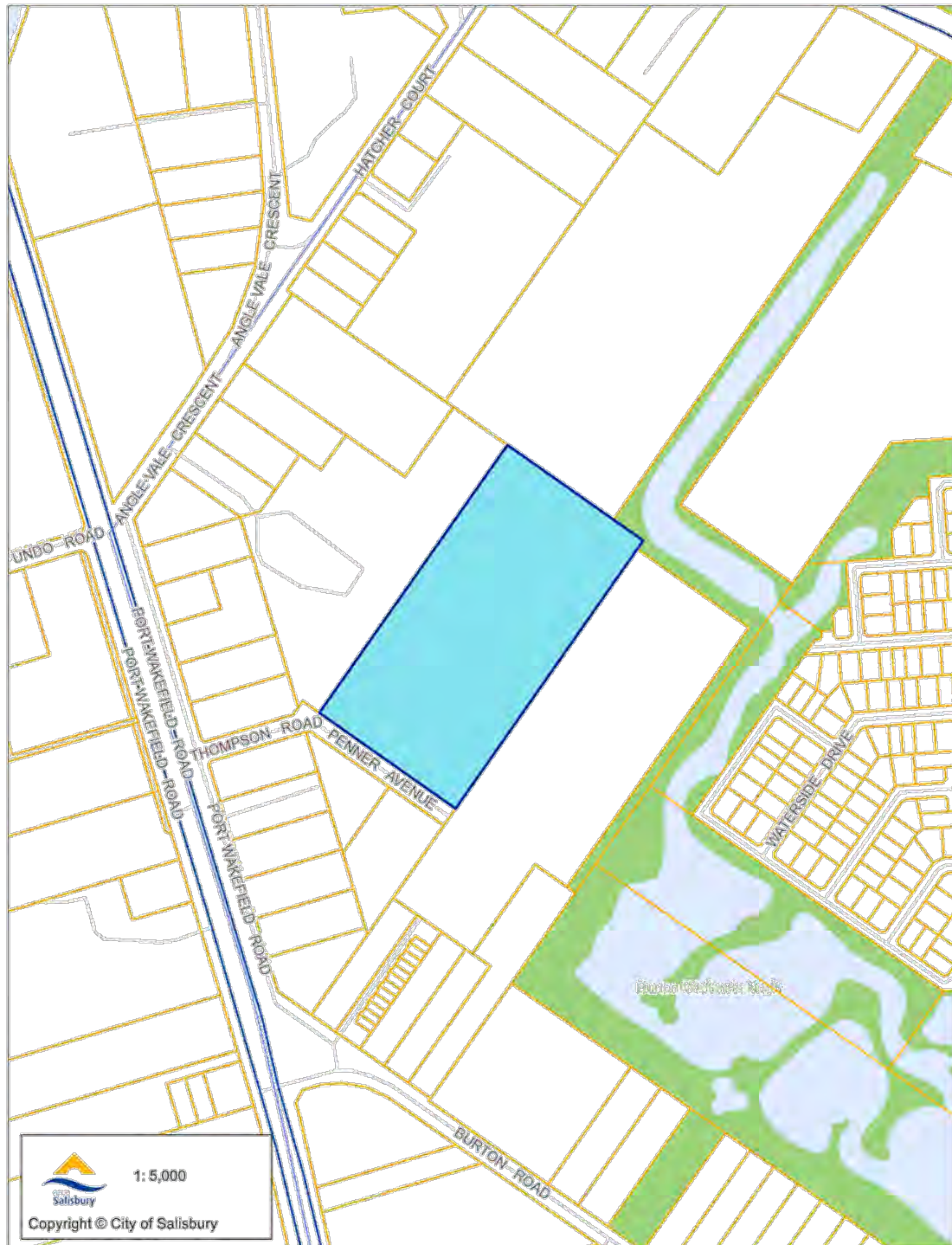
Please note that, pursuant to Section 38(8) of the *Development Act 1993*, a copy of each representation received will be forwarded to the applicant to allow them to respond to all representations received.

Signed: Aaron Curtis, Team Leader - Planning

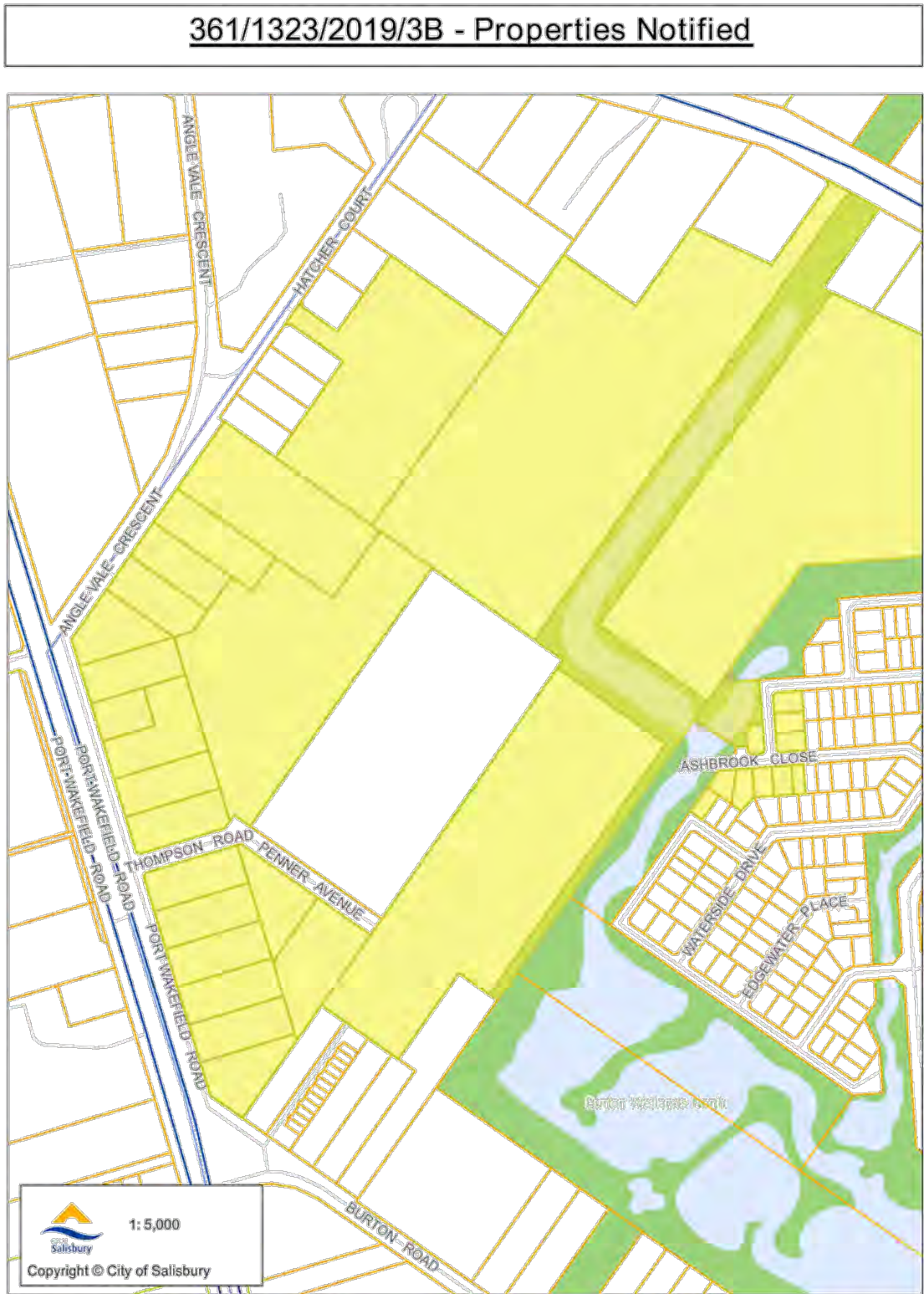
Date: 7 November 2019

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

**361/1323/2019/3B - Location Proposed**



Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations



**Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations**





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

20 NOV 2019

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

THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A PROPOSED DEVELOPMENT. PLEASE FIND ATTACHED DETAILS OF THE PROPOSED DEVELOPMENT.

|                               |  |
|-------------------------------|--|
| <b>Application Number:</b>    | 361/1323/2019/3B   |
| <b>Applicant</b>              | Booth Australia Pty Ltd  |
| <b>Nature of Development:</b> | ROAD TRANSPORT TERMINAL COMPRISING WAREHOUSE, OFFICE AND FUEL STATION, WEIGHBRIDGE, FENCING, HARDSTAND, CAR PARKING, SIGNAGE, LIGHTING AND LANDSCAPING |
| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): GRAHAM & SUSAN BURKE

ADDRESS: 16 WESTBOURNE STREET BURTON

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

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

The owner/occupier of the property located at: .....

Other (please state): .....

**YOUR COMMENTS:**

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

Support the proposed development.

Oppose the proposed development.

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

SEE ATTACHED  
.....  
.....  
.....  
.....

PTO

Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations

**OBJECTION TO BOOTH AUSTRALIA PTY LTD DEVELOPMENT  
APPLICATION FOR A ROAD TRANSPORT TERMINAL,  
COMPRISING WAREHOUSE, OFFICE AND FUEL STATION,  
WEIGHBRIDGE, FENCING, HARDSTAND, CARPARKING,  
SIGNAGE, LIGHTING AND LANDSCAPING.**

**4-6 Penner Avenue BURTON SA 5110**

We are writing to **oppose** the development application (Development No: 361/1323/2019/3B lodged by BOOTH TRANSPORT PTY LTD (101 WILKINS ROAD WINGFIELD SA 5013) for a ROAD TRANSPORT TERMINAL COMPRISING WAREHOUSE OFFICE AND FUEL STATION, WEIGHBRIDGE, FENCING, HARDSTAND, CAR PARKING, SIGNAGE, LIGHTING AND LANDSCAPING

located at 4-6 Penner Avenue BURTON, SA 5013.

The following concerns outline our opposition to the proposed development.

**Salisbury (City) Consolidated Development Plan dated 15 July 2010 (Commercial Development Objective 3)**

We believe the Booth Transport proposal contravenes the stated objective of the Salisbury Development Plan. The Salisbury Development Plan deals with development at the interface between industrial activities and sensitive uses that is compatible with surrounding activities, particularly those in adjoining zones. It states: *"Where industrial zones already adjoin residential areas, it is appropriate that those industrial activities with lower potential for off-site impacts be located on the periphery of industrial zones. Some types of commercial development are also suitable on the periphery of industrial areas as they can perform a separation role between housing and industry. Consideration should also be given to the appropriateness of, and design treatments required for, other land uses located in close proximity to industrial locations. Separation distances can be used as a trigger for more detailed assessment to ensure that impacts can be minimised."*

Booth Transport is proposing a massive 24 hour Transport Terminal footprint of (129,000m<sup>2</sup>), directly adjacent to a residential area within 240m of our residence, with separation distances well short of those recommended by the Environment Protection Authority (EPA) in their *Guidelines for Separation Distances December 2007* on all criteria including:

- Diesel Fuel Storage;
- Noise Pollution;
- Odour;
- Water Polluting Activities; and
- Polluting Air Emissions.

**Our Situation**

We own and reside at 16 Westbourne Street, Burton SA (within the Springbank Waters Estate) Beyond our property is the Kauma Wetlands environment (approx 150 metres from the proposed site) which was developed by the City of Salisbury when Springbank Waters Estate was founded. The potential for negative off-site impacts in relation to this particular development proposal is likely to cause devastating impact to wetland ecology and we consider the development poses an unacceptable ecological risk to the environment.



### 1. Environmental Impact Study

*Question: Has an environmental impact study been carried out by an independent authority other than the one commissioned by the applicant (Booth Transport) in relation to this proposal? We request a copy of this environmental impact study report and recommendations.*

### 2. Diesel Fuel Storage and any other unknown high risk contaminants and fire hazards that may be stored or contained within this facility.

The EPA Guidelines for Separation Distances 2007 recommend separation distances be applied in the assessment of development proposals to ensure that incompatible land uses are located in a way that minimises impacts caused by noise, odour, polluting air emissions and/or water polluting activities which may result from accident, power failure, equipment failure, unusual meteorological conditions, human error or normal operation. The guidelines do not address occupational health and welfare issues, or circumstances where there is a direct health issue. The guidelines also do not address major hazards such as fire or explosion.

We contend the Booth Transport initiative breaches EPA Guidelines' separation distances for airborne and noise emissions. Appendix 1 of the EPA Guidelines recommends an air separation distance of 300 metres between the activity/site and a sensitive receptor (i.e. residential premises) when transport and warehousing or petroleum are stored or kept in bulk or in containers having a capacity exceeding 200 litres at facilities with a total storage capacity exceeding 1,000 cubic metres. From the proposal plans we calculate the proposed storage capacity at the site will be 129,000 cubic metres (215 m x 60 m x 10 m) well in excess of the minimum 1000 cubic metres and yet family residences are 200 metres away much closer than the recommended minimum distance. We would argue that such a large storage capacity as proposed, residences would need to be much further than 200 metres away to have any semblance of guarantee for safety or comfort. As previously noted, these separation distances are in relation to Airborne and Noise Emissions, and do not address major hazards such as fire or explosion which would be catastrophic to nearby residences.

*Question: Why is council considering a proposal which falls short of EPA recommended separation distances for airborne and noise emissions, despite the proposed transport and warehouse facility being only 200 meters from a residential estate and the EPA minimum recommendation is 300 metres separation distance? What risk mitigating factors will be put in place to counter a footprint sited a mere 200 metres from residential dwellings, their occupants and the wetland environment in closer proximity?*

### 3. Risk of Fire or Explosion

If there is any risk of casualty or serious injury from fire or explosion to residents living in near proximity, then this is an unacceptable risk to residents and this development should not proceed at this location with it being only 200m of residential dwellings.

*Question: What is the assessed risk of fire or explosion from the stated sources (or any other sources at the business), and if such an event were to occur, what is the risk of death or serious injury to persons living in the nearby residences (merely 200 metres away)? We request a copy of the completed Risk Assessment Calculator.*

*Question: What is the risk of any injury to persons living in residences should such an event occur? We request a copy of the completed Risk Assessment Calculator.*

*Question: What is the risk of damage to surrounding residential properties should such an event occur? We request a copy of the completed Risk Assessment Calculator.*

*Question: What public liability or other insurance provisions will be in place to compensate property owners should damage, injury or death occur? We request proof of insurance be provided to us should the proposal be endorsed by council.*

*Question: Noting the significant proposed transport storage facility and 67,000lt fuel storage on site, will there be any hazardous chemicals stored on site? We request a list of the chemicals to be stored on site, and the potential hazards associated with those chemicals as detailed on Material Safety Data Sheets (MSDS).*

*Question: What is the risk mitigation strategy to prevent fire or explosion from any/all sources at the site?*

*Question: What evacuation plan will be implemented for residential dwellings within 200-500 metres of the business in response to fire or explosion? What logistical plan will be in place and what legal implications will this have?*

#### 4. Noise Pollution

If Booth Transport's proposed development is accepted by council, it is expected to generate noise pollution from the movement of large freight vehicles and use of forklift machinery through the loading and unloading of materials and reversing alarms on mobile plant. When you take into consideration the environmental assessment commissioned by Booth Transport they predicted "2 truck movements every 15 minutes between the hours of 7pm and 5am". The Environment Protection (Noise) Policy 2007 Section 5- Indicative Noise Levels Subclause 9 Table 2 under subclause (1) (b) specifies that when land uses at the noise source and land uses at the noise-affected premises do not all fall within a single land use category, the indicative noise level is the average of the indicative noise factors for the land use categories within which those land uses fall. In this case, the land uses are residential dB(A) 52 between 7am - 10pm (day), dB(A) 45 within 10pm - 7am (night) and Light Industry dB(A) 57 (day) and dB(A) 50 (night). **These average out to dB(A) 54.5 (day) and dB(A) 47.5 (night).** Booth Transport's Environmental Impact Study have made predictions in relation to expected noise pollution levels, with reference to existing depots in other locations around Australia and the current level of noise on Port Wakefield Road. The noise levels from Port Wakefield Road are expected to reduce when the Northern Connector expressway is opened to traffic in the very near future. The impact on residents from another large industrial development un-named by

*Question: How will the depot's operations comply with its own predictions when one of its own noise indicators, Port Wakefield Road is about to reduce noise levels impacted on residents?*

*Question: How will the maximum allowed dB(A) levels stated above be maintained, noting that the levels are lower at the beginning of the proposed working day, meaning the business will need to have noise reduction measures in place to account for the lower dB(A) level? But numbers of truck movements on the site will be at their maximum.*

*Question: If the council approves the development application and the measures stated in Booth Transport's Environmental Noise assessment are not sufficient to meet EPA requirements, will the council support the affected residents and take steps to prosecute Booth Transport and force noise compliance?*

#### 5. Wetland Environmental Protection

We have been advised that the proposed development is to be established within 200 metres from residential dwellings, including our property at 16 Westbourne Street Burton. A wetland, now the home and breeding ground of various forms of wildlife including the known ducks, pelicans, fish, turtles, frogs and various forms of flora is situated between the proposed development and the residential dwellings, and therefore well within the 200 metres separation distance. We are concerned the impact of the proposed development is likely to have on the wetland ecology and environment, particularly the 67,000lt fuel storage area directly adjacent to the wetlands. The risk to the wetland ecology from fuel, chemicals or other pollutants entering the wetland from the proposed development would be devastating.

**Water and soil protection measures.** The EPA's Environmental Assessment Guide for Planners in relation to Road Transport Depots Nov 2007 states pollutants generated at transport depots should be prevented from entering water bodies (including groundwater) through direct discharge, seepage or through contamination of stormwater. This may include suspended solids, grease, lubricants, solvents, nutrients and oils. Fuel storage facilities or chemical and hazardous material storage facilities must be bunded and preferably rainproofed to minimise the risk of surface or groundwater contamination. Stormwater pollutants from the site including chemicals or Diesel that end up in the wetlands pose a serious threat to flora and fauna, and serious threat of damage to the aquifer.

*Question: Where is wastewater going to be contained and disposed of? Where is solid waste to be stored and disposed of? What chemicals (hazardous or otherwise) will be contained within the wastewater or solid waste? What is the risk mitigation strategy for containing wastewater and for the prevention of stormwater pollution?*

*Question: What measures are proposed in relation to containing fuel storage facilities; chemical and hazardous material storage; liquid waste, solid waste and oil from mechanical servicing and maintenance for trucks; and wash-water from truck wash bays? Do these measures comply with legislative requirements and EPA Guidelines?*



4

**Flooding.** The wetlands are highly susceptible to flooding, and have been close to bursting banks under heavy rainfall. Any stormwater run-off from the 12,900 square meter factory roof that is redirected from the proposed development into the wetlands may overload the runoff from the wetlands causing flooding to the residential area (including my property 30 m from the wetlands).

*Question: Is stormwater going to be harvested and stored on site for release into the wetlands? What public liability or other insurance provisions will be in place to compensate property owners should causal damage occur due to flood? We request proof of insurance be provided to us should the proposal be endorsed by council.*

*Question: What was the result of the Environmental Impact Study in relation to the above water and soil protection measures?*

## 6. Air Pollution

If Booth Transport's proposed development is accepted, it will generate the emission of dust and fumes, the transfer of materials, and from the operation of diesel trucks or other mobile equipment. The recommended minimum separation distance between a transport depot and sensitive receptors (i.e. residential premises) is 300 metres. This separation distance is extended to 500 metres where chemical storage or warehousing facilities are involved.

*Question: What air quality protection measures will be put in place as required by the Development Regulations 1993? How do these measures comply with the recommended separation distance between the site and residential premises of 500 metres, which will reduce to 200 metres under this proposal?*

## 7. Property De-valuation, Loss of Rental Income and Salisbury's Reputation

We firmly believe if this proposal is approved by the Salisbury Council, it will undermine the value of the Springbank Waters Estate and potentially harm the reputation of Salisbury from an ecological and residential perspective. We moved to the Springbank Waters estate at Burton as we were impressed with the aesthetics of the area, and *the advertised commitment by the Salisbury Council to sustain the environment*, as displayed by the development of the surrounding wetland areas.

The residential design guidelines within the estate were strictly enforced by "Springbank Joint Venture" and endorsed by council at significant cost to the owner, to "assist in the development and maintenance of an attractive residential environment", and to fit within the City of Salisbury's development plan. Residents of Westbourne Street directly adjacent to the proposed development paid higher purchase prices for the privilege of living in this environmentally significant part of the estate. In the face of this development proposal, we trust Salisbury Council's commitment to the environment and the reputation of this estate has not changed.

Should the proposal be accepted, we expect to lose a significant return on property investment and a potential loss. This will be attributed not only to loss of aesthetic value, but to the high risk, expensive, hazardous and disruptive factors imposed on the property and its residents.

## 8. Increase in Property Insurance & Potential Expenses for Residents

Salisbury (City) Consolidated Development Plan dated 15 Jul 10 (Commercial Development Objective 3) states: "Consideration should also be given to the appropriateness of, and design treatments required for, other land uses located in close proximity to industrial locations". The cost of property insurance including flood and fire coverage is expected to increase should the development proposal be approved by Salisbury Council (i.e. if it is still possible to secure such insurance). Springbank Waters continues to be advertised as a *very desirable and prestigious area* in real estate terms, but the development of the depot will likely damage this reputation and property owners may need to augment protection measures which incur additional associated costs.

*Question: What are the proposers insurance arrangements should the business increase costs for residents, or alternatively, what measures will the Salisbury Council introduce to compensate residents from increased costs (eg requirement to double glaze windows, provide fire protection)?*

### 9. Conclusion

We call upon the City of Salisbury to take our concerns seriously and consider the implications for the future of Springbank Waters, its residents and the adjacent wetlands. We oppose the development proposal and we request council reject the development application Development No: 361/1323/2019/3B lodged by Booth Transport for a Road Transport Terminal, Comprising Warehouse, Office, Car Parking, Signage, Lighting and Landscaping at 4-6 Penner Avenue Burton SA 5110.

With significant vacant industrial land at Edinburgh Parks and various surrounding areas, we implore Salisbury Council to consider alternative locations noting *the direct and avoidable risks and hazards to human life, wildlife and the environment* should this proposal be approved for Burton. While we understand our home is adjacent to land zoned industrial, the large and high risk footprint attached to this particular business, along with the increased disturbance factors inherent in such an industry and its operation hours, seriously challenges the light industrial footprint expected of an area so close to sensitive receptors (i.e. residential premises), as supported by the *Environment Protection Authority Guidelines for Separation Distances December 2007*, and Commercial Development Objective 3 of the Salisbury (City) Consolidated Development Plan 15 Jul y 2010.

We request our objection be forwarded for the consideration of the Development Assessment Panel.

We look forward to receiving a response to the concerns and questions detailed within this objection.

We request you advise the date and time the Development Assessment Panel will convene to consider the matter as we would like to attend the forum.

Thank you.



Graham & Susan Burke



20 November 2019

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I/We:

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

- Appearing personally,

**OR**

- Represented by the following person: .....

Contact details: .....

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Signature:  .....

Date: 20 / 11 / 19

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Valid ✓  
Dw response ✓



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



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

THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A PROPOSED DEVELOPMENT. PLEASE FIND ATTACHED DETAILS OF THE PROPOSED DEVELOPMENT.

|                        |  |
|------------------------|--|
| Application Number:    | 361/1323/2019/3B   |
| Applicant:             | Booth Australia Pty Ltd  |
| Nature of Development: | ROAD TRANSPORT TERMINAL COMPRISING WAREHOUSE, OFFICE AND FUEL STATION, WEIGHBRIDGE, FENCING, HARDSTAND, CAR PARKING, SIGNAGE, LIGHTING AND LANDSCAPING |
| Location:              | 4-16 Penner Avenue, Burton SA 5110   |

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

NAME(S): Fred Bolderoff

ADDRESS: 25A ORADALA CRT GREENWICH 5125

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner occupier of the property located at: 10 Angle Vale Cres Burton
- Other (please state): .....

**YOUR COMMENTS:**

I do (please tick the most appropriate box below)

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

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

We have no objections to this development  
We support this project  
The development can only be an asset to this area

PTO

Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations



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I/We:

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

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

Appearing personally,

**OR**

Represented by the following person: .....

Contact details: .....

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Signature:  .....

Date: 

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| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): FRED BOLDROFF

ADDRESS: 25A ORADALA CRT GRESBORTH SA 525

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner (occupier) of the property located at: 10 Angle Vale Burton
- Other (please state): .....

**YOUR COMMENTS:**

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

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

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

We Support Development in our Area

PTO

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**OR**

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Contact details: .....

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Signature:  .....

Date: 18/11/19

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| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): DANIEL BOWEROFF

ADDRESS: .....

PHONE NO: [REDACTED] EMAIL [REDACTED]

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

- The owner/occupier of the property located at: 10 ANGLE VALE CREE BURTON
- Other (please state): .....

**YOUR COMMENTS:**

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

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

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We have no objections to this development

The development can only be an asset to this area

PTO

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| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): .....

ADDRESS: .....

PHONE NO: ..... EMAIL: .....

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

- The owner/occupier of the property located at: 10 Angle Vale Cres Burton
- Other (please state): .....

**YOUR COMMENTS:**

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

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  - OR**
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| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): JOSE STUART

ADDRESS: 14 WESTBOURNE ST BURTON

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 14 WESTBOURNE ST BURTON
- Other (please state): .....

**YOUR COMMENTS:**

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

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

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

.....  
SEE LETTER ATTACHED

(OPPOSE)

PTO

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361/1323/2019/3B

NOISE, NOISE + MORE NOISE

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

PTO

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Signature:  .....

Date: 11/11/2019.

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Tuesday 12, November 09, 2019

John & Julie Stuart  
14 Westbourne Street Burton

CITY OF SALISBURY

APPLICATION FOR DEVELOPMENT No 361/1323/2019/38

Attention: Aaron Curtis.

Further to our conversation today I would like to voice my concerns that the council in their wisdom didn't even think to let the residents who will be affected the most notification if intention to allow building works to take place so close to the residential estate, and based on your comments reasoning for not letting us know was that we wouldn't see the visual impact of the facility because of a fence. But one thing would be a certainty is audible noise pollution and the toxic fumes from diesel trucks. The only way I found out was that a resident from a couple of streets away was putting together a petition.

I have grave concerns regarding an application to build a transport company (Booth Distribution facility) so close to the residential properties mine included. We will not only have to put up with noise pollution from the Ingham's plant, and other industries in close proximity to our homes we will now have to put up with the noise / fumes from heavy transport company .

When I first purchased the land everyone knew that the Ingham's plant was at the back of our estate "NOT NEXT DOOR" but was given assurances that noise and smell would be kept under strict control. We were even told that the plant might move but however the council behind all of our backs had given Ingham's permission to expand before the residential development was complete and we could have any say. Only later to be told that there were "strict conditions" put on this building approval which also includes noise and smell, but in saying that and after numerous complaints to the council and the EPA, we still had to put up with the noise and stench. Even to this date we cannot open our front windows because of noise, and at time the smell off rotting fish. Even with our windows closed we encounter continuous humming throughout our main bedroom with continuous low frequency resonating acoustic noise which I have recorded and complained continuously to Ingham's. I now suffer from sleep deprivation due to the continuous humming. When I ring the council to complain you all dart for cover even though you gave them permission to build along with those "strict conditions" now it's no longer

your problem anymore it is now the EPA problem. So not only will I have to put up with the noise from the Ingham's plant I will also have to put up with a large trucking facility at the back fence making even more noise??

Remembering the Ingham's plant was there long before the council in their wisdom allowed the area to become residential. I personally think that all the council was thinking about was revenue? Not the wellbeing of the residential estate. You should have made the whole estate industrial knowing that down the track it would start to impact all of us who are in the front firing line and surrounded by noise and bad odors. As a rate payer I am going to strongly voice my objections and will be contacting all the residents who will be the most impacted if these building works are approved, I will also contact our local MP because no HEAVY INDUSTRY should be in such close proximity to our homes.

You can give me all assurances about your strict conditions when you can't even control Ingham's. When we first bought into the estate what was fact" we are in a flight path so we had to install thickened window glass and 3.5 insulation as part of the building approvals, what you overlooked to tell us was that the real reason was we were going to be surrounded by heavy industries

The council first made the comment that the area adjacent to our homes would become residential only to find out later the council have re zoned to industrial. We all never thought that the council would allow industry to impact on this estate. If we were told from the word go that you would allow heavy industry to surround the estate the land would have never sold, Just imagine the noise from prime movers, forklifts all day long "24 / 7, once they get approval to build you then open the flood gates. We are talking about Booth transport company, Then you will go on to tell us all that the council would put "strict conditions" (just like Ingham's) once approval is given it will no longer be your problem.

My home is directly behind the Ingham's plant which is at least 700m or more from the residential properties and the slightest noise made travels across the wet land to our homes. What it is going to be like with the trucking plant less than 150m from my side fence. Do you not understand we are talking about Heavy transport noise, forklift reversing, and heavy transport prime movers in and out all night long, loading / unloading? To this date the noise from adjacent Ingham's plant running there fridge trailers parked in there loading dock in line with my home , motors cutting in and out 24/7 which I am continuous complaining about. I am the one who had to install roller shutters on every window to try to eliminate some of the noise? I have to put out all the expense without compensation to stop other people's noise and all you can do is dart for cover. When I contact the council only to be told you cannot do anything and you have to take it up with the EPA even though the council put in strict conditions on noise, now you want to add to the problem. Councils would be the first to jump up and down if you don't pay your rates but F--- the residents. "WHEN DO THE RATE PAYERS GET A BREAK" We have all invested a lot of money into our estate only for it to become an industrial estate surrounded by noisy industry and pollution.

My other concerns are storm water, when I first purchased the land we were given assurances that the area could withstand the 1 in 100 year flood and the foot bridges and walking trails were above those

levels. Over the 12 years I have watched the water levels get higher and higher. Walking trails along with the foot bridges go under water after heavy rain.

As you are aware the council is plumbing more and more storm water into our area, I rang the council in the past with concerns about the rising water levels. You tried to put my mind to ease by telling me our estate wouldn't flood. I then blew that theory out of the water as the foot bridges along with the walking trails went under water. Some time ago Spring Bank Boulevard adjacent to the creek also started to flood and the CFS had to sand bag peoples properties. Even my street the water rose to the top of the spoon drain, I think that it is only a matter of time before we are flooded out. City of Salisbury Council "knowingly" is causing the problem in the first place by allowing more and more water to enter our catchment.

You don't have to be Einstein to see that if we have heavy rains along with a King tide our whole estate will flood, once the catchment is full where do you think the water is going to go. Remembering we live on a flood plain, I personally do not think this catchment can take the volumes of storm water "but" you keep plumbing more and more into our estate and to make matters worse you want to add more storm water from a large distribution facility.

In my closing statements this development proposal will not only be noisy / smelly it will also devalue our homes having industry so close to our property which the council would not compensate us for.

The council should never allow any noisy / smelly industries to build near any residential properties which would impact on our day to day life style, also the added threat of rising water levels from storm water runoff are also of some concern.

I will wait for your response to this matter

Regards

John Stuart





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

RECEIVED  
31 12

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

THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A PROPOSED DEVELOPMENT. PLEASE FIND ATTACHED DETAILS OF THE PROPOSED DEVELOPMENT.

|                               |  |
|-------------------------------|--|
| <b>Application Number:</b>    | 361/1323/2019/3B   |
| <b>Applicant</b>              | Booth Australia Pty Ltd  |
| <b>Nature of Development:</b> | ROAD TRANSPORT TERMINAL COMPRISING WAREHOUSE, OFFICE AND FUEL STATION, WEIGHBRIDGE, FENCING, HARDSTAND, CAR PARKING, SIGNAGE, LIGHTING AND LANDSCAPING |
| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): DANIEL & MELISSA GREGORACE

ADDRESS: 4 WESTBOURNE STREET, BURTON SA 5110

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 4 WESTBOURNE STREET, BURTON SA 5110
- Other (please state): .....

**YOUR COMMENTS:**

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

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

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

WE ARE PROPOSED DUE TO EXCESSIVE NOISE, LIGHT INTO OUR HOUSE AT NIGHT, DUST CREATED, EXPOSURE TO CARCINOGENIC FUMES. WE MOVED INTO THIS HOUSE AS IT WAS QUIET & SAFE FOR OUR SON.

PTO ALSO HAD A FIRE A COUPLE OF YEARS AGO THAT WAS TOXIC. COMBUSTIBLE ITEMS. POLLUTION ISSUES

Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations







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

I/We:

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

Contact details: .....

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

**Your written representation must be received by Council no later than 11.59pm on Wednesday 20<sup>th</sup> November 2019, to ensure that it is a valid representation and taken into account.**

**Representor's Declaration:**

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Signature:  .....

Date: 13 / 11 / 19.

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

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- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
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**STATEMENT OF REPRESENTATION**  
Pursuant to Section 38 of the *Development Act 1993*

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| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): Barbara Zupancic

ADDRESS: 8 Westbourne St, BURTON SA, 5110

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

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

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

**YOUR COMMENTS:**

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

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

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

The development of this Road transport terminal is too close to the current residential estate in Springbank and particularly Westbourne St. Being a Transport business they will work 24/7 and have an impact on noise levels

PTO

Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations

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I/We:

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

Appearing personally,

**OR**

Represented by the following person: .....

Contact details: .....

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

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**Representor's Declaration:**

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Signature: BA Zupancic

Date: 12 / 11 / 19

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| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): ROBERT + SUSAN DOYLE

ADDRESS: 10 WESTBOURNE ST. BURTON

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

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

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

**YOUR COMMENTS:**

*How:* (please tick the most appropriate box below)

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

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

THE DEVELOPMENT IS TOO CLOSE TO OUR RESIDENTIAL ESTATE NOISE WILL HEAVILY IMPACT ON LIFESTYLE + SLEEP PATTERNS, THIS DEVELOPMENT IS NOT ACCEPTED AND WILL HEAVILY BACK ANY MOVE TO ENSURE PTO THIS DOES NOT GO AHEAD.

Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations







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 We:

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

- Appearing personally,

**OR**

- Represented by the following person: .....

Contact details: .....

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Signature: 

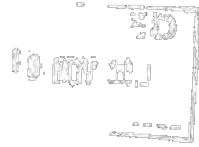
Date: 12/11/19.

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- If more than one person, details of person making the representation.
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| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): Ritchie Jorden & Kathryn

ADDRESS: 18 Westbourne St Burton

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

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

**YOUR COMMENTS:**

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

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

*strongly*

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

The total lack of communication for us ratepayers in the Sandbank Waters sub division. As we are a residential area - there has been no consultation with us / of course no one wants a 24hr

PTO

361/1323/2019/3B

trucking terminal bordering our homes in the estate." Never once have I heard a quiet "truck depot". They start + stop - the engine idles - forklifts coming + going. constant noise for 24hrs - how disgusting of you (Council) to think so little of our welfare how are kids/adults suppose to have a good quality sleep? 24hrs - 24hrs - 24hrs - constant continuous - sounds, vibrations, horns, humming etc. its bad enough with "incans" noise/s and putrid smells and Council turns a blind eye!! Everything in the zone of Salisbury Council has a duty of care to its residents. Council gets bigger/richer - but our wellbeing goes/or flushes into the polluted wetlands.

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

24hr - being so close to a residential development how can this around the clock 7days a week proposal be warranted.

Isn't "Edinburgh Parks" industrial estate a far better suited development site no residents as close to site as we are!

In this matter 'Springbank Waters Housing Estate' is here first. Tick off Booth build your noisy/pollution maker/24hr depot somewhere else - Shame on you council!!

Can't even keep the wetlands clean + tidy much silt in piles, 10 months later!! disgusting!!

PTO



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I/We:

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

- Appearing personally,

**OR**

- Represented by the following person: JOHN.....

Contact details: .....

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

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**Representor's Declaration:**

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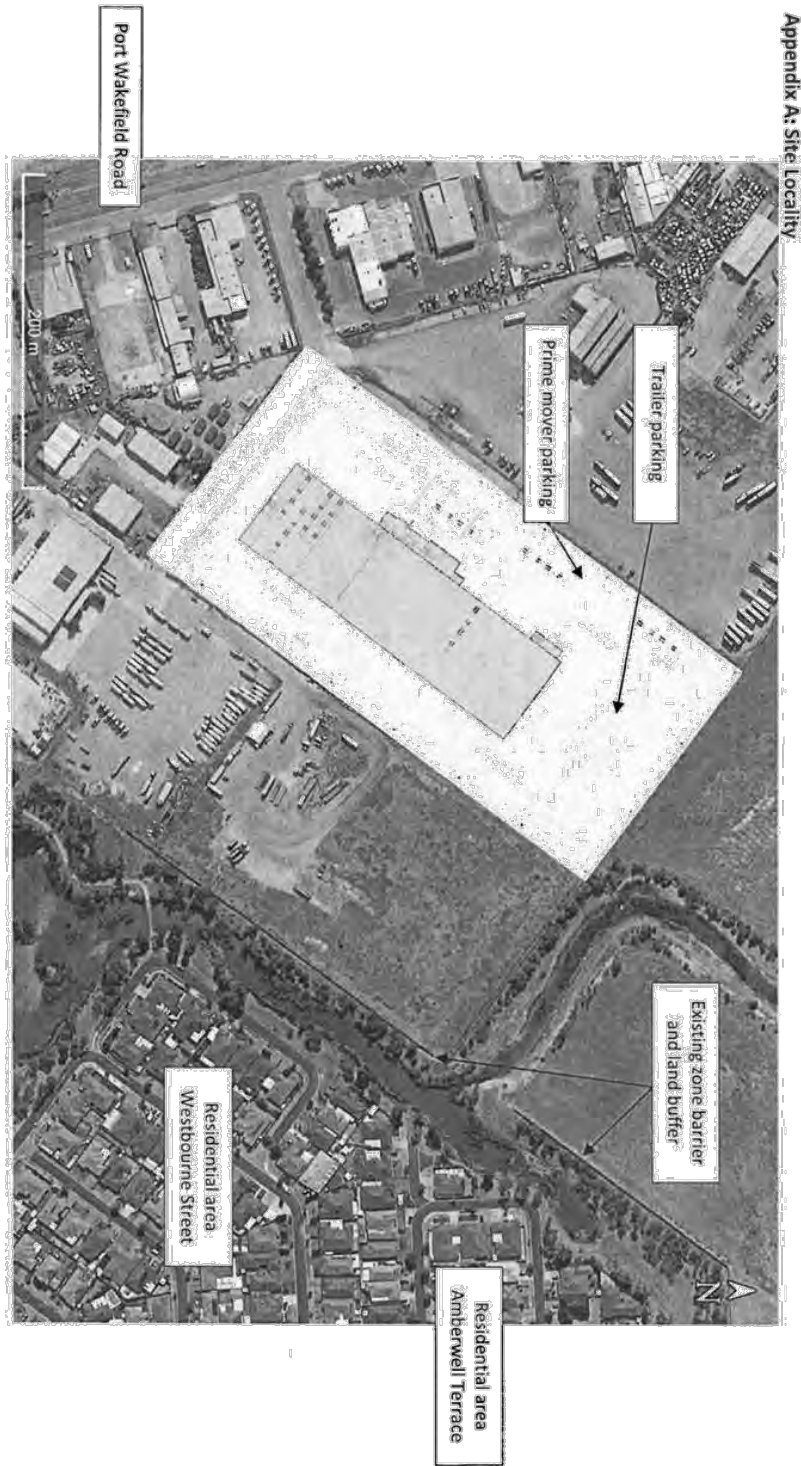
Signature: [Handwritten Signature].....

Date: 16/11/2019

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

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Wednesday 20<sup>th</sup> November 2019.**

90  
80



Page 9

Booth  
Environmental Noise Assessment  
S6198CZ  
October 2019

sonus.

Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations





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

**To:** City of Salisbury  
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| <b>Nature of Development:</b> | ROAD TRANSPORT TERMINAL COMPRISING WAREHOUSE, OFFICE AND FUEL STATION, WEIGHBRIDGE, FENCING, HARDSTAND, CAR PARKING, SIGNAGE, LIGHTING AND LANDSCAPING |
| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): Rupin Putsche

ADDRESS: 12 Westbourne Street, Burton

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 12 Westbourne St
- Other (please state): .....

**YOUR COMMENTS:**

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

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

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

I do not support of this development as it will be a major transport company that will be operating 24 hours a day located within 210 meters of residential property.

PTO

Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations

361/1323/2019/3B

Yes the proposed development to ~~the~~ residential housing is separated by wetlands and another industrial/commercial property but that property does not operate at the same hours, have staff of 60-70 people on site at one time, and have a 67,000 Ltr fuel tank <sup>with</sup> as the proposed booth development.

Noise from the proposed development being a 24hour site will be a huge factor as we already have noise issues with another 24hour ~~top~~ factory which is located further away.

The highest point of the proposed development is 10.6 meters which will be visible from my property.

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

relocation to a area more suitable to ~~be~~ handle the influx of trucks and traffic, development off headip road for example, this is one of the many areas that have more adequate infrastructure in place to handle this development.

if relocation cant be obtained then installation of more sound barriers along the entire east side of proposed development as well as replacement of existing fencing along wetland boundry with new higher acoustic fencing to help further reduce noise and sight from residential area to proposed development.

PTO

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

I/We:

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

Appearing personally,

OR

Represented by the following person: John Burke

Contact details: .....

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

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Signature:  .....

Date: 15/11/2019

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- Detail of reasons for making the representation.
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**STATEMENT OF REPRESENTATION**  
Pursuant to Section 38 of the *Development Act 1993*

Valid ✓  
DW response ✓  
RECEIVED  
17 JAN 2020

To: City of Salisbury  
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| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): WATERLOO CORNER DEVELOPMENTS PTY LTD (ABN 17171304517)

ADDRESS: PO BOX 182 STEPNEY SA 5069

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: Lot 50 DP72290 Waterloo Corner Rd CT 5985/689
- Other (please state): .....

**YOUR COMMENTS:**

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

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

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

.....  
Please see following page attached here.  
.....  
.....

PTO

Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations



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

1. Whilst I have recorded an opposition to this proposed development, I put forward areas of concern which are requested to be addressed by Council in the course of consideration of the Application.
2. Those areas of concern include but are not limited to:
  - a. The natural level of the land the subject of the Development Application (“the Land”) appears to have been substantially raised, thereby creating concerns and issues in relation to the land at Lot 50 DP 722990 (“Lot 50”);
  - b. Consequent upon the raising of the natural level of the Land, there will be overlooking issues affecting Lot 50 due to the proximity of the Land to Lot 50;
  - c. Between the Land and Lot 50 is a drainage reserve, and no detail is shown in the application as to how stormwater will be dispersed and managed and diverted from the Land - will it go into the drainage reserve or will it go into Penner Avenue?
  - d. Having regard to the proposed use of the Land as a “Road Transport Terminal” comprising Warehouse, Office and Fuel Station, Waybridge, Fencing, Hardstand, Carparking, Signage, Lighting and Landscaping (“the Proposed Use”), Waterloo Corner Developments Pty Ltd is concerned about possible noise pollution travelling from the Land to Lot 50 now, and particularly in the future if Lot 50 is developed for any type of use;
  - e. Associated with the aforesaid is the further concern of visual pollution as there appears to be no screening of the Land from the adjoining parcels of land, in particular Lot 50;
  - f. It is not apparent from the application and it is of concern to Waterloo Corner Developments Pty Ltd that there will be air-pollution consequent upon the Proposed Use, particularly from:
    - i. The fuel station;
    - ii. The large trucks anticipated to be in the Road Transport Terminal;
    - iii. The substantial number of other vehicles anticipated to frequent the proposed Road Transport Terminal.
  - g. Waterloo Corner Developments is also concerned about the installation of night lighting, and there appears to be no information in the application dealing with:
    - i. The nature of night lighting intended to be implemented and its effect on adjoining parcels of land, in particular Lot 50;



- ii. Whether that lighting will be directed towards Lot 50 or elsewhere;
  - iii. Whether there will be any visual impact of the intended lighting and specifically if the lighting will be mounted upon large poles.
- h. The proposed development encompasses a fuel station. It is presumed that this fuel station will contain underground fuel storage tanks and/or above ground fuel storage tanks. There appears to be no information on how these tanks will be managed, and in particular, in relation to:
- i. Fuel seepage;
  - ii. Fuel spillage;
  - iii. Fire risk management;
  - iv. Fuel odour;
  - v. Contamination of the land and groundwater and that possible contamination travelling onto Lot 50 and other adjoining land;
  - vi. Spillage into the adjoining drainage reserve.
3. The aforesaid are the principal concerns of Waterloo Corner Developments Pty Ltd but are by no means exhaustive and Waterloo Corner Developments Pty Ltd reserves the right to incorporate further concerns in relation to the application.

***My concerns would be addressed by:***

1. The applicant providing more detailed information concerning each of these concerns, and how they would be dealt with and managed;
2. That any proposed management practices in redress of these concerns would be stringently maintained and respected and reviewed and monitored by Council regularly to ensure compliance;
3. Appropriate conditions being imposed on any planning approval to satisfactorily address each of those concerns;
4. Mechanisms being put in place which would enable Waterloo Corner Developments Pty Ltd to enforce any of the conditions dealing with each concern to ensure compliance or the Council as the relevant authority providing an unequivocal and absolute undertaking that it would at all times enforce compliance with the same;
5. In the alternative, if these matters can not be suitably implemented, then the application should be refused.



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

I/We:

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

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

**Your written representation must be received by Council no later than 11.59pm on Wednesday 20<sup>th</sup> November 2019, to ensure that it is a valid representation and taken into account.**

**Representor's Declaration:**

I am aware that the representation will become a public document as prescribed in the *Freedom of Information Act 1991*, and will be made available to the applicant, agencies and other bodies pursuant to the *Development Act 1993*, and may be uploaded to the Council's website as an attachment to the hearing agenda.

Signature: Authorised Officer

Date: 13 / 11 / 2019

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

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on Wednesday 20<sup>th</sup> November 2019.



Waterloo Corner Developments Pty Ltd  
PO Box 182  
Stepney SA 5069

City of Salisbury  
PO Box 8  
Salisbury SA 5108

13 November 2019

Dear Sir

RE: Application number 361/1323/2019/3B Booth Australia Pty Ltd - Premises at 4-16  
Penner Avenue Burton

1. Please find enclosed herewith statement of representation dated 13<sup>th</sup> of November 2019.
2. Please acknowledge of receipt and confirm that the representation is valid.

Waterloo Corner Developments Pty Ltd

Per

.....  
N Minicozzi - Authorised Officer

18 NOV 2019



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

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

THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A PROPOSED DEVELOPMENT. PLEASE FIND ATTACHED DETAILS OF THE PROPOSED DEVELOPMENT.

|                               |  |
|-------------------------------|--|
| <b>Application Number:</b>    | 361/1323/2019/3B   |
| <b>Applicant</b>              | Booth Australia Pty Ltd  |
| <b>Nature of Development:</b> | ROAD TRANSPORT TERMINAL COMPRISING WAREHOUSE, OFFICE AND FUEL STATION, WEIGHBRIDGE, FENCING, HARDSTAND, CAR PARKING, SIGNAGE, LIGHTING AND LANDSCAPING |
| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): WATERLOO CORNER DEVELOPMENTS PTY LTD (ABN 17171304517)

ADDRESS: PO BOX 182 STEPNEY SA 5069

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: Lot 50 DP72290 Waterloo Corner Rd CT 5985/639
- Other (please state): .....

**YOUR COMMENTS:**

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

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

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

Please see following page attached here:

PTO

Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations

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

1. Whilst I have recorded an opposition to this proposed development, I put forward areas of concern which are requested to be addressed by Council in the course of consideration of the Application.
2. Those areas of concern include but are not limited to:
  - a. The natural level of the land the subject of the Development Application (“the Land”) appears to have been substantially raised, thereby creating concerns and issues in relation to the land at Lot 50:DP 722990 (“Lot 50”);
  - b. Consequent upon the raising of the natural level of the Land, there will be overlooking issues affecting Lot 50 due to the proximity of the Land to Lot 50;
  - c. Between the Land and Lot 50 is a drainage reserve, and no detail is shown in the application as to how stormwater will be dispersed and managed and diverted from the Land - will it go into the drainage reserve or will it go into Penner Avenue?
  - d. Having regard to the proposed use of the Land as a “Road Transport Terminal” comprising Warehouse, Office and Fuel Station, Waybridge, Fencing, Hardstand, Carparking, Signage, Lighting and Landscaping (“the Proposed Use”), Waterloo Corner Developments Pty Ltd is concerned about possible noise pollution travelling from the Land to Lot 50 now, and particularly in the future if Lot 50 is developed for any type of use;
  - e. Associated with the aforesaid is the further concern of visual pollution as there appears to be no screening of the Land from the adjoining parcels of land, in particular Lot 50;
  - f. It is not apparent from the application and it is of concern to Waterloo Corner Developments Pty Ltd that there will be air-pollution consequent upon the Proposed Use, particularly from:
    - i. The fuel station;
    - ii. The large trucks anticipated to be in the Road Transport Terminal;
    - iii. The substantial number of other vehicles anticipated to frequent the proposed Road Transport Terminal.
  - g. Waterloo Corner Developments is also concerned about the installation of night lighting, and there appears to be no information in the application dealing with:
    - i. The nature of night lighting intended to be implemented and its effect on adjoining parcels of land, in particular Lot 50;



- ii. Whether that lighting will be directed towards Lot 50 or elsewhere;
  - iii. Whether there will be any visual impact of the intended lighting and specifically if the lighting will be mounted upon large poles.
- h. The proposed development encompasses a fuel station. It is presumed that this fuel station will contain underground fuel storage tanks and/or above ground fuel storage tanks. There appears to be no information on how these tanks will be managed, and in particular, in relation to:
- i. Fuel seepage;
  - ii. Fuel spillage;
  - iii. Fire risk management;
  - iv. Fuel odour;
  - v. Contamination of the land and groundwater and that possible contamination travelling onto Lot 50 and other adjoining land;
  - vi. Spillage into the adjoining drainage reserve.
3. The aforesaid are the principal concerns of Waterloo Corner Developments Pty Ltd but are by no means exhaustive and Waterloo Corner Developments Pty Ltd reserves the right to incorporate further concerns in relation to the application.

***My concerns would be addressed by:***

1. The applicant providing more detailed information concerning each of these concerns, and how they would be dealt with and managed;
2. That any proposed management practices in redress of these concerns would be stringently maintained and respected and reviewed and monitored by Council regularly to ensure compliance;
3. Appropriate conditions being imposed on any planning approval to satisfactorily address each of those concerns;
4. Mechanisms being put in place which would enable Waterloo Corner Developments Pty Ltd to enforce any of the conditions dealing with each concern to ensure compliance or the Council as the relevant authority providing an unequivocal and absolute undertaking that it would at all times enforce compliance with the same;
5. In the alternative, if these matters can not be suitably implemented, then the application should be refused.

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

I/We:

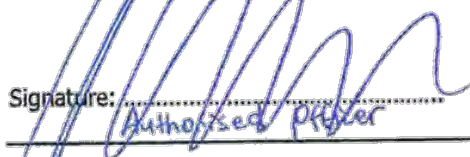
- Do not wish to be heard in support of my representation.
- Wish to be heard in support of my representation, and I will be:
  - Appearing personally,
  - OR**
  - Represented by the following person: .....
  - Contact details: .....

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Signature:  .....

Date: 13 / 11 / 2019

---

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- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on Wednesday 20<sup>th</sup> November 2019.

Valid ✓ DW ✓  
RECEIVED  
12 JAN 2020



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

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

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|                               |  |
|-------------------------------|--|
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| <b>Applicant</b>              | Booth Australia Pty Ltd  |
| <b>Nature of Development:</b> | ROAD TRANSPORT TERMINAL COMPRISING WAREHOUSE, OFFICE AND FUEL STATION, WEIGHBRIDGE, FENCING, HARDSTAND, CAR PARKING, SIGNAGE, LIGHTING AND LANDSCAPING |
| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): IAN RICHARDSON

ADDRESS: 15 PENNER AVE BURTON 5110

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 15 PENNER AVE BURTON.
- Other (please state):

**YOUR COMMENTS:**

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

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

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

- \* IT WILL BRING EMPLOYMENT TO THE AREA.
- \* INCREASE PROPERTY VALUES

PTO

Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations



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

I/We:

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

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Signature:  Date: 7/11/19

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- Submitted no later than 11.59pm on **Wednesday 20<sup>th</sup> November 2019.**

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| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): HEATH + MARINE MOSS

ADDRESS: 3 Ashgrove Close Burton SA 5110

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

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

**YOUR COMMENTS:**

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

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

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

- I run a business from home & the noise already coming from the area is disturbing my work. I can't hear it on the phone.

PTO

Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations



361/1323/2019/3B

- I have two young children (3+2) who's bedrooms are closest to the development. Noise at night will disturb their sleep. We already own lawn equipment being used at night especially if it's still night. It does bother our children at times.
- The noise pollution will also depreciate the value of our home.

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

- nothing: we do not want the development to go ahead.
- If it does go ahead we would expect both on the council to pay for sound proofing our children's rooms + my home office.
- to be compensated for the depreciated value of our home.

PTO

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I/We:

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

Appearing personally,

OR

Represented by the following person: .....

Contact details: .....

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Signature: 

Date: 11 / 11 / 19.

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| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): Richard Cassar

ADDRESS: 1 Ashbrook Close, Burton

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 1 Ashbrook Close, Burton
- Other (please state): .....

**YOUR COMMENTS:**

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

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

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

As we have a young family (2 children under the age of 2) The noise would be an issue it is loud enough with the Landscape complex on Waterloo Corner Road. I also have concerns that this development could drive house prices down in the area. Springbank Waters is a pricey area to live in and think this development cause make th

PTO

Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations







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**OR**

- Represented by the following person: .....

Contact details: .....

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Signature:  .....

Date: 11 / 11 / 2019

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| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): Chris Schouten

ADDRESS: 2 Ashbrook Close, Burton

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 2 Ashbrook Close, Burton
- Other (please state):

**YOUR COMMENTS:**

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

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

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

I believe the use of this land after hours and Saturdays so close to a residential area would negatively impact the residents creating a sound nuisance for those living in the area.

PTO

Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations

361/1323/2019/38

- 1) I cannot find details around where containers would be stored on-site, however container fork lifts can be noisier than other types of trucks and machinery impacting residents through incidental lifting of containers as well as the low frequency noise associated with their engines.
- 2) There appears to be no measuring of low frequency noise in the study conducted. Low frequency noise can be more of a nuisance than direct sound and travel further impacting additional residence.
- 3) Forklifts operating in the building with reversing alarms after hours will severely impact the ability for residents to sleep effectively.
- 4) I am concerned that the paper talks about 'minor' use between 8-12pm midnight, what constitutes minor use as this is likely to impact the most.
- 5) The Opening document indicates the site is open 24 hours a day, the other indicates midnight is the latest. Forklifts operating overnight will cause significant disruption to residents sleeping.

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

- 1) Defining where containers would be stored and the likely volumes and movements
- 2) Conducting a study into low frequency noise and the likely impact of this on residents
- 3) Limit the amount the use of Forks after hours and limit the use of open doors on the eastern side of the building.
- 4) Limit the hours of operation to 6am - 8pm with no minor use outside of these hours to ensure residents can sleep effectively in their homes.
- 5) Can Booth confirm the hours of operation and ensure in writing there will be no activity on site after 12pm midnight on any day as this significantly alters the proposal and the impact on residents

PTO

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I/We:

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

Appearing personally,

OR

Represented by the following person: .....


Contact details: .....

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Signature:  .....

Date: 19/11/2019

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 Pursuant to Section 38 of the *Development Act 1993*

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| <b>Location:</b>              | 4-16 Penner Avenue, Burton SA 5110   |

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

NAME(S): CHRIS PRADE

ADDRESS: 1170-1172 PORT WAKEFIELD RD BURTON

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 1170-1172 Port Wakefield Rd Burton
- Other (please state): .....

**YOUR COMMENTS:**

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

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

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

- GREAT DEVELOPEMENT FOR AREA, AREA IS BASICALLY INDUSTRY / COMMERCIAL USE.  
- NEW PREMISES WILL BE BUILT TO SUIT CURRENT NEEDS AND SURROUNDING AREA TAKEN INTO ACCOUNT BY THE LOOKS OF THEN PLAN.

PTO:

Item 5.1.1 - Attachment 2 - Public Notification Notice and Copy of Valid Representations





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Signature:  Date: 20/11/19

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- Detail of reasons for making the representation.
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**ATTACHMENT 3:  
INVALID REPRESENTATIONS**





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| <b>Location:</b>              | 4-16 Penner Avenue , Burton SA 5110  |

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

NAME(S): MARK MENZIE

ADDRESS: LOT 6 Angle Vale CR5 BURTON

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

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

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

**YOUR COMMENTS:**

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

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

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

THIS WILL BRING QUALITY COMPANIES  
TO OUR AREA/SUBURBS AS BOOTH TRANSPORT  
ARE ONE OF THE BEST FLEETS IN THE COUNTRY.  
I THINK THIS COMMITMENT TO BUILD IN  
PTO THIS SUBURB WILL BENEFIT THE SALISBURY  
COUNCIL.

Item 5.1.1 - Attachment 3 - Invalid Representations







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

I/We:

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

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

**Your written representation must be received by Council no later than 11.59pm on Wednesday 20<sup>th</sup> November 2019, to ensure that it is a valid representation and taken into account.**

**Representor's Declaration:**

I am aware that the representation will become a public document as prescribed in the *Freedom of Information Act 1991*, and will be made available to the applicant, agencies and other bodies pursuant to the *Development Act 1993*, and may be uploaded to the Council's website as an attachment to the hearing agenda.

Signature: M. Menzle .....

Date: 21 / 11 / 19

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

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Wednesday 20<sup>th</sup> November 2019**.

Invalid response DNV



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

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

THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A PROPOSED DEVELOPMENT. PLEASE FIND ATTACHED DETAILS OF THE PROPOSED DEVELOPMENT.

|                               |  |
|-------------------------------|--|
| <b>Application Number:</b>    | 361/1323/2019/3B   |
| <b>Applicant</b>              | Booth Australia Pty Ltd  |
| <b>Nature of Development:</b> | ROAD TRANSPORT TERMINAL COMPRISING WAREHOUSE, OFFICE AND FUEL STATION, WEIGHBRIDGE, FENCING, HARDSTAND, CAR PARKING, SIGNAGE, LIGHTING AND LANDSCAPING |
| <b>Location:</b>              | 4-16 Penner Avenue, Burton SA 5110   |

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

NAME(S): BRIAN J. UMPHERSTON

ADDRESS: 5 BAYKAT GROVE WEST LAKES SA 5021

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 1174 - 1180 P. WAKKELDAD BURTON ST 08
- Other (please state): .....

**YOUR COMMENTS:**

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

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

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

WE SUPPORT ON THE BASIS THAT THIS AREA IS LONG OVERDUE FOR DEVELOPMENT (HAS BEEN A WASTE LAND) WILL PROVIDE JOBS IN AREA. WE KNOW BOOTH TRANSPORT & THEY OPERATE A GOOD & RESPONSIBLE BUSINESS

PTO

Item 5.1.1 - Attachment 3 - Invalid Representations









**ATTACHMENT 4:  
RELEVANT DEVELOPMENT PLAN PROVISIONS –  
CONSOLIDATED 4<sup>TH</sup> APRIL 2019**



## Salisbury Council

Consolidated - 4 April 2019

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



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

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## Advertisements

### OBJECTIVES

- 1 Urban and rural landscapes that are not disfigured by advertisements and/or advertising hoardings.
- 2 Advertisements and/or advertising hoardings that do not create a hazard.
- 3 Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:
  - (a) consistent with the predominant character of the urban or rural landscape
  - (b) in harmony with any buildings or sites of historic significance or heritage value in the area
  - (c) co-ordinated with and complement the architectural form and design of the building they are to be located on.
- 2 The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:
  - (a) clutter
  - (b) disorder
  - (c) untidiness of buildings and their surrounds
  - (d) driver distraction.
- 3 Buildings occupied by a number of tenants should exhibit co-ordinated and complementary advertisements and/or advertising hoardings to identify the tenants and their type of business.
- 4 The content of advertisements should be limited to information relating to the legitimate use of the associated land.
- 5 Advertisements and/or advertising hoardings should:
  - (a) be completely contained within the boundaries of the subject allotment
  - (b) be sited to avoid damage to, or pruning or lopping of, on-site landscaping or street trees
  - (c) not obscure views to vistas or objects of high amenity value.
- 6 Advertisements and/or advertising hoardings should not be erected on:
  - (a) a public footpath or veranda post
  - (b) a road, median strip or traffic island
  - (c) a vehicle adapted and exhibited primarily as an advertisement



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Advertisements

- (d) residential land.
- 7 Advertisements and/or advertising hoardings attached to buildings should not be sited on the roof or higher than the walls of a building.
- 8 Advertisements and/or advertising hoardings erected on a veranda or that project from a building wall should:
- (a) have a clearance over a footway, of at least 2.5 metres, to allow for safe and convenient pedestrian access
- (b) where erected on the side of a veranda, not exceed the width of the veranda or project from the veranda
- (c) where erected on the front of a veranda, not exceed the length of the veranda or project from the veranda
- (d) where projecting from a wall, have the edge of the advertisement or advertising hoarding abutting the surface of the wall.
- 9 Advertisements should be designed to conceal their supporting advertising hoarding from view.
- 10 Advertisements should convey the owner/occupier and/or generic type of business, merchandise or services using simple, clear and concise language, symbols, print style and layout and a small number of colours.
- 11 Advertisements which perform a secondary role in identifying the business, goods or services should only be readable in the immediate vicinity of the site.
- 12 Outside of townships and country settlements advertisements other than traffic signs, tourist signs or advertisements on an existing tourist information bay display board, should not be erected in road reserves.

**Safety**

- 13 Advertisements and/or advertising hoardings should not create a hazard by:
- (a) being so highly illuminated as to cause discomfort to an approaching driver, or to create difficulty in the driver's perception of the road or persons or objects on the road
- (b) being liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals
- (c) distracting drivers from the primary driving task at a location especially where the demands on driver concentration are high
- (d) obscuring a driver's view of other road or rail vehicles at/or approaching level crossings, or of pedestrians or of features of the road that are potentially hazardous (eg junctions, bends, changes in width, traffic control devices).
- 14 Any internally illuminated advertising signs and/or advertising hoardings which utilise LED, LCD or other similar technologies should be located a minimum of 80 metres from traffic signals, level crossings and other important traffic control devices.

**Freestanding Advertisements**

- 15 Freestanding advertisements and/or advertising hoardings should be:
- (a) limited to only one primary advertisement per site or complex



- (b) of a scale and size in keeping with the desired character of the locality and compatible with the development on the site.
- 16 Freestanding advertisements and/or advertising hoardings for multiple-business tenancy complexes should:
- (a) incorporate the name or nature of each business or activity within the site or complex in a single advertisement
- (b) be integrally designed and mounted below the more predominant main complex or site identity advertisement.
- 17 Portable, easel or A-frame advertisements should be displayed only where:
- (a) no other appropriate opportunity exists for an adequate co-ordinated and permanently erected advertisement and/or advertising hoarding
- (b) they do not obstruct or compromise the safety of pedestrians or vehicle movement
- (c) there is no unnecessary duplication or proliferation of advertising information
- (d) there is no damage to, or removal of, any landscaping on the site
- (e) they are restricted to 1 per site, or 1 per major road frontage if located upon a large corner site
- (f) each sign does not exceed 1 square metre in advertisement area per face, and 1.2 metres in height.
- 18 Freestanding advertisements should not exceed the total height (measured from natural ground level) as specified within the following table:

| Location of freestanding advertisement  | Total height (in metres) |
|---|--------------------------|
| <b>Mixed Use (Bulky Goods, Entertainment and Leisure) Zone</b><br><b>Precinct 8 Retail Core (within the Ingle Farm Policy Area 2)</b><br><b>Core area within the Urban Core (Salisbury) Zone</b><br><b>Precinct 17 Retail Core (within the Salisbury Downs Policy Area 4)</b><br><b>Bulky Goods Zone</b><br><b>Precinct 23 Greenfields Commercial (within the Commercial Zone)</b>  | 8                        |
| <b>Industry Zone</b><br><b>Neighbourhood Centre Zone</b><br><b>Precinct 21 Para Hills West Commercial (within the Commercial Zone)</b><br><b>Precinct 24 Pooraka Commercial (within the Commercial Zone)</b>  | 6                        |
| <b>Commercial Zone (Except within Precinct 23 Greenfields Commercial, Precinct 21 Para Hills West Commercial or Precinct 24 Pooraka Commercial)</b><br><b>Precinct 5 Education (within the Ingle Farm Policy Area 2)</b><br><b>Precinct 7 Recreation (within the Ingle Farm Policy Area 2)</b><br><b>Local Centre Zone</b><br><b>Precinct 15 Community (within the Salisbury Downs Policy Area 4)</b><br><b>Precinct 16 Mixed Use (within the Salisbury Downs Policy Area 4)</b><br><b>Transition area within the Urban Core (Salisbury) Zone</b> | 4                        |
| In all other locations  | 3                        |

- 19 Portable, easel or A-frame advertisements associated with a development should be displayed only during the hours the development is open for trading.

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Advertisements

**Flags, Bunting and Streamers**

- 20 Advertisements and/or advertising hoardings incorporating any flags, bunting, streamers, or suspended objects should:
- (a) be placed or arranged to complement and accord with the scale of the associated development
  - (b) other than flags, not be positioned higher than the building they are attached or related to
  - (c) not be displayed in residential areas.

**Advertising along Arterial Roads**

- 21 Advertising and/or advertising hoardings should not be placed along arterial roads that have a speed limit of 80 km/h or more.

## Crime Prevention

### OBJECTIVES

- 1 A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.
- 3 Development should provide a robust environment that is resistant to vandalism and graffiti.
- 4 Development should provide lighting in frequently used public spaces including those:
  - (a) along dedicated cyclist and pedestrian pathways, laneways and access routes
  - (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.
- 5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.
- 6 Landscaping should be used to assist in discouraging crime by:
  - (a) screen planting areas susceptible to vandalism
  - (b) planting trees or ground covers, rather than shrubs, alongside footpaths
  - (c) planting vegetation other than ground covers a minimum distance of two metres from footpaths to reduce concealment opportunities.
- 7 Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.
- 8 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.
- 9 Public toilets should be located, sited and designed:
  - (a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)
  - (b) near public and community transport links and pedestrian and cyclist networks to maximise visibility.
- 10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

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**General Section**  
**Crime Prevention**

- 11 Development should be designed to maximise surveillance of open space, pedestrian routes, centres and residential areas by:
- (a) orienting the frontages and entrances of buildings towards the public street
  - (b) avoiding screens, high walls, carports and landscaping that obscure direct views to public areas
  - (c) placing the entrances of buildings opposite each other across a street, or group entrances of multiple dwelling developments onto a commonly visible area to provide maximum mutual surveillance
  - (d) arranging living areas, windows, access ways and balconies to overlook open space and recreation areas and provide observation points to all areas of a site, particularly entrances and car parks.

## Design and Appearance

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

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



Salisbury Council  
General Section  
*Design and Appearance*

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

**Development Adjacent Heritage Places**

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

**Overshadowing**

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

**Visual Privacy**

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

**Building Setbacks from Road Boundaries**

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

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

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

Salisbury Council  
General Section  
Energy Efficiency

## Energy Efficiency

### OBJECTIVES

- 1 Development designed and sited to conserve energy.
- 2 Development that provides for on-site power generation including photovoltaic cells and wind power.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should provide for efficient solar access to buildings and open space all year around.
- 2 Buildings should be sited and designed:
  - (a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings
  - (b) so that open spaces associated with the main activity areas face north for exposure to winter sun.

### On-site Energy Generation

- 3 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:
  - (a) taking into account overshadowing from neighbouring buildings
  - (b) designing roof orientation and pitches to maximise exposure to direct sunlight.
- 4 Public infrastructure and lighting, should be designed to generate and use renewable energy.

## Hazards

### OBJECTIVES

- 1 Maintenance of the natural environment and systems by limiting development in areas susceptible to natural hazard risk.
- 2 Development located away from areas that are vulnerable to, and cannot be adequately and effectively protected from the risk of natural hazards.
- 3 Critical community facilities such as hospitals, emergency control centres, major service infrastructure facilities, and emergency service facilities located where they are not exposed to natural hazard risks.
- 4 Development located and designed to minimise the risks to safety and property from flooding.
- 5 Development located to minimise the threat and impact of bushfires on life and property.
- 6 Expansion of existing non-rural uses directed away from areas of high bushfire risk.
- 7 The environmental values and ecological health of receiving waterways and marine environments protected from the release of acid water resulting from the disturbance of acid sulphate soils.
- 8 Protection of human health and the environment wherever site contamination has been identified or is suspected to have occurred.
- 9 Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.
- 10 Minimisation of harm to life, property and the environment through appropriate location of development and appropriate storage, containment and handling of hazardous materials.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be excluded from areas that are vulnerable to, and cannot be adequately and effectively protected from, the risk of hazards.
- 2 Development located on land subject to hazards as shown on the *Overlay Maps - Development Constraints* should not occur unless it is sited, designed and undertaken with appropriate precautions being taken against the relevant hazards.
- 3 There should not be any significant interference with natural processes in order to reduce the exposure of development to the risk of natural hazards.

### Flooding

- 4 Development should not occur on land where the risk of flooding is likely to be harmful to safety or damage property.
- 5 Development should not be undertaken in areas liable to inundation by tidal, drainage or flood waters unless the development can achieve all of the following:
  - (a) it is developed with a public stormwater system capable of catering for a 1-in-100 year average return interval flood event
  - (b) buildings are designed and constructed to prevent the entry of floodwaters in a 1-in-100 year average return interval flood event.



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General Section  
Hazards

- 6 Development, including earthworks associated with development, should not do any of the following:
- (a) impede the flow of floodwaters through the land or other surrounding land
  - (b) increase the potential hazard risk to public safety of persons during a flood event
  - (c) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood
  - (d) cause any adverse effect on the floodway function
  - (e) increase the risk of flooding of other land
  - (f) obstruct a watercourse.

**Bushfire**

- 7 The following bushfire protection principles of development control apply to development of land identified as General, Medium and High bushfire risk areas as shown on the *Bushfire Protection Area BPA Maps - Bushfire Risk*.
- 8 Development in a Bushfire Protection Area should be in accordance with those provisions of the *Minister's Code: Undertaking development in Bushfire Protection Areas* that are designated as mandatory for Development Plan Consent purposes.
- 9 Buildings and structures should be located away from areas that pose an unacceptable bushfire risk as a result of one or more of the following:
- (a) vegetation cover comprising trees and/or shrubs
  - (b) poor access
  - (c) rugged terrain
  - (d) inability to provide an adequate building protection zone
  - (e) inability to provide an adequate supply of water for fire-fighting purposes.
- 10 Residential, tourist accommodation and other habitable buildings should:
- (a) be sited on the flatter portion of allotments and avoid steep slopes, especially upper slopes, narrow ridge crests and the tops of narrow gullies, and slopes with a northerly or westerly aspect
  - (b) be sited in areas with low bushfire hazard vegetation and set back at least 20 metres from existing hazardous vegetation
  - (c) have a dedicated and accessible water supply available at all times for fire fighting.
- 11 Extensions to existing buildings, outbuildings and other ancillary structures should be sited and constructed using materials to minimise the threat of fire spread to residential, tourist accommodation and other habitable buildings in the event of bushfire.
- 12 Buildings and structures should be designed and configured to reduce the impact of bushfire through using simple designs that reduce the potential for trapping burning debris against the building or structure, or between the ground and building floor level in the case of transportable buildings.
- 13 Land division for residential or tourist accommodation purposes within areas of high bushfire risk should be limited to those areas specifically set aside for these uses.



- 14 Where land division does occur it should be designed to:
- (a) minimise the danger to residents, other occupants of buildings and fire fighting personnel
  - (b) minimise the extent of damage to buildings and other property during a bushfire
  - (c) ensure each allotment contains a suitable building site that is located away from vegetation that would pose an unacceptable risk in the event of bushfire
  - (d) ensure provision of a fire hazard separation zone isolating residential allotments from areas that pose an unacceptable bushfire risk by containing the allotments within a perimeter road or through other means that achieve an adequate separation.
- 15 Vehicle access and driveways to properties and public roads created by land division should be designed and constructed to:
- (a) facilitate safe and effective operational use for fire-fighting and other emergency vehicles and residents
  - (b) provide for two-way vehicular access between areas of fire risk and the nearest public road.
- 16 Olive orchards should be located and developed in a manner that minimises their potential to fuel bushfires.

#### **Salinity**

- 17 Development should not increase the potential for, or result in an increase in, soil and water salinity.
- 18 Preservation, maintenance and restoration of locally indigenous plant species should be encouraged in areas affected by dry land salinity.
- 19 Irrigated horticulture and pasture should not increase groundwater-induced salinity.

#### **Acid Sulfate Soils**

- 20 Development and activities, including excavation and filling of land, that may lead to disturbance of potential or actual acid sulfate soils (including land identified on the *Overlay Maps – Development Constraints*) should be avoided unless such disturbances are managed in a way that effectively avoids the potential for harm or damage to any of the following:
- (a) the marine and estuarine environment
  - (b) natural water bodies and wetlands
  - (c) agricultural or aquaculture activities
  - (d) buildings, structures and infrastructure
  - (e) public health.
- 21 Development, including primary production, aquaculture activities and infrastructure, should not proceed unless it can be demonstrated that the risk of releasing acid water resulting from the disturbance of acid sulfate soils is minimal.

#### **Site Contamination**

- 22 Development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.

Salisbury Council  
General Section  
Hazards

#### Containment of Chemical and Hazardous Materials

- 23 Hazardous materials should be stored and contained in a manner that minimises the risk to public health and safety and the potential for water, land or air contamination.
- 24 Development that involves the storage and handling of hazardous materials should ensure that these are contained in designated areas that are secure, readily accessible to emergency vehicles, impervious, protected from rain and stormwater intrusion and other measures necessary to prevent:
- (a) discharge of polluted water from the site
  - (b) contamination of land
  - (c) airborne migration of pollutants
  - (d) potential interface impacts with sensitive land uses.

#### Landslip

- 25 Development, including associated cut and fill activities, should not lead to an increased danger from land surface instability or to the potential of landslip occurring on the site or on surrounding land.
- 26 Development on steep slopes should promote the retention and replanting of vegetation as a means of stabilising and reducing the possibility of surface movement or disturbance.
- 27 Development in areas susceptible to landslip should:
- (a) incorporate split level designs to minimise cutting into the slope
  - (b) ensure that cut and fill and heights of faces are minimised
  - (c) ensure cut and fill is supported with engineered retaining walls or are battered to appropriate grades
  - (d) control any erosion that will increase the gradient of the slope and decrease stability
  - (e) ensure the siting and operation of an effluent drainage field does not contribute to landslip
  - (f) provide drainage measures to ensure surface stability is not compromised
  - (g) ensure natural drainage lines are not obstructed.

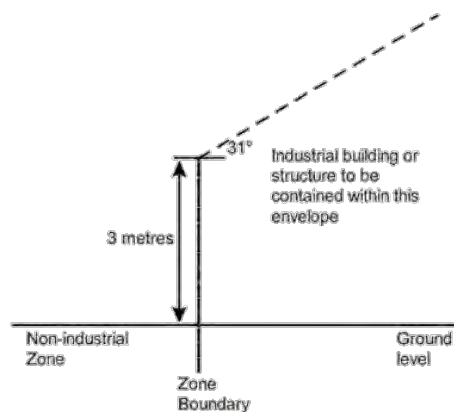
## Industrial Development

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

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



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

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General Section  
Industrial Development

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



## Infrastructure

### OBJECTIVES

- 1 Infrastructure provided in an economical and environmentally sensitive manner.
- 2 Infrastructure, including social infrastructure, provided in advance of need.
- 3 Suitable land for infrastructure identified and set aside in advance of need.
- 4 The visual impact of infrastructure facilities minimised.
- 5 The efficient and cost-effective use of existing infrastructure.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not occur without the provision of adequate utilities and services, including:
  - (a) electricity supply
  - (b) water supply
  - (c) drainage and stormwater systems
  - (d) waste disposal
  - (e) effluent disposal systems
  - (f) formed all-weather public roads
  - (g) telecommunications services
  - (h) social infrastructure, community services and facilities
  - (i) gas services.
- 2 Development should only occur where it provides, or has access to, relevant easements for the supply of infrastructure.
- 3 Development should incorporate provision for the supply of infrastructure services to be located within common service trenches where practicable.
- 4 Development should not take place until adequate and co-ordinated drainage of the land is assured.
- 5 Development in urban areas should not occur without provision of an adequate reticulated domestic quality mains water supply and an appropriate waste treatment system.
- 6 In areas where no reticulated water supply is available, buildings whose usage is reliant on a water supply should be equipped with an adequate and reliable on-site water storage system.
- 7 Electricity infrastructure should be designed and located to minimise its visual and environmental impacts.
- 8 Development and landscaping within 25 metres of the 275 kV overhead electricity lines should ensure that all clearances and safety restrictions are met.



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General Section  
*Infrastructure*

- 9 In urban areas, electricity supply serving new development should be installed underground.
- 10 Utilities and services, including access roads and tracks, should be sited on areas already cleared of native vegetation. If this is not possible, their siting should cause minimal interference or disturbance to existing native vegetation and biodiversity.
- 11 Utility buildings and structures should be grouped with non-residential development where possible.
- 12 Development in proximity to infrastructure facilities should be sited and be of a scale to ensure adequate separation to protect people and property.

## Interface between Land Uses

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

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

### Noise Generating Activities

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

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General Section  
*Interface between Land Uses*

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

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

#### Air Quality

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

#### Rural Interface

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

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

## Landscaping, Fences and Walls

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

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



Salisbury Council  
General Section  
*Landscaping, Fences and Walls*

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

Salisbury Council  
General Section  
Natural Resources

## Natural Resources

### OBJECTIVES

- 1 Retention, protection and restoration of the natural resources and environment.
- 2 Protection of the quality and quantity of South Australia's surface waters, including inland, *marine and estuarine* and underground waters.
- 3 The ecologically sustainable use of natural resources including water resources, including *marine waters*, ground water, surface water and watercourses.
- 4 Natural hydrological systems and environmental flows reinstated, and maintained and enhanced.
- 5 Development consistent with the principles of water sensitive design.
- 6 Development sited and designed to:
  - (a) protect natural ecological systems
  - (b) achieve the sustainable use of water
  - (c) protect water quality, including receiving waters
  - (d) reduce runoff and peak flows and prevent the risk of downstream flooding
  - (e) minimise demand on reticulated water supplies
  - (f) maximise the harvest and use of stormwater
  - (g) protect stormwater from pollution sources
- 7 Storage and use of stormwater which avoids adverse impact on public health and safety.
- 8 Native flora, fauna and ecosystems protected, retained, conserved and restored.
- 9 Restoration, expansion and linking of existing native vegetation to facilitate habitat corridors for ease of movement of fauna.
- 10 Minimal disturbance and modification of the natural landform.
- 11 Protection of the physical, chemical and biological quality of soil resources.
- 12 Protection of areas prone to erosion or other land degradation processes from inappropriate development.
- 13 Protection of the scenic qualities of natural and rural landscapes.

### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be undertaken with minimum impact on the natural environment, including air and water quality, land, soil, biodiversity, and scenically attractive areas.
- 2 Development should ensure that South Australia's natural assets, such as biodiversity, water and soil, are protected and enhanced.

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

#### **Water Sensitive Design**

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



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General Section  
Natural Resources

- 13 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.
- 14 Stormwater management systems should:
- (a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source
  - (b) utilise, but not be limited to, one or more of the following harvesting methods:
    - (i) the collection of roof water in tanks
    - (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks
    - (iii) the incorporation of detention and retention facilities
    - (iv) aquifer recharge.
- 15 Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.
- 16 Artificial wetland systems, including detention and retention basins, should be sited and designed to:
- (a) ensure public health and safety is protected
  - (b) minimise potential public health risks arising from the breeding of mosquitoes.

**Water Catchment Areas**

- 17 Development should ensure watercourses and their beds, banks, wetlands and floodplains are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.
- 18 No development should occur where its proximity to a swamp or wetland will damage or interfere with the hydrology or water regime of the swamp or wetland.
- 19 A wetland or low-lying area providing habitat for native flora and fauna should not be drained, except temporarily for essential management purposes to enhance environmental values.
- 20 Along watercourses, areas of remnant native vegetation, or areas prone to erosion, that are capable of natural regeneration should be fenced off to limit stock access.
- 21 Development such as cropping, intensive animal keeping, residential, tourism, industry and horticulture, that increases the amount of surface run-off should include a strip of land at least 20 metres wide measured from the top of existing banks on each side of a watercourse that is:
- (a) fenced to exclude livestock
  - (b) kept free of development, including structures, formal roadways or access ways for machinery or any other activity causing soil compaction or significant modification of the natural surface of the land
  - (c) revegetated with locally indigenous vegetation comprising trees, shrubs and other groundcover plants to filter run-off so as to reduce the impacts on native aquatic ecosystems and to minimise soil loss eroding into the watercourse.

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

#### **Biodiversity and Native Vegetation**

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



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

- (iii) a wilderness protection area
  - (iv) the edge of a substantially intact stratum of native vegetation greater than 5 hectares in area
  - (b) 50 metres from the edge of stands of native vegetation 5 hectares or less in area.
- 35 Horticulture involving the growing of olives should have at least one locally indigenous tree that will grow to a height of at least 7 metres sited at least every 100 metres around the perimeter of the orchard.

**Soil Conservation**

- 36 Development should not have an adverse impact on the natural, physical, chemical or biological quality and characteristics of soil resources.
- 37 Development should be designed and sited to prevent erosion.
- 38 Development should take place in a manner that will minimise alteration to the existing landform.
- 39 Development should minimise the loss of soil from a site through soil erosion or siltation during the construction phase of any development and following the commencement of an activity.

## Orderly and Sustainable Development

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

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

## Transportation and Access

### OBJECTIVES

- 1 A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:
  - (a) provide equitable access to a range of public, community and private transport services for all people
  - (b) ensure a high level of safety
  - (c) effectively support the economic development of the State
  - (d) have minimal negative environmental and social impacts
  - (e) maintain options for the introduction of suitable new transport technologies.
- 2 Development that:
  - (a) provides safe and efficient movement for all motorised and non-motorised transport modes
  - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
  - (c) provides off street parking
  - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks.
- 3 A road hierarchy that promotes safe and efficient transportation in an integrated manner throughout the State.
- 4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.
- 5 Safe and convenient freight movement throughout the State.

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

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

#### Movement Systems

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



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

**Cycling and Walking**

- 14 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public and community transport stops and activity centres.
- 15 Development should provide access, and accommodate multiple route options, for cyclists by enhancing and integrating with:
  - (a) open space networks, recreational trails, parks, reserves and recreation areas
  - (b) Adelaide's Metropolitan Open Space System.
- 16 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 17 New developments should give priority to and not compromise existing designated bicycle routes.
- 18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 19 Developments should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
  - (a) showers, changing facilities, and secure lockers
  - (b) signage indicating the location of bicycle facilities



- (c) secure bicycle parking facilities provided at the rate set out in [Table Sal/3 - Off Street Bicycle Parking Requirements](#).
- 20 Pedestrian facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 13*.
- 21 Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 14*.

#### Access

- 22 Development should have direct access from an all weather public road.
- 23 Development should be provided with safe and convenient access which:
  - (a) avoids unreasonable interference with the flow of traffic on adjoining roads
  - (b) provides appropriate separation distances from existing roads or level crossings
  - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
  - (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 24 Development should not restrict access to publicly owned land such as recreation areas.
- 25 The number of vehicle access points onto arterial roads shown on *Overlay Maps - Transport* should be minimised, and where possible access points should be:
  - (a) limited to local roads
  - (b) shared between developments.
- 26 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.
- 27 Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse on to or from the road.
- 28 Development with access from arterial roads or roads as shown on *Overlay Maps - Transport* should be sited to avoid the need for vehicles to reverse on to or from the road.
- 29 Driveways, access tracks and parking areas should be designed and constructed to:
  - (a) follow the natural contours of the land
  - (b) minimise excavation and/or fill
  - (c) minimise the potential for erosion from run-off
  - (d) avoid the removal of existing vegetation
  - (e) be consistent with *Australian Standard AS 2890 Parking facilities*.

#### Access for People with Disabilities

- 30 Development should be sited and designed to provide convenient access for people with a disability.
- 31 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

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### Vehicle Parking

- 32 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with [Table Sal/2 - Off Street Vehicle Parking Requirements](#) or [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies) unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:
- a financial contribution is paid into the Council Car Parking Funds specified by the Council, in accordance with the gazetted rate per car park associated with the 'Car Park Fund Areas' identified on [Concept Plan Map Sal/27 - Salisbury District Centre Car Park Fund Area](#), [Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area](#) and [Concept Plan Map Sal/32 - Mawson Lakes Town Centre Car Parking Fund Area](#)
  - it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.
- 33 Development should be consistent with [Australian Standard AS 2890 Parking facilities](#).
- 34 Vehicle parking areas should be sited and designed in a manner that will:
- facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
  - include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
  - not inhibit safe and convenient traffic circulation
  - result in minimal conflict between customer and service vehicles
  - avoid the necessity to use public roads when moving from one part of a parking area to another
  - minimise the number of vehicle access points to public roads
  - avoid the necessity for backing onto public roads
  - where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
  - not dominate the character and appearance of a site when viewed from public roads and spaces
  - provide landscaping that will shade and enhance the appearance of the vehicle parking areas.
- 35 Vehicle parking areas should be designed to reduce opportunities for crime by:
- maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
  - incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
  - being appropriately lit
  - having clearly visible walkways.
- 36 Where parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to customers.

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

#### **Vehicle Parking for Residential Development**

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

#### **Vehicle Parking for Mixed Use and Corridor Zones**

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

#### **Undercroft and Below Ground Garaging and Parking of Vehicles**

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

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



## Waste

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

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



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- (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
- (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

### Wastewater

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

### Waste Treatment Systems

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

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

## Industry Zone

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

### OBJECTIVES

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

### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

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

#### Form and Character

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

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



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

**Land Division**

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



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

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

**Non-complying Development**

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

| Form of development   | Exceptions  |
|---|---|
| Advertisement and/or Advertising hoarding   | Except where it complies with all of the following:<br>(a) it does not move, rotate or incorporate flashing lights<br>(b) it does not wholly or partly consist of bunting, streamers, flags, wind vanes and the like<br>(c) if attached to a building, it does not wholly or partly extend above the top of the wall or the fascia. |
| Amusement machine centre  |   |
| Animal keeping  |   |
| Builder's yard  | Except where it achieves all of the following:<br>(a) it is located on an allotment which does not adjoin an arterial, controlled-access arterial or proposed controlled-access arterial road<br>(b) it is located at least 20 metres from an arterial, controlled-access arterial or proposed controlled-access arterial road.     |
| Bus depot where it is located within the <b>Infrastructure Policy Area 9</b>      |   |
| Caravan park  |   |
| Community centre  |   |
| Consulting room   |   |
| Dairy   |   |
| Dwelling  | Except where:<br>(a) ancillary to and in association with industrial development<br>(b) located on the same allotment.  |
| Educational establishment   | Except where:<br>(a) ancillary to and in association with industrial development<br>(b) located on the same allotment.  |
| General industry where it is located within the <b>Pooraka Policy Area 11</b>     |   |
| Horse keeping   |   |
| Horticulture  |   |
| Hospital  |   |
| Hotel   |   |
| Intensive animal keeping where it is located in the <b>Pooraka Policy Area 11</b> |   |

Salisbury Council  
Zone Section  
Industry Zone

| Form of development   | Exceptions  |
|---|---|
| Motel   |   |
| Nursing home  |   |
| Office  | Except where it achieves all of the following:<br>(a) ancillary to and in association with industrial development<br>(b) located on the same allotment<br>(c) it achieves one of the following:<br>(i) it is located outside of the <b>Pooraka Policy Area 11</b><br>(ii) it is located within the <b>Pooraka Policy Area 11</b> and it has a maximum floor area of no more than 250 square metres. |
| Place of worship  | Except where it has a floor area greater than 500 square metres and is less than 60 metres from the boundary of the <b>Industry Zone</b> .  |
| Pre-school  |   |
| Prescribed mining operations  |   |
| Primary school  |   |
| Residential flat building   |   |
| Road transport terminal where it is located in the <b>Infrastructure Policy Area 9</b> at Walkley Heights |   |
| Shop or group of shops  | Except where the gross leasable area is less than 250 square metres and it is located in one of the following policy areas or suburb:<br>(a) <b>Greater Levels Policy Area 8</b><br>(b) <b>Pooraka Policy Area 11</b><br>(c) the suburb of Greenfields.   |
| Special industry  |   |
| Stock sales yard  | Except where it is located outside of the <b>Pooraka Policy Area 11</b> .   |
| Stock slaughter works   | Except where it is a poultry slaughter works and it is located within the <b>Burton Poultry Processing Policy Area 5</b> .  |
| Telecommunication facility where it is located within 100 metres of a State Heritage Place                |   |
| Tourist accommodation   |   |
| Waste reception, storage, treatment or disposal in <b>Infrastructure Policy Area 9</b>                    | Except where it is located outside of the <b>Pooraka Policy Area 11</b> and/or the <b>Infrastructure Policy Area 9</b> .  |
| Wrecking yard   | Except where it achieves all of the following:<br>(a) it is located on an allotment which does not adjoin an arterial, controlled-access arterial or proposed controlled-access arterial road<br>(b) it is located at least 20 metres from an arterial, controlled-access arterial or proposed controlled-access arterial road.   |

**Public Notification**

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

## Table Sal/2 - Off Street Vehicle Parking Requirements

The following vehicle parking requirements do not apply:

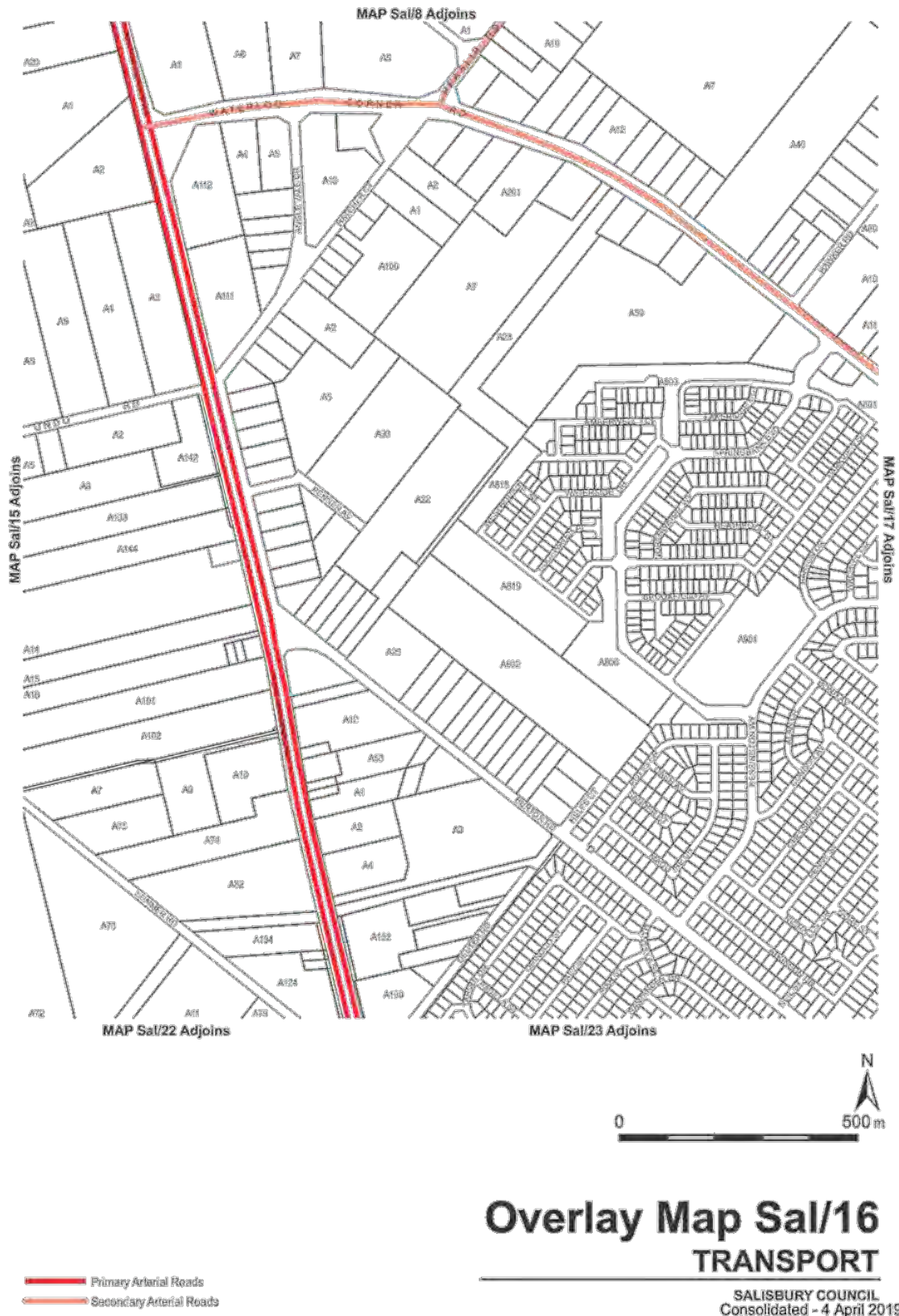
- (a) to the Mixed Use (Bulky Goods, Entertainment, Leisure) Zone except where the form of development is light industry whereby the rates for Industry, warehouse, stores are applicable
- (b) to development that is subject to the requirements in [Table Sal/2A - Off Street Vehicle Parking Requirements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

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

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

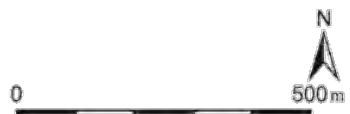
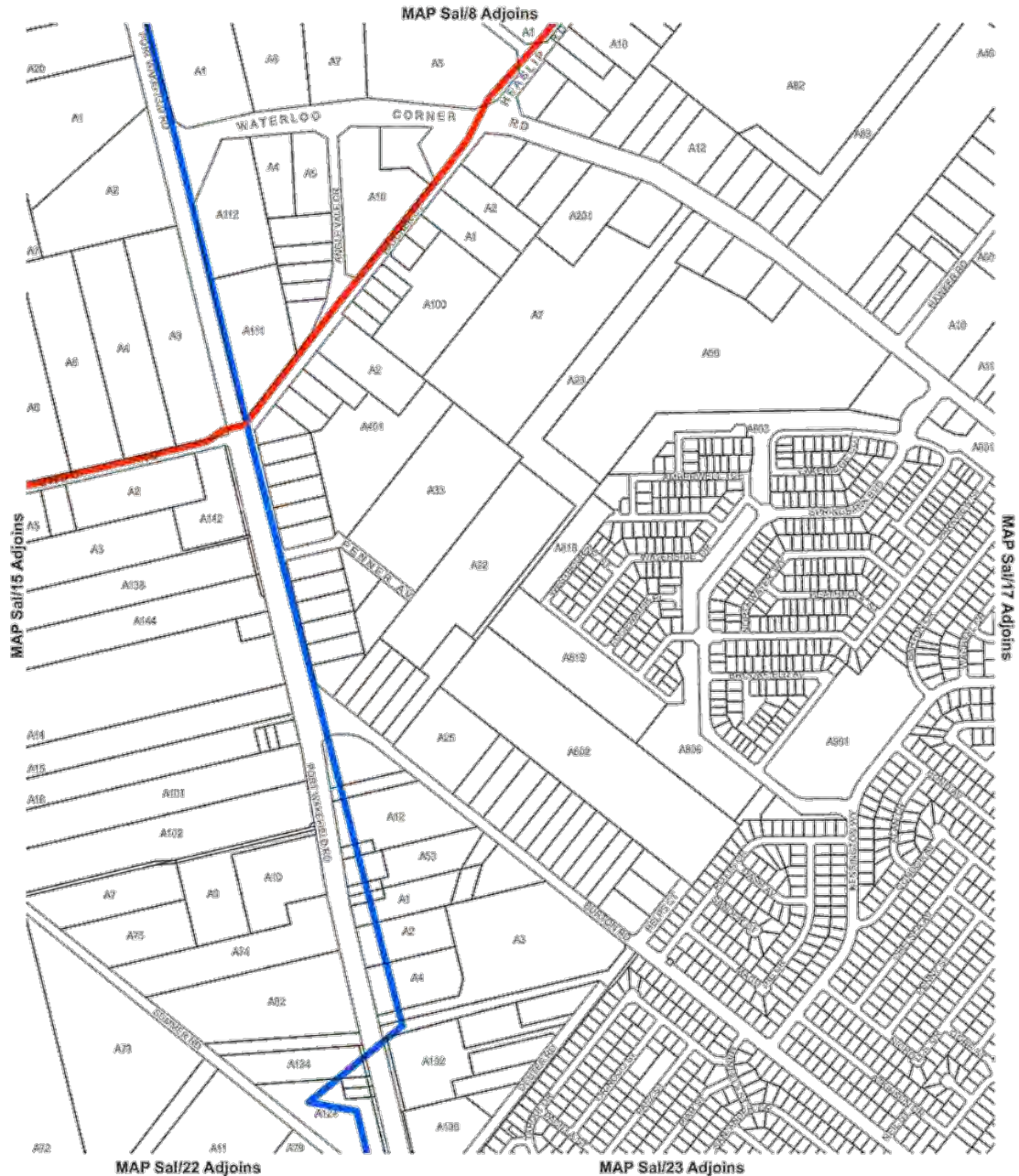
| Form of Development  | Number of Required Car Parking Spaces  |
|--|--|
| Detached dwelling<br>Semi Detached Dwelling<br>Row Dwelling  | 2 spaces per dwelling, one of which is to be covered                                 |
| Residential flat building<br>Multiple dwelling<br>Group dwelling   | 1 space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





Item 5.1.1 - Attachment 4 - Relevant Development Plan Provisions - Consolidated 4th April 2019



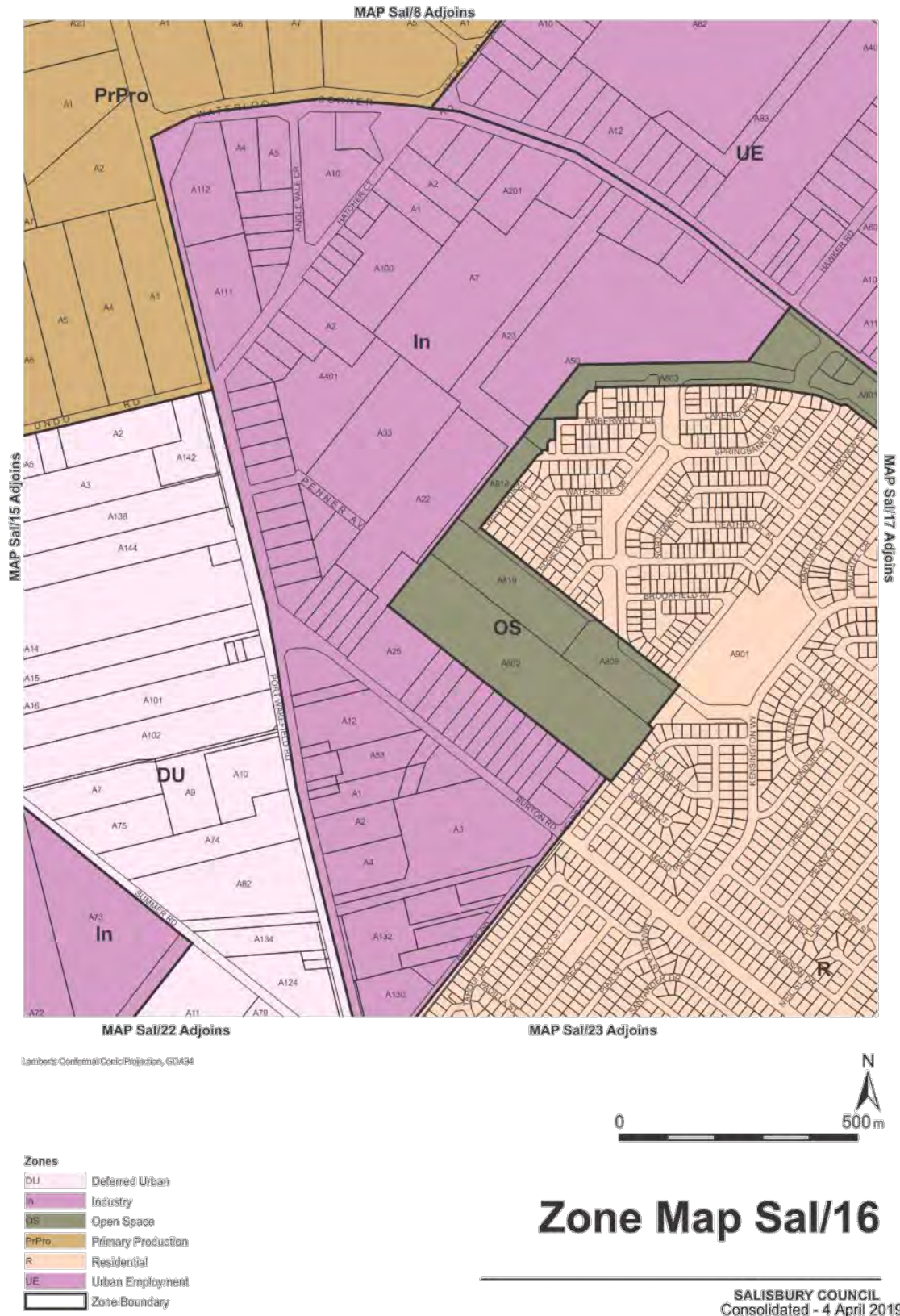


— Epic Energy Gas Pipeline  
— South East Australia Gas Pipeline

### Overlay Map Sal/16 DEVELOPMENT CONSTRAINTS

SALISBURY COUNCIL  
Consolidated - 4 April 2019

Item 5.1.1 - Attachment 4 - Relevant Development Plan Provisions - Consolidated 4th April 2019

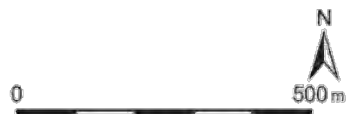


Item 5.1.1 - Attachment 4 - Relevant Development Plan Provisions - Consolidated 4th April 2019





Lambert-Conformal Cont.Projection, GDA94  
**Policy Area**  
 14 Landscape Buffer  
 17 Horticulture  
 5 Burton Poultry Processing  
 9 Infrastructure

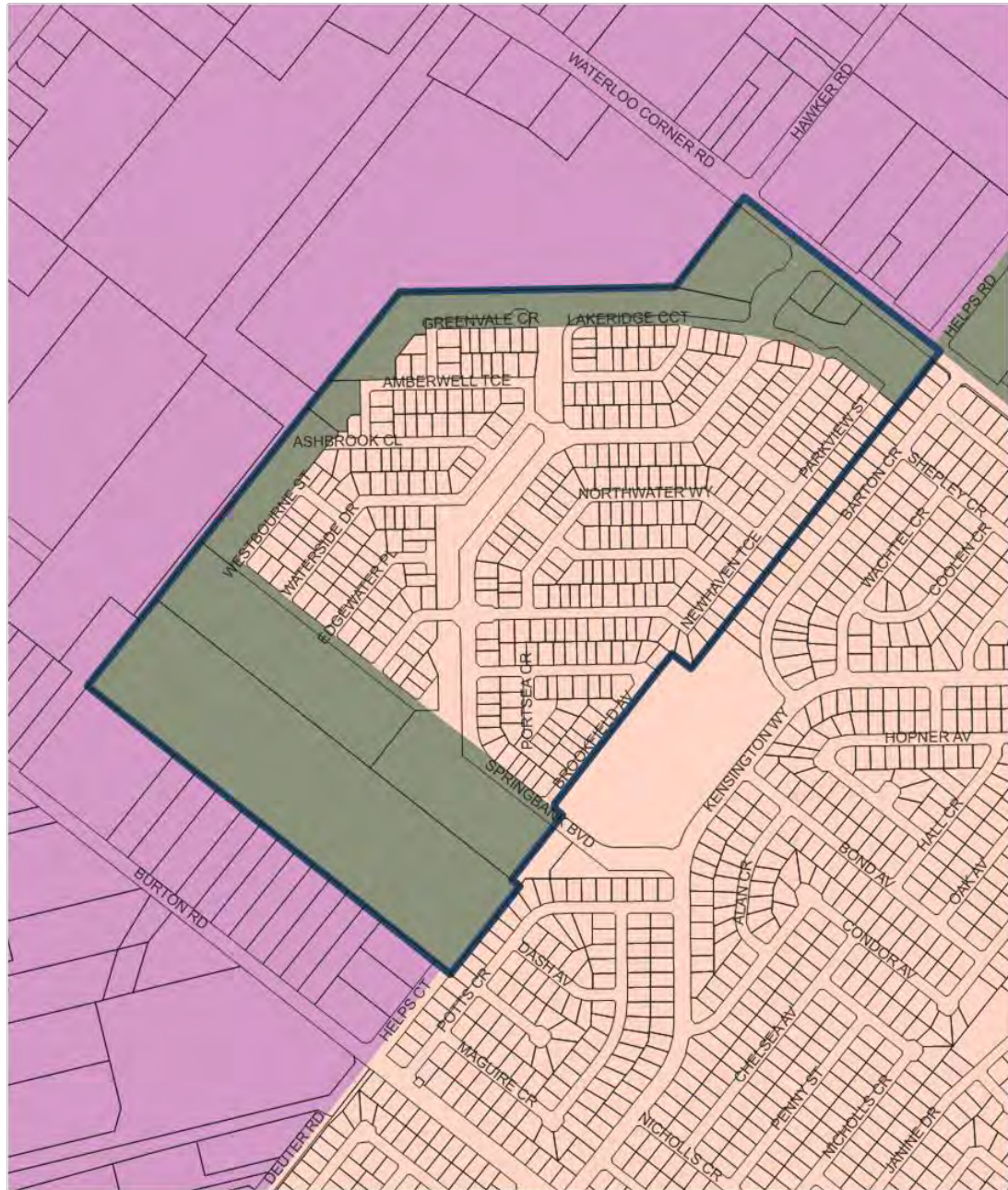


## Policy Area Map Sal/16

 Policy Area Boundary

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## Concept Plan Map Sal/22 BURTON RESIDENTIAL AREA 1

Consolidated 4th April 2019

Item 5.1.1 - Attachment 4 - Relevant Development Plan Provisions - Consolidated 4th April 2019