



AGENDA

FOR COUNCIL ASSESSMENT PANEL MEETING TO BE HELD ON

22 SEPTEMBER 2020 AT 6:30 PM

IN LITTLE PARA CONFERENCE ROOMS, 34 CHURCH STREET, SALISBURY

MEMBERS

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

REQUIRED STAFF

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

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Copy of the Endorsed Minutes of the Council Assessment Panel Meeting held on 25 August 2020.

DECLARATIONS OF CONFLICTS OF INTEREST

REPORTS

Development Applications

- 5.1.1 361/1033/2020/NB** 9
254 Kings Road, Paralowie SA 5108

Change of use from child care centre to office (health and welfare services) and community support facility (non-complying)
- 5.1.2 361/1923/2018/3B** 159
105-109 Park Terrace, Salisbury

Demolition and replacement of existing retail fuel outlet comprising new control building, fuel canopy and petrol bowsers, car wash, vacuum bays, pylon sign, underground fuel tanks, modified car parking and access arrangements, landscaping, removal of two Regulated Trees and combined retaining walls and fencing exceeding 2.1m

OTHER BUSINESS

- 5.2.1 Appointment of Deputy Presiding Member 447
- 5.2.2 Annual Report of the Council Assessment Panel for 2019/20 449
- 5.2.3 Status of Current Appeal Matters and Deferred Items
- 5.2.4 Policy Issues is Arising from Consideration of Development Applications
- 5.2.5 Future Meetings & Agenda Items

CLOSE

Please note:

Council is committed to openness and transparency in its decision making processes. However, some documents contained within attachments to the Development Assessment Panel agenda items are subject to copyright laws. Due to copyright restrictions the files are only available for viewing. Printing is not possible. If these documents are reproduced in any way, including saving and printing, it is an infringement of copyright.

By downloading this information, you acknowledge and agree that you will be bound by provisions of the Copyright Act 1968 (Cth) and will not reproduce these documents without the express written permission of the copyright owner.



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

25 AUGUST 2020

MEMBERS PRESENT

Mr T Mosel (Presiding Member)
Mr R Bateup
Mr B Brug

STAFF

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

The meeting commenced at 6.30pm.

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

APOLOGIES

Apologies were received from Mr M Atkinson and Ms C Gill.

Mr M Atkinson advised that he has a conflict of interest for Item 5.1.1 on the Agenda, therefore would not attend the meeting as this was the only development application for consideration by the Panel.

LEAVE OF ABSENCE

Nil

ENDORSED MINUTES FROM PREVIOUS MEETING

The Minutes of the Council Assessment Panel Meeting held on 16 June 2020, be taken and read as confirmed.

DECLARATIONS OF CONFLICTS OF INTEREST

Nil

REPORTS

Development Applications

5.1.1 **361/1880/2018**

Amend operating hours to 24 hours and construct acoustic barrier of 6m high in association with existing road transport terminal at 6 EW Pitts Avenue, Cavan for Eades Transport

REPRESENTORS

Dr Koti, spoke to his representation.

APPLICANT

Mr Darrell Eades and Paul Howell, Eades Transport, spoke on behalf of their application.

Mr Chris Turnbull, Sonus, 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 15 December 2016;
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1880/2018 for “Amend operating hours to 24 hours and construct acoustic barrier of 6m high in association with existing road transport terminal” in accordance with the plans and details submitted with the application, subject to the following conditions:

Development Plan Consent Conditions

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

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

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

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

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

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

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

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

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

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

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

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

Advice Notes

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

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

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

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

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

OTHER BUSINESS

5.2.1 Appointment of Deputy Presiding Member

Mr B Brug moved, and the Council Assessment Panel resolved that:

The item be deferred to the next meeting of the Panel.

5.2.2 Status of Current Appeal Matters and Deferred Items

Nil

5.2.3 Policy Issues is Arising from Consideration of Development Applications

Nil

5.2.4 Future Meetings & Agenda Items

Next meeting scheduled for Tuesday 22 September 2020.

ADOPTION OF MINUTES

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

The meeting closed at 7.50 pm.

PRESIDING MEMBER: Mr T Mosel

DATE: 25 August 2020
(refer to email approving minutes registered in Dataworks Document Number 6142449)

ITEM	5.1.1
	COUNCIL ASSESSMENT PANEL
DATE	22 September 2020
APPLICATION NO.	361/1033/2020/NB
APPLICANT	Aboriginal Family Support Services Limited
PROPOSAL	Change of use from child care centre to office (health and welfare services) and community support facility (non-complying)
LOCATION	254 Kings Road, Paralowie SA 5108
CERTIFICATE OF TITLE	Volume 6128 Folio 366
AUTHOR	Karyn Brown, Development Officer Planning, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Residential Zone
Application Type	Non-complying
Public Notification Category	3
Public Notification	Representations received: Six Representations to be heard: Two
Referrals - Statutory	Commissioner of Highways
Referrals – Internal	Urban Policy and Planning Development Engineering Community Services
Development Plan Version	Salisbury Council Development Plan (Consolidated 4 April 2019)
Assessing Officer	Karyn Brown
Recommendation	Development Plan Consent with reserved matter and conditions
Meeting Date	22 September 2020

2. REPORT CONTENTS

Assessment Report

Attachment 1:	Proposal Plans and Supporting Documentation including Statement of Support and Statement of Effect
Attachment 2:	Notice of Category 3 Development, Copy of Representations and Applicant's Response to Representations
Attachment 3:	Schedule 8 Referral Response
Attachment 4:	Extract of Relevant Development Plan Provisions and Location Maps (Consolidated 4 April 2019)

3. EXECUTIVE SUMMARY

The applicant seeks Development Plan Consent to change the use of a child care centre to an office (health and welfare services) and community support facility.

An office is a non-complying form of development within the Residential Zone, except where the office has a total floor area less than 100 square metres and/or the site does not front an arterial road. The subject site is located on Kings Road which is identified as an arterial road in Council's Development Plan. As such, the proposal has been assessed as a non-complying form of development.

The applicant provided a Statement of Support and on the 6 July 2020 in accordance with Regulation 17(3)(b) of the *Development Regulations 2008*, Council staff under delegated authority resolved to proceed with assessment of the application. The applicant subsequently provided a Statement of Effect in support of the proposal.

The application was subject to Category 3 public notification. Six representations were received during the notification period, all opposed to the development. Two representors wish to make a verbal submission to the Council Assessment Panel.

The application was referred to the Commissioner of Highways in accordance with Schedule 8 (3) of the *Development Regulations 2008*. The Commissioner does not object to the development and has recommended conditions of consent be attached.

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

- a. the proposed development is considered to be appropriate within the context of this locality, despite being a non-complying form of development;
- b. the proposed development is not considered to adversely impact on the locality in respect to noise, hours of operation and traffic impacts;
- c. the site continues the use of an existing building for a non-residential use;
- d. the Residential Zone Objectives and Principles support residential development with consideration for appropriate community focused non-residential forms of development;
- e. access to and from the site is appropriate and sufficient car parking has been provided to support the development;
- f. having regard to the existing use of the subject site, it is unlikely that the proposed use would have a detrimental impact on the amenity of surrounding residential development;
- g. no material external alterations to the existing building is proposed;
- h. the proposal will not materially alter the existing pattern of development in the locality; and
- i. the application provides the future opportunity for approximately 650m² of the site to be reverted to residential use, subject to a separate application.

This report recommends that Development Plan Consent be granted subject to a reserved matter and conditions.

4. SUBJECT SITE

The subject site comprises one allotment; identified as Lot 1001 in Deposited Plan 48134 and Certificate of Title Volume 6128; Folio 366. The site is referred to as 254 Kings Road, Paralowie and is not subject to any easements.

The site is a rectangular shaped allotment of approximately 2088 square metres with a primary frontage to Kings Road of 53.92 metres and a depth of 38.48 metres (eastern boundary) and 39.05 metres (western boundary). The site also has a secondary frontage to Louis Court of approximately 6.0 metres.

The site was approved as a child care centre in 1997 and is not currently occupied.

The site contains a single storey masonry building having a floor area of approximately 250 square metres. The building is located towards the eastern side property boundary and is set back approximately 9.0 metres from Kings Road and approximately 15.0 metres from the rear boundary. The building was originally constructed as a dwelling and then redeveloped to operate as a child care centre. The site also contains a verandah and outdoor play areas at the rear of the building.

The western portion of the site adjacent the building is formed of hardstand and is used for car parking and as a manoeuvring area. This area is sealed with pavers. Landscaping is provided along the site frontage to Kings Road.

There are two existing access points from Kings Road. No access is gained from Louis Court.

The site plan shows the north-western portion of the site as “*Future Development – Not Included In Application*”. This area is surplus to requirements and does not form part of the application.

Site photos are provided below.

Photo 1.
*Looking south
west from
Kings Road
(service road)
towards the
front of the site*



Photo 2.
*Looking south
from the front
of the site
towards the
front of the
existing
building*



Photo 3.
Looking south west from the front of the site towards the existing driveway and car parking areas



Photo 4.
Looking south west from the front of the site towards the existing building, driveway and car parking areas



Photo 5.
Looking south west from the front of the site towards the western rear corner of the site and the vacant portion of the site (to remain vacant)



Photo 6.
Looking east from Louis Court towards the western side property boundary (no access into the site is proposed from this boundary)



5. LOCALITY

The locality is defined primarily by visual reference. The locality extends along Kings Road in either direction of the subject site and includes residential properties fronting Rita Drive and Louis Court.




The locality consists of residential land uses with all adjacent properties to the north-west, south-west and south-east of the subject site comprising recently constructed dwellings. The locality is of a suburban residential character comprising principally detached dwellings of one storey on suburban sized allotments. These dwellings on the south-western side of Kings Road that surround the subject site face ‘inward’ towards the local road network and are not orientated or accessed from Kings Road.

The residential properties on the south-western side of Kings Road back onto Kings Road and have rear fences built to the road. The dwellings opposite the subject site however, on the northern side of Kings Road, are accessed by a service road that is separated from Kings Road by a heavily vegetated median strip which comprises dense mature landscaping. These properties front Kings Road and consist of established landscaping with only some having front fences.

Locality plans and a contextual plan are shown below.

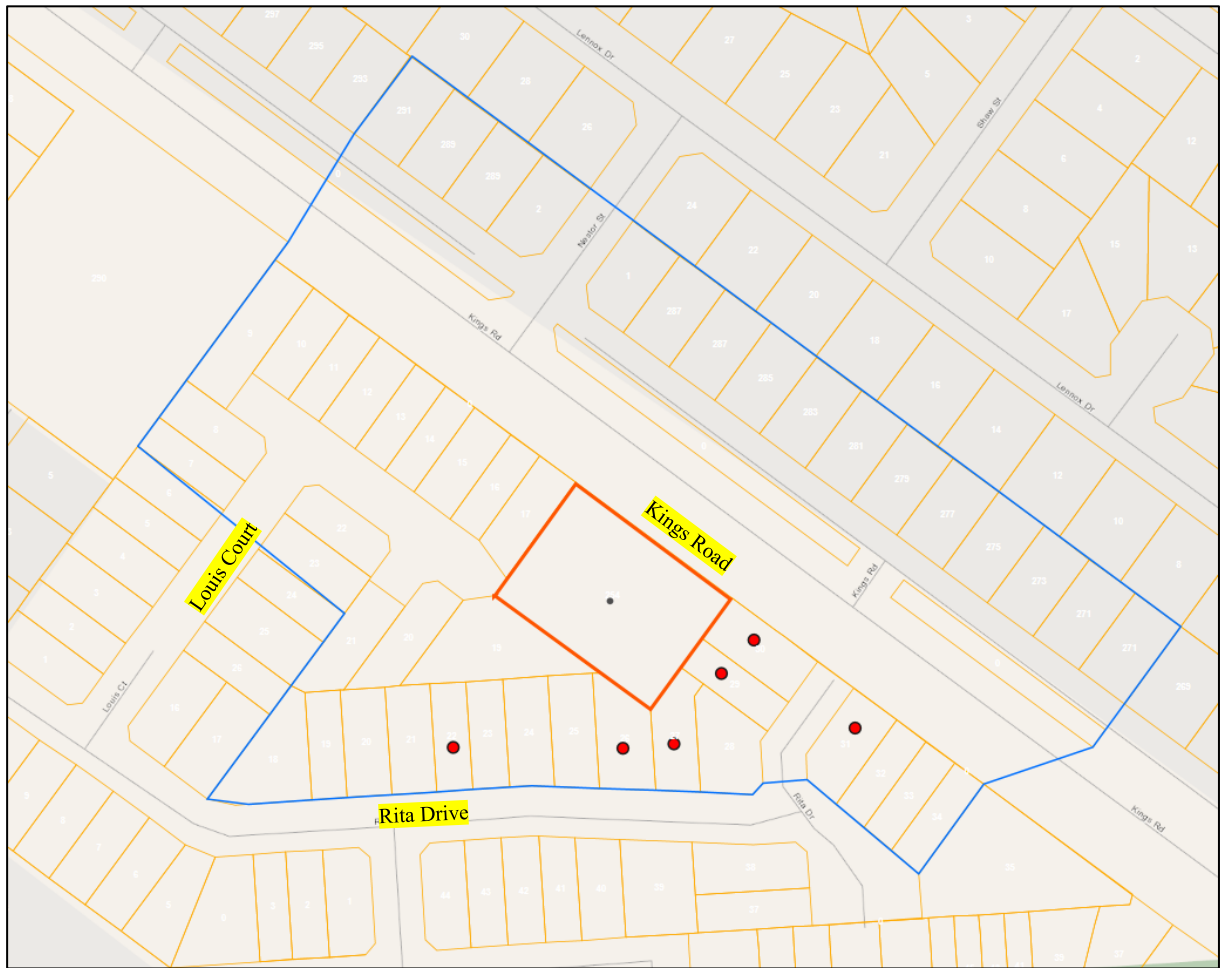
Locality Plan - Aerial






Legend (Source: Esri)	
	Site boundary
	Locality boundary
	Representor

Item 5.1.1

Locality Plan – Cadastre







Legend (Source: Esri)	
	Site boundary
	Locality boundary
	Representor

Item 5.1.1

Contextual Plan



Legend (Source: Esri)	
	Site boundary
	Locality boundary
	Representor
	Zone boundary

Item 5.1.1

6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposal seeks to change the use of a child care centre to an office (health and welfare services) and community support facility to be occupied by Aboriginal Family Support Services (AFSS).

AFSS is an Aboriginal Community Controlled Organisation. The organisation was formed through a commitment of Aboriginal leaders determined to address the inequities that existed around the removal of Aboriginal children from their families and communities.

AFSS have a strong focus on assisting clients with the skills needed for successful relationships and parenting. They offer a range of community safety and wellbeing programs offered in group sessions or on an individual basis. Some of the programs to be offered at this site include:

- Healthy Homes, Resilient Families – Growing Up Healthy;
- Sessions for Healing; and
- Circle of Security – Parenting.

A detailed list of the programs to be offered at the site can be found on Pages 8-10 of the Statement of Effect.

The proposed days and hours of operation reflect standard business hours being Monday to Friday 8:00am to 5:00pm. However, the community based programs are not run simultaneously and not every day. The programs available are generally no more than three to four hours in duration and are usually run mid-morning to mid-afternoon. Typical programs are delivered to two to four persons with a maximum of eight participants. While this may vary, the programs on average only run two to three days per week. The exception to this is the Emergency Relief where the applicant may have one person per day seeking assistance.

The number of staff is proposed to be up to sixteen (16). However, up to five of these occasionally travel throughout the state to deliver their programs and services to other community locations.

The proposal will comprise maintenance work, non-structural alterations to the internal layout of the building and reconfiguration of the driveway and car parking areas to increase the number of car parking spaces. This requires the removal of an existing shed at the front of the building and two shade structures and playground equipment in the rear yard.

Vehicle access into the site is proposed to be modified in the form of a new access aligned to the aisle of the redesigned car parking area. The portion of the existing car parking area, fencing and access gates currently that encroach onto the adjacent road reserve are to be removed.

Landscaping is proposed along the road frontage with Kings Road and the rear boundary of the site. A large area of landscaping is proposed forwards of the existing building in addition to a paved area adjacent to the entry of the building.

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

7. CLASSIFICATION

The subject site is located in the Residential Zone of Council's Development Plan (Consolidated 4 April 2019). The proposed development is considered to constitute an 'office' as defined in Schedule 1 of the *Development Regulations 2008* as follows:

Office means any building used for administration or the practice of a profession, but does not include consulting rooms or premises where materials or goods are stored for sale or manufacture.

In this Zone, offices are a non-complying form of development where the office has a total floor area in excess of 100 square metres and/or have frontage to an arterial road. The building has a total floor area of 250 square metres and the subject site has frontage to an arterial road (Kings Road). Therefore, the proposed development must be assessed as a non-complying form of development.

Section 35(3) of the *Development Act 1993* that required the concurrence of the State Commission Assessment Panel for non-complying development has been deleted. The Panel is therefore the relevant authority in its own right and is not required to seek the concurrence of the Commission if it determines to grant Development Plan Consent.

8. PUBLIC NOTIFICATION

The proposed development is neither listed as a Category 1 or Category 2 form of development under the Development Plan or Schedule 9 of the *Development Regulations 2008*. On this basis, the application is a default Category 3 form of development.

The Category 3 public notification period took place between 30 July 2020 and 12 August 2020. Six representations were received during the notification period, all in opposition to the proposal. Two of the representors have requested to be heard in support of their submission.

The representors, their comments and the applicant's response are contained within the table below.

A copy of the Notice of Category 3 development, representations and applicant's response to representations are contained in **Attachment 2**.

Representations Received			
	Representations Received	Support or Oppose	Wish to be Heard
1	X Nguyen and K Ibanez 27 Rita Drive PARALOWIE SA 5108	Oppose	✓
2	M Halligan 22 Rita Drive PARALOWIE SA 5108	Oppose	
3	J Thompson 31 Rita Drive PARALOWIE SA 5108	Oppose	
4	A Miranda	Oppose	

	30 Rita Drive PARALOWIE SA 5108		
5	T Nguyen and A Wiechowski 29 Rita Drive PARALOWIE SA 5108	Oppose	✓
6	S Sirisay and T Sirisay 2 Nicholls Crescent BURTON SA 5110	Oppose	

Summary of Representations	
<i>Issues Raised</i>	<i>Applicant's Response</i>
<i>Increased traffic</i>	
<i>Concerns that Kings Road is already a very busy road and the proposal will result in increased traffic</i>	<i>A traffic and parking assessment concludes the provision of parking exceeds the development plan requirements by more than double the specified rate and traffic generated by the proposed development will be approximately 20 vehicle trips during both the AM and PM peak periods. This is considered low and would not be noticeable within the existing road network.</i>
<i>Noise</i>	
<i>The proposal may disrupt the residential nature of the area. It is a quiet residential family neighbourhood and not the place for a commercial development</i> <i>Concerns there may be loud group activities taking place in the outside area adjacent residential properties – this may cause a nuisance (eg. may disrupt dogs in the neighbourhood to bark)</i>	<i>The outdoor area is to be used as a breakout space only, no programs or classes are to be held in the outdoor area. The infrequent use of the outdoor area by staff and clients is considered to be inconsequential in comparison to the noise and disturbance caused from an outdoor play space of a childcare centre.</i>
<i>Anti-social behavior</i>	
<i>Need to ensure measures will be put in place to ensure the safety and protection of neighbouring properties in relation to possible loitering</i> <i>Possible use of inappropriate and offensive language (eg swearing) by clients visiting the site</i> <i>Concerns there will be an increased level of</i>	<i>It is insufficient to infer that the nature of a proposal in providing support services to persons experiencing personal issues will result in impacts through the behaviour of people accessing the use.</i> <i>The proposed development will have a low density of persons on the site, significant number of staff in ratio to clients, does not feature locations where clients can</i>

<p><i>crime (ABS statistic indicating the number of offenders for Aboriginal and Torres Strait Islander were 21,260 offenders per 100,000 people)</i></p> <p><i>Concerns regarding the behavior of younger people visiting the site</i></p>	<p><i>congregate outside of the supervision of staff, will not involve the service or consumption of alcohol, and will not operate at night or weekends.</i></p> <p><i>In comparison to the previous childcare use, the proposed development will have shorter operating hours, no night or weekend operations, less frequent outdoor activities, higher staff-client ratios; and car parking in excess of Development Plan requirements.</i></p> <p><i>It is not a residential service and the majority of programs offered by the facility are directed at adults. The only children likely to be there will be on occasion when parents attending programs bring their children (either remaining with their parents during program delivery or directly supervised by staff). There may also be instances of teenagers and young adults attending some of the programs, who are selecting to attend the program independently and of their own volition.</i></p>
<p><i>Clarity on services provided</i></p>	
<p><i>Would like to see full transparency in regards to services being provided and concerned drug and alcohol rehabilitation programs will be provided at the site</i></p>	<p><i>There are no contracts or plans for the operation of drug and alcohol rehabilitation programs from the site.</i></p>
<p><i>Fence heights</i></p>	
<p><i>Will the fences be fixed and increased in height to ensure extra safety and security to residential properties that about the site</i></p>	<p><i>The applicant is comfortable with a condition requiring an increase in the boundary fencing height to 2.1m to adjoining residential properties.</i></p>
<p><i>Smoking areas</i></p>	
<p><i>Have allocated smoking areas and appropriate disposal of rubbish (including cigarette butts and passive smoking) been taken into consideration in relation to the health and safety of residents</i></p>	<p><i>Staff and clients will not be permitted to smoke on the site including outdoor areas. The possession and consumption of illicit drugs is also not permitted.</i></p>
<p><i>Consideration of alternative locations</i></p>	
<p><i>Have other locations been considered that are in a commercial area (eg. Parabanks)</i></p>	<p><i>Extensive investigations in the wider northern Adelaide area for a suitable site were undertaken. However, having regard to the specific needs the tenant has for their facilities, the subject site represents their</i></p>

	<i>desired location.</i>
<i>Property values</i>	
<i>Concerns that the proposal will result in a decrease property (both resale and rental) values</i>	<i>This issue has been held by the ERD Court to not be relevant to consideration of planning applications on multiple occasions.</i>

9. REFERRALS – STATUTORY

The application was subject to the following statutory referral in accordance with Schedule 8 (3) of the *Development Regulations 2008*.

Agency	Summarised Comment
<i>Commissioner of Highways</i>	<i>Supports the proposed development and recommends conditions are attached to an approval.</i>

10. REFERRALS – INTERNAL

The application was subject to the following internal sections for comment.

Department	Summarised Comment
<i>Development Engineering</i>	<ul style="list-style-type: none"> - <i>Parking User Class should be Class 2 or 3. Parking bay widths are 2.4m and fall short of the standard. However, the wider aisle width exceeds the minimum requirement for User Class 1, 2 and 3 and will offset the shortfall. Parking bay dimensions are acceptable.</i> - <i>Stacked parking spaces 1, 2, 4 and 5 should be designated as staff parking only.</i> - <i>Council's 100yr ARI flood modelling shows that the property may be impacted by overland flow in the 100yr ARI storm event and this may be considered when constructing the new entrance driveways. As this application is only a change in use and no new structures are proposed, no advice is provided in relation to structures. The applicant may wish to consider whether a localised rise in the driveway level is possible at the property boundary to lift the boundary level up to 100mm higher than the current level.</i> - <i>The expanded carpark will result in some increase in runoff from the site but this will be minimal. It is expected that the new paved surface will connect to the existing onsite stormwater system.</i>
<i>Urban Policy and Planning</i>	<ul style="list-style-type: none"> - <i>Consideration should be given to the number staff and visitors compared to the supply of car parking spaces and its adequacy keeping in mind it is on a DPTI road.</i> - <i>The proposal doesn't clearly discuss the use of the vacant part of the current site. This may be used as informal overflow car parking or sold off for residential.</i>

<p>Social Policy</p>	<ul style="list-style-type: none"> - Supportive of the proposal as it provides a valuable service to Salisbury's Aboriginal and Torres Strait Islander community. Currently we do not have this type of service offering in the area and there is demand for it. - The Aboriginal and Torres Strait Islander population in Salisbury is comparatively high, which supports the need for culturally appropriate and specific service offerings. Census data reflects the following: <ul style="list-style-type: none"> - In 2016, 2.0% of the City of Salisbury's population was of Aboriginal and/or Torres Strait Islander descent compared to 1.4% in Greater Adelaide. - While the Council area had a higher proportion of Aboriginal and Torres Strait Islanders, it is important to note that this varied across the City. Proportions ranged from a low of 0.6% in Gulfview Heights to a high of 3.7% in Salisbury North - Edinburgh. The five areas with the highest percentages were: <ul style="list-style-type: none"> - Salisbury North - Edinburgh (3.7%) - Brahma Lodge - Salisbury Park - Salisbury Plain - Elizabeth Vale (2.7%) - Ingle Farm (2.7%) - Paralowie (2.3%) - Salisbury Downs (2.2%)
-----------------------------	---

11. 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 site has historically been used for non-residential use (child care centre) and this proposal will enable the adaptive re-use of the site;
- b) the use will provide community services to the local community and a broader catchment;
- c) the proposed development is not considered to have an adverse impact on the locality in respect to days and hours of operation, noise, traffic and car parking; and
- d) the form, scale and appearance of the proposed development are considered to be appropriate within the locality.

Assessment

A detailed assessment of the Application has taken place against the relevant provisions of the Salisbury Development Plan (Consolidated 4 April 2019) and is described below under headings.

An extract of the relevant Development Plan provisions are contained in **Attachment 4**.

Zoning and Land Use

Objective 1 of the General Section, “*Community Facilities*” module states:

- 1 Location of community facilities including social, health, welfare, education and recreation facilities where they are conveniently accessible to the population they serve.*

Further, Principles of Development Control 1 and 4 of the Residential Zone state:

- 1 The following forms of development are envisaged in the Zone:*
- *small scale non-residential use that serves the local community, for example:*
 - *child care facility*
 - *health and welfare service*
 - *open space*
 - *primary or secondary school*
- 4 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:*
- (a) *serves the local community*
 - (b) *is consistent with the character of the locality*
 - (c) *does not detrimentally impact on the amenity of nearby residents*
 - (d) *will not undermine the efficient operation of nearby centres.*

The Zone primarily envisages a range residential land uses, although small scale non-residential uses such as health and welfare services that serve the local community are also envisaged.

The original building was approved in 1966 as a dwelling. The change of use to a child care centre was approved in 1997. The site lends itself to some degree for non-residential use in that it has a large area for car parking and has access to Kings Road. It is not uncommon for non-residential uses to be located on an arterial road and access can be achieved without conflict with residential uses.

The proposed facility constitutes a form of ‘health and welfare service’ as an envisaged land use in Principle of Development Control 1. While a use of this kind is envisaged, the development incorporates an office and the Residential Zone assigns an office as ‘non-complying’ where the total floor area exceeds 100 square metres. Principle of Development Control 1 also states that non-residential uses should be of ‘small scale’.

It is acknowledged that the proposed office use will have a floor area of greater than 100 square metres. However, the size of the facility is not considered to be beyond what is a ‘small scale’ for this type of land use, noting that:

- the building size is compatible with the scale of adjacent residential buildings in the locality;
- the internal layout of the building will accommodate a kitchen, laundry and amenities in addition to the office area;

- the proposed days and hours of operation, being Monday to Friday 8:00am to 5:00pm, reflect standard business hours and is compatible with a residential area; and
- there is an adequate car parking area to accommodate the expected number of staff and visitors.

It is regarded that the size of the facility is not inappropriate for the above reasons, despite being non-complying.

A comparison of the proposed facility against the approved use (child care centre) reveals that this proposal will have:

- Shorter operating hours;
- No night or weekend operations;
- Less frequent outdoor activities;
- Higher staff to client ratios.

Principle of Development Control 4 also states that non-residential development should serve the local community. Council's Social Policy section have indicated support for this proposal as they noted this type of service is not offered in the area and there is a demand for it. The Aboriginal and Torres Strait Islander population in the Council area is comparatively high (2016 Census data advises 2.0% of the Council's population was of this descent compared to 1.4% in Greater Adelaide), and as such, supports the need for culturally appropriate and specific service offerings. This directly aligns with Objective 1 of the "Community Facilities" module which states health and welfare facilities are to be accessible to the population they serve.

In summary, the proposal is considered to address Principles of Development Control 1 and 4 in that the proposal is small scale and serves the local community.

Principle of Development Control 4 also states that non-residential development should not detrimentally impact on the amenity of nearby residents. An assessment of the impacts of the proposal is addressed under the "interface between land uses" heading below.

Interface between Land Uses

Under the General Section, "Interface between Land Uses" module, Principle of Development Control 1 states that:

1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

- (a) The emission of effluent, odour, smoke, fumes, dust or other airborne pollutants;*
- (b) Noise;*
- (c) Electrical interference;*
- (d) Light spill;*
- (e) Glare;*
- (f) Hours of operation;*
- (g) Traffic impacts.*

Principle of Development Control 4 of the Residential Zone further seeks that “*Non-residential development should be of a nature and scale that: (c) does not detrimentally impact on the amenity of nearby residents*”.

The principal potential impacts of this use upon the locality are considered to be hours of operation and noise.

The facility will operate from 8:00am to 5:00pm Monday to Friday. The proposed operating hours reflect standard business hours and are considered to be compatible with the surrounding residential area.

The community based programs are not proposed to be run simultaneously and not every day. The programs are generally no more than three to four hours in duration and are usually run mid-morning to mid-afternoon. Each program might have four to twelve participants and while this will vary, on average it is anticipated that there will be programs run on two to three days per week.

Given the nature and scale of the activities, the proposed hours of operation are considered acceptable.

Principle of Development Control 7 states that:

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

The existing acoustic environment of the locality is dominated by noise from traffic on Kings Road. It is not anticipated that noise from vehicle movements on the subject site will detrimentally impact those residences adjacent Kings Road, given the relative high noise level in this environment.

Colour coated steel fencing of 2.1 metres in height will be constructed on the side and rear boundaries with a return portion of fencing proposed between the main face of the building and the eastern boundary. It is considered that the fencing and retention of the masonry building shall be effective in assisting to mitigate noise audible to adjacent residential properties.

The proposed use is considered to have less impact on adjoining land in comparison to the currently approved child care centre. This is on the basis of:

- the small number of clients visiting the site;
- the standard business days and hours of operation;
- the less intensive nature of services provided; and
- the high client to staff ratios.

Transportation and Access

Under the General Section, “*Transportation and Access*” module, Principles of Development Control 23 and 28 state that:

23 *Development should be provided with safe and convenient access which:*

- (a) *Avoids unreasonable interference with the flow of traffic on adjoining roads;*
- (b) *Provides appropriate separation distances from existing roads or level crossings;*
- (c) *Accommodates the type and volume of traffic likely to be generated by the development or land use and minimises inducted traffic through over-provision;*
- (d) *Is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.*

28 *Development with access from arterial roads or roads as shown on Overlay Maps – Transport should be sited to avoid the need for vehicles to reverse on to or from the road.*

The applicant has provided a Transport Impact Assessment prepared by GTA Consultants. The report concludes that traffic generated by the proposed development will be approximately twenty (20) vehicle trips during both the AM and PM peak periods. The consultant has advised this is considered low and would not be noticeable within the existing road network.

The application seeks to remove the two existing access points. In addition, the proposal will rectify an existing encroachment onto the road reserve by removing the existing masonry front fence, shed and several car parking spaces. Access into and out of the site will be replaced with a 7.0 metre wide crossover aligned to the aisle of the redesigned car parking area. The Commissioner of Highways have reviewed the access arrangements and advised the proposed access from Kings Road is acceptable. Further, the applicant has confirmed no access to the site will be gained from Louis Court.

In morning and afternoon peak hour periods, the traffic consultant has assumed the proposal could be expected to generate a total of twenty (20) vehicle trips during each peak period consisting of:

- thirteen (13) employee trips inbound;
- six pool car trips outbound; and
- two visitor trips (one inbound and one outbound).

The consultant concluded the traffic generation of twenty (20) vehicle trips is considered low and would not be noticeable within the existing traffic volumes on the surrounding road network.

Given the above, the access and manoeuvring provided on site is considered to be acceptable.

Car Parking

Principle of Development Control 32 of the General Section “*Transportation and Access*” module states:

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 ...

Table Sal/2 of the Development Plan states that an office should be provided with “1 space per 25 square metres, with a minimum of 4 spaces per office”.

The existing building is approximately 250 square metres in floor area, thereby generating a theoretical car parking demand of ten (10) car parking spaces (based on the car parking rate for offices). However, the use will comprise both office and health and welfare service components.

Table Sal/2 does not provide a car parking rate for health and welfare services. As such, consideration is given to the expected parking demand of the proposed use. Based on information provided by AFSS, it is understood the typical car parking demand for the facility is anticipated to be:

- thirteen (13) staff cars;
- six pool cars (left on site overnight); and
- five visitor / client cars (spread out over the period of a full day).

This would result in an expected parking demand of nineteen (19) staff parking spaces noting however that up to five staff travel across the state to deliver programs and services. In addition, there is an allowance for a minimum of one visitor space in this assessment of car parking demand.

The transport consultant, GTA Consultants, has assessed that only a single visitor parking space is required, as this would support the typical delivery of programs on the site. This is because most programs are delivered to a single family group who all travel together in a single vehicle thereby using the one visitor space.

The proposal provides twenty two (22) car parking spaces (including one accessible car parking space). This is proposed to accommodate the operational requirements of the AFSS as follows:

- thirteen (13) staff spaces;
- six pool car spaces; and
- three visitor / client spaces.

On rare occasions when a program is delivered to up to three families it would potentially generate demand for three parking spaces. This demand would be catered by the three visitor spaces.

Furthermore, AFSS have confirmed that staff make arrangements (eg. car-pooling and taking pool cars home the day before they deliver programs) such that double up between pool cars and staff cars is avoided.

In the event that all staff cars and all pool cars are on site and a program is delivered to three families, each of whom have a vehicle, simultaneously, sufficient provision of on-site parking is shown to be provided.

The site is also well serviced by public transport with a bus route on Kings Road with bus stops on both sides of the road.

In evaluating the adequacy of car parking, it is also noted the Transport Impact Assessment report prepared by GTA Consultants concludes that:

- the provision of parking exceeds the Council Development Plan requirements by more than double the specified rate; and
- the provision of parking also exceeds the operational parking demand as provided by AFSS, with remaining spaces to be utilised as additional visitor parking.

Given the above, the proposal is considered to adequately meet the car parking demand for the facility.

Landscaping and Fences

Principle of Development Control 1 of the General Section “*Landscaping, Fences and Walls*” module states:

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.*

The proposal includes landscaping proposed along the road frontage with Kings Road and forward of the existing building. Landscaping is also proposed adjacent the rear boundary. This will soften the existing built form and driveway and car parking areas. The landscaped areas will present well to the street and will enhance the appearance of the site. While the landscaping areas have been shown on the Site Plan, specific plantings are not included and it is recommended that the applicant be required to provide a detailed landscape plan as a Reserved Matter, if the Panel approves the development.

Further, Principles of Development Control 4 states:

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.*

Tubular steel fencing of 1.5 metres in height is proposed along the road frontage and also between the rear portion of the car parking area and rear yard of the site. This will maintain visibility and surveillance between the building and the street. The property boundary fencing will be colour coated steel fencing of 2.1 metres in height, to maintain privacy to the adjoining dwellings. It is proposed to reinforce the erecting of the fencing before the commencement of the use as a condition on the approval.

Given the above, the proposed landscaping and fencing provided on site is considered to be acceptable.

12. CONCLUSION

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

- a. the proposed development is considered to be appropriate within the context of this locality, despite being a non-complying form of development;
- b. the proposed development is not considered to adversely impact on the locality in respect to noise, hours of operation and traffic impacts;
- c. the site continues the use of an existing building for a non-residential use;
- d. the Residential Zone Objectives and Principles support residential development with consideration for appropriate community focused non-residential forms of development;
- e. access to and from the site is appropriate and sufficient car parking has been provided to support the development;
- f. having regard to the existing use of the subject site, it is unlikely that the proposed use would have a detrimental impact on the amenity of surrounding residential development;
- g. no material external alterations to the existing building is proposed;
- h. the proposal will not materially alter the existing pattern of development in the locality; and
- i. the application provides the future opportunity for approximately 650m² of the site to be reverted to residential use, subject to a separate application.

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

13. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated 4 April 2019.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1033/2020/NB for Change of use from child care centre to office (health and welfare services) and community support facility (non-complying) in accordance with the plans and details submitted with the application and subject to the following reserved matter and conditions:

Reserved Matter

The following matter shall be submitted for further assessment and approval by Council, as Reserved Matter under Section 33(3) of the *Development Act 1993*. When approved, the plan will be endorsed and will form part of the Development Plan Consent.

1. A Landscaping Plan, prepared by a qualified and experienced landscape architect or horticulturalist, which shall include (but not limited to) all of the following:

- a) Final locations for all landscaped areas, including designated areas for trees, shrubs and groundcovers (including replacement trees as required by Development Plan Consent Condition 6);
- b) Designated species to be used. Species should be selected from the Lower Alluvial Plain plant list from the City Landscape Plan available from: http://www.salisbury.sa.gov.au/Council/Council_Plans_and_Documents/City_Management_Plans/Landscape_Plan?BestBetMatch=city%20landscape%20plan/9d82872e-4b5e-4c6f-a134-d113dc2dea71|0e93b394-4add-4c5f-8840-a2280124c87flen-AU;
- c) Semi-mature trees along property boundaries and road frontages to Kings Road;
- 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:

Drawing No.	Plan Type	Date Received	Prepared By
-	Site Plan – Community Support Facility	23 July 2020	Masterplan
-	Statement In Support	1 July 2020	Masterplan
-	Statement Of Effect	1 July 2020	Masterplan
-	Traffic Impact Assessment	1 July 2020	GTA Consultants
-	Response To Representations	25 August 2020	Masterplan

- * 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 Matter 1 constitute approved documents and form part of this consent.

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

2. The approved use operating times shall be limited to Monday to Friday 8.00am to 5.00pm with no activity on weekends or public holidays. For up to 30 minutes before 8am and after 5pm Monday-Friday staff may attend site for office opening and closing, but no programs or services shall be provided outside the hours of 8am-5pm Monday to Friday.

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

3. All landscaping identified on the Landscaping Plan, approved by Council under Reserved Matter 1, 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) to the reasonable satisfaction of Council.

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

4. All driveways, manoeuvring areas and hardstand areas shall be constructed in accordance with the approved Site Plan, prepared by Masterplan, received by Council dated 13 June 2020. 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 to the reasonable 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.

5. 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.

6. The access shall be a minimum width of 6.0 metres at the Kings Road property boundary and a sealed apron is provided to the existing edge of Kings Road.

Reason: To prevent the deterioration to the edge of the road and prevent dust and stones being dragged onto the road.

7. All crossovers made redundant by this development (ie. those not required by the approved development) shall be removed and reinstated, in accordance with Council’s Design Standard, prior to commencement of use.

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

8. No vehicle access to the site is to be obtained to the site from Louis Court at any time.

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

9. Stacked car parking spaces 1, 2, 4 and 5 are to be designated as staff parking only. A sign with the message 'Staff Car Parking', having an advertising area not exceeding 0.2m² shall be erected and shall be maintained in good condition at all times to the reasonable satisfaction of Council.

Reason: To ensure the car parking areas and manoeuvring areas are always available for the purpose they are designed.

10. A 2.1 metre high colorbond fence shall be constructed all side and rear property boundaries. In addition, a 1.5 metre high tubular steel fence shall be constructed on the front property boundary and between the rear portion of the car parking area and rear yard of the site. All fencing shall be completed prior to the commencement of use and maintained to the reasonable satisfaction of Council at all times.

Reason: To limit the effect of nuisance to residents living in the locality.

11. The site shall contain a gate at the access point to Kings Road. This gate shall be locked at the end of each business day and only open during the approved hours of operation.

Reason: To prevent access to the site on weekends and after hours.

12. The portion of the existing car parking area, fencing, access gates and shed which currently encroach onto the adjacent road reserve are to be removed prior to commencement of use.

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

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

Reason: To maintain the amenity of the locality.

14. 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.

15. 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.

Commissioner of Highways

16. The Department of Planning, Transport and Infrastructure supports the proposed development subject to the following:
- a. All access to the site shall be gained in accordance with the Master Plan Site Plan, IC:51609-F2-3C, dated June 2020. The access shall be 6 metres wide at the property boundary shall be suitably flared to the kerb line to facilitate simultaneous two-way vehicle movements.
 - b. All vehicles shall enter and exit the site in a forward direction.
 - c. Any infrastructure within the road reserve that is demolished, altered, removed or damaged during the construction of the project shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant.
 - d. Any redundant crossovers on Kings Road shall be closed and reinstated to Council's satisfaction at the applicant's cost prior to the development becoming operational.

Advice Notes

- 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 do not pollute the environment in a way which causes or may cause environmental harm.
- Environment Protection Authority (EPA) information sheets, guidelines documents, codes of practice, technical bulletins etc. can be accessed on the following web site: <http://www.epa.sa.gov.au>
- The applicant is reminded that construction is required to be carried out so that it complies with the mandatory construction noise provisions contained in Part 6, Division 1 of the Environment Protection (Noise) Policy 2007 and the provisions of the *Local Nuisance and Litter Control Act 2016*. Under the *Local Nuisance and Litter Control Act 2016*, construction noise is declared a local nuisance as follows:

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

- On any Sunday or public holiday; or
- After 7pm or before 7am on any other day.

CO-ORDINATION

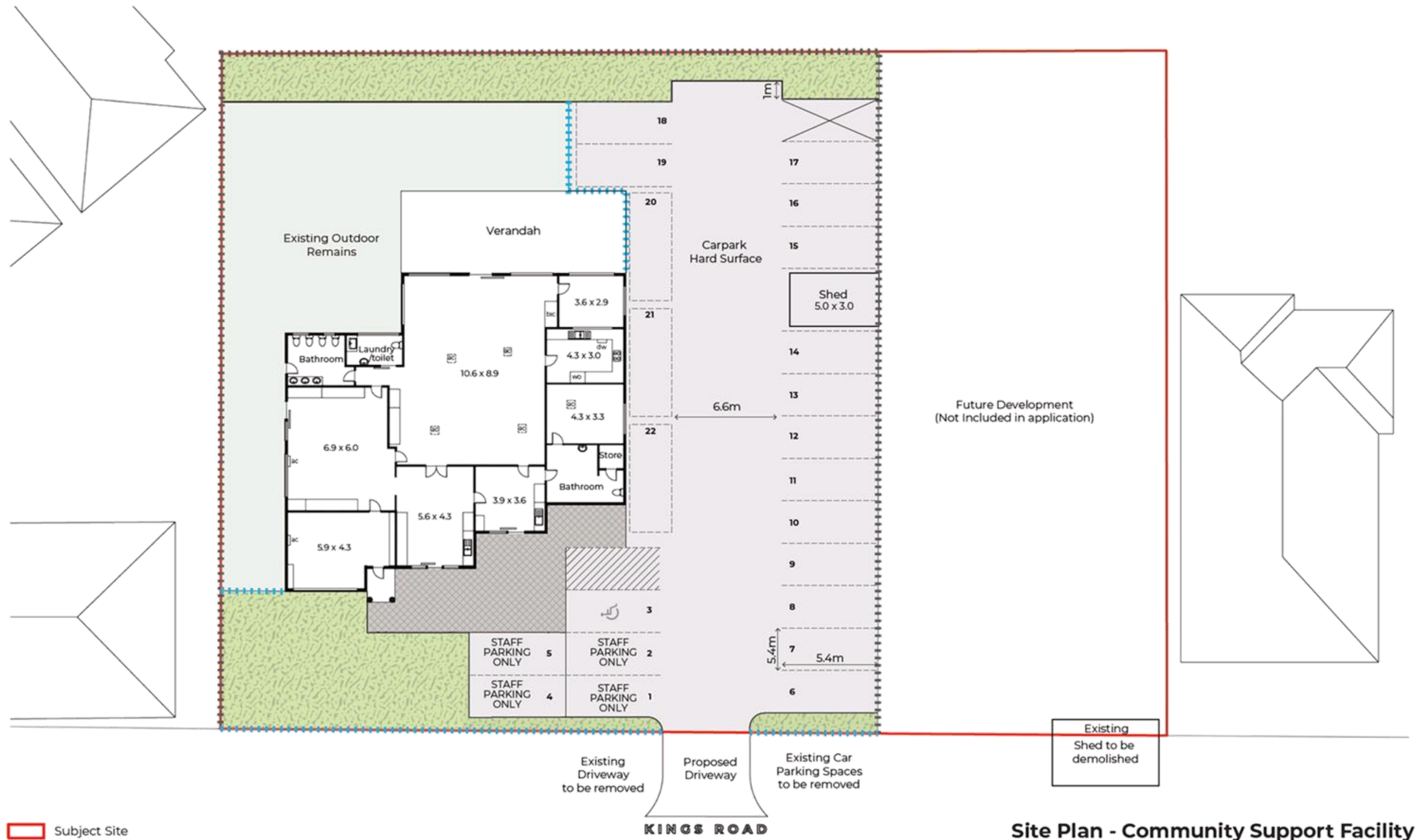
Officer:	GMCiD	MDS
Date:	10/09/2020	08/09/2020

ATTACHMENTS

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

1. Proposal Plans and Supporting Documentation including Statement of Support and Statement of Effect
2. Notice of Category 3 Development, Copy of Representations and Applicant's Response to Representations
3. Schedule 8 Referral Response
4. Extract of Relevant Development Plan Provisions and Location Maps (Consolidated 4 April 2019)

Attachment 1
Proposal Plans and
Supporting Documentation Including
Statement of Support and
Statement of Effect



Site Plan - Community Support Facility

254 KINGS ROAD
PARALOWIE

FOR ABORIGINAL FAMILY SUPPORT SERVICES



MASTERPLAN.COM.AU
SA | NT | QLD
© JUN 2020 IC:51609-F2-3C



Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation including Statement of Support and Statement of Effect

DEVELOPMENT APPLICATION FORM

COUNCIL: CITY OF SALISBURY

APPLICANT: ABORIGINAL FAMILY SUPPORT SERVICES

Postal Address: C/- MASTERPLAN PTY LTD
33 CARRINGTON STREET
ADELAIDE SA 5000

OWNER: ROCLAND NOMINEES PTY LTD

Postal Address: LOT 147 STURT HIGHWAY
NURIOOTPA SA 5355

BUILDER: TBA

Postal Address: _____

Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION:

Name: MICHAEL RICHARDSON - MASTERPLAN SA PTY LTD

Telephone: 8193 5600

Email: MICHAELR@MASTERPLAN.COM.AU

Mobile: XXXXXXXXXX

EXISTING USE:
PRE SCHOOL (CHILDCARE CENTRE)

FOR OFFICE USE				
Development No: _____				
Previous Development No: _____				
Assessment No: _____				
<input type="checkbox"/> Complying	Application forwarded to DA			
<input type="checkbox"/> Non-complying	Commission/Council on: _____ / _____ / _____			
<input type="checkbox"/> Notification Cat 2	Decision: _____			
<input type="checkbox"/> Notification Cat 3	Type: _____			
<input type="checkbox"/> Referrals/Concurrence	Date: _____ / _____ / _____			
<input type="checkbox"/> DA Commission				
	Decision	Fees	Receipt No	Date
Planning:				
Building:				
Land Division:				
Additional:				
Dev Approval:				

DESCRIPTION OF PROPOSED DEVELOPMENT: CHANGE OF USE TO OFFICE (HEALTH AND WELFARE SERVICES) AND COMMUNITY SUPPORT FACILITY

LOCATION OF PROPOSED DEVELOPMENT:

House No: 254 Lot No: 1001 Street: KINGS ROAD Town/Suburb: PARALOWIE

Section No (full/part): _____ Hundred: MUNNO PARA Volume: 6128 Folio: 366

Section No (full/part): _____ Hundred: _____ Volume: _____ Folio: _____

LAND DIVISION:

Site Area (m²): _____ Reserve Area (m²): _____ No of Existing Allotments: _____

Number of Additional Allotments - (Excluding Road and Reserve): _____ Lease: YES: NO:

BUILDING RULES CLASSIFICATION SOUGHT:

If Class 5, 6, 7, 8 or 9 classification is sought, state the proposed number of employees: _____ Female: _____ Male: _____

If Class 9a classification is sought, state the number of persons for whom accommodation is required: _____

If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises: _____

DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY? YES: NO:

HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 1993 LEVY BEEN PAID? YES: NO:

DEVELOPMENT COST (Do not include any fit-out costs): \$30,000.00

I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations 2008.

SIGNATURE: 

FOR AND ON BEHALF OF THE APPLICANT

Dated: 1 JULY 2020

51409DAF01.docx

Statement in Support

Change in use to Office (Health and Welfare Services) and Community Support Facility

at 254 Kings Road, Paralowie



Prepared by
MasterPlan SA Pty Ltd
ABN 30 007 755 277, ISO 9001:2015 Certified
33 Carrington Street, Adelaide SA 5000
Telephone: 8193 5600, masterplan.com.au

July 2020



1.0 INTRODUCTION

This Statement in Support has been prepared pursuant to Regulation 17 (1) of the *Development Regulations 2008* (the Regulations) for a development application for a change in use from a pre-school (childcare centre) to an office (health and welfare services) and community support facility at a site located at 254 Kings Road, Paralowie.

The subject site is located within the Residential Zone of the Salisbury Council Development Plan, consolidated version 4 April 2019.

Within the Residential Zone 'Office' is listed as a non-complying form of development.

It is necessary to first submit a Statement in Support to accompany a non-complying development application which sets out the planning merits of the proposal to enable the relevant authority to determine whether further detailed assessment is to be undertaken.

This Statement in Support contains a description of the subject site, locality and proposed development, and concludes that the proposal warrants a further detailed assessment.

2.0 SITE AND LOCALITY

The subject site (the site) has a total site area of 2,088 square metres and encompasses Allotment 1001 within Deposited Plan 48134, Hundred of Yatala and Certificate of Title Volume 6128 and Folio 366. The relevant Certificate of Title register search is provided in **Attachment A** and indicates that no existing easements exist on the site.

The site has a total frontage to Kings Road of 53.92 metres and a secondary frontage to Louis Court of approximately 6.0 metres.

The existing property contains one single storey building located towards the south-eastern side boundary which was originally a dwelling and most recently redeveloped and operating as a childcare centre. The building has a floor area of approximately 250 square metres.

The site also contains outdoor play areas at the rear of the building and off-street carparking located north-west of the building. Approximately 650 square metres in the north-western portion of the site, adjacent the Louis Court frontage, is currently vacant.

It is noted that the portion of the existing car parking area, fencing and access gates currently encroach onto the adjacent road reserve.

The existing building is set back approximately 9.0 metres from Kings Road and approximately 15 metres from the rear boundary. The site maintains existing landscaping at the rear and front portions of the site.

Vehicle access into the site is gained from Kings Road via two gates, notwithstanding the gates are located within the road reserve.

51609SIS02

1



All adjacent properties appear to be used for residential purposes. Allotments adjoining to the north-west, south-west and south-east predominantly comprise recently constructed single storey dwellings. These dwellings front 'inwards' and are not orientated or accessed from Kings Road. The dwellings opposite the site, across Kings Road, are accessed by a service road that is separated from Kings Road by a heavily vegetated median.

The nearest centre to the site is known as Paralowie Plaza and is located on the intersection of Whites Road and Byron Bay Drive, approximately 500 metres by road from the subject site. The centre is located within the Neighbourhood Centre Zone and comprises a number of tenancies anchored by a Woolworths supermarket.

According to a search of realcommercial.com.au at the time of writing, there are the following two tenancies for lease within Paralowie Plaza.

ADDRESS	FLOOR AREA	FEATURES
Shop 12, 337 Whites Road, Paralowie	80 square metres	Irregular shaped tenancy. Layout appropriate for food preparation and service
Shop 1-3, 337 Whites Road, Paralowie	200 square metres	Regular shaped tenancy, open plan layout.

There is also Neighbourhood Centre Zone located further north at the intersection of Byron Bay Drive and Countess Street which contains the Bethany Christian School and residential properties fronting Blaess Drive.

Lastly, there is the Paralowie Village Shopping Centre which is located at the corner of Bolivar Road and Liberator Drive, approximately 1.3 kilometres from the subject site. At the time of writing there are no tenancies advertised on a search of realcommercial.com.au at the time of writing.

A Locality Plan prepared by MasterPlan is provide in **Attachment B** which identifies the site within the context of the locality.

3.0 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposal comprises the change in use from childcare centre to office (health and welfare services) and community support facility. The proposal will comprise refurbishment and alterations to the internal layout of premises to cater for the needs of the proposed tenant being the Aboriginal Family Support Services (AFSS), however these works will be non-structural and not constitute development in their own right.

A Site Plan showing the proposed configuration of the site is provided in **Attachment C**.



3.1 Site Works

The car parking is proposed to be extended to increase the availability of on-site car parking. This requires the removal of an existing shed structure at the front of the building and two shade structures and playground equipment in the rear yard. The realigned car park will accommodate 22 car parks including one disabled car park located at the entrance of the building.

The car parking area comprises 19 car parks at 90 degrees, including two in a stacked formation, and three parallel car parks. The parking area will have an aisle width of 6.6 metres and a dedicated turnaround bay to allow vehicles to enter and exit the site in a forward direction.

The two existing vehicle crossovers from Kings Road are proposed to be removed and replaced with one crossover aligned to the aisle of the redesigned car parking area. The portion of the existing car parking area, fencing and access gates currently that encroach onto the adjacent road reserve are to be removed and made good.

Colour coated steel fencing of 1.8 metres in height is proposed to the side and rear boundaries with a return portion of fencing proposed between the main face of the building and the eastern boundary. Much of the existing fencing remains in good condition and can be retained. Where required, additional fencing will be constructed to match existing. Tubular steel fencing of 1.5 metres in height is proposed along the road frontage and also between the rear portion of the car parking area and rear yard of the site.

A strip of landscaping is proposed along the rear boundary of the site and along the road frontage. A large area of landscaping is proposed forwards of the existing building in addition to a paved area adjacent to the entry of the building.

Other than reconfiguration and extension of the car parking area and works to address the boundary encroachment, no substantive changes to the existing configuration of the site are proposed.

3.2 Land Use

AFSS is a recognised Aboriginal Community Controlled Organisation (ACCO) that was born out of the passion and tireless commitment of strong Aboriginal leaders who were determined to address the inequities that existed around the removal of Aboriginal children from their families and communities. Removal of these children often occurred without family consent and the trauma and emotional impact on those involved is still being experienced today.

AFSS offer a range of community safety and wellbeing programs located in metropolitan Adelaide, Berri, Ceduna, Coober Pedy, Murray Bridge, Port Augusta and Port Lincoln.

51609SIS02

3



A summary of the programs to be offered at this site are provided below:

Healthy Homes, Resilient Families - Growing Up Healthy

- AFSS work in groups or individually with families on home-building skills such as:
 - buying healthy food on a budget;
 - learning to cook with healthy and nutritious food; and
 - learning about routines and rules.

Seasons for Healing

- Group sessions to understand the grief and loss process, aligned with the four seasons.

Circle of Security - Parenting

- Group sessions to build on parenting skills.
- Understanding attachment to children and responding to their needs.
- Self-reflection on parenting styles.

Respect Sista Girl 2

- Available for girls and women aged 12 and above.
- Participants have often experienced family violence.
- Developing positive change in life using their own cultural strength.
- Using culture for empowerment to make better choices.

Staying Safe

- A program for victims and family members suffering family violence (not perpetrators).
- Working with participants to reduce the cycle of family violence and improve safety.

New Dreams

- A program working with victims of family violence further along the process.
- Advocating in partnership with Housing SA to access safe and stable housing options.

Reconnect

- A program working with youth aged 12-18 who are homeless or at risk of homelessness.

51609SIS02

4



- Seeks to reconnect them to family and community.
- Strengthen participation in community life.
- Enhance community and family functioning.

Emergency Relief

- Assistance to any member of the community who are at risk of, or unable to pay bills.
- Generally, in the form of food vouchers.
- Includes referral to other appropriate services and providers.

Kinship Care/Family Based Foster Care

- A program to identify, assess, train and support families to become carers of children who are unable to live with their birth families.

Given the nature of the programs undertaken by AFSS, it is important that their premises are reflective of a welcoming and comforting residential environment whilst comprising sufficient floor area in which to operate. The subject site has been selected on this basis, being an original dwelling that was expanded to accommodate the childcare centre use and is now surrounded by residential development.

The community-based programs specified earlier in this document are not run simultaneously and not every day. Each program might have 4-12 participants and although this will vary, on average only 2-3 days per week. The exception to this is the Emergency Relief, where AFSS would generally have 1 person per day seeking assistance.

Staffing numbers at the site would be in the order of 15-16 although up to five of these staff members travel throughout South Australia to deliver their programs and services in other community locations.

The hours of operation reflect standard business hours, being open from 8.00 am to 5.00 pm Monday to Friday. However, the programs run by AFSS are generally no more than 3-4 hours duration, usually mid-morning to mid-afternoon. Not material use of the site will occur outside of these hours, however staff may occasionally work back outside of business hours.

In addition to the proposed change of use, the western portion of the site, being approximately 650 square metres or just over 30 percent of the site is surplus to requirements and does not form part of the proposal. This land has the potential to be sub-divided and to be reverted to residential use, subject to separate development applications in future.

Based on their experience in siting similar facilities throughout South Australia, AFSS has a preference for facilities to be located within residential areas, and often within converted dwellings. The nature of the programs offered by AFSS has a strong focus on assisting clients with the skills needed for successful relationships and parenting. In many cases the programs are delivered to families and kinship groups.

51609SIS02

5



Locations which have a domestic scale and facilities including domestic cooking and laundry facilities assist in the delivery of many programs.

In many cases, clients will be accompanied by children, who will often be cared for by staff or volunteers while programs are delivered to adults. The previous use of the building as a childcare centre makes it ideal for program delivery, as it retains a domestic scale and setting, whilst having kitchen and laundry facilities, appropriate car parking and both indoor and outdoor spaces suitable for the safe supervision of children. Compared to the limited nature and format of spaces available in activity centres in the area, the subject site exhibits a much higher level of suitability for the proposed use.

4.0 PLANNING MERITS

From our review of Council's Development Plan, we have identified that the key consideration to the assessment of the application is the proposed land use. We have therefore focussed our assessment on the relevant land use provision and are confident that the remaining technical aspects of the application, such as off-street carparking, can be satisfied should Council proceed to a further assessment of the application.

Objective 6 of the Residential Zone seeks development that contributes to the desired character of the zone. The following extracts are taken from the Desired Character of the zone:

The zone covers a substantial portion of the Council area and is home to a large and diverse population. The zone is suitable for a range of low to medium density housing, with higher density in appropriate locations. In addition to housing and open space, the zone will also contain a variety of community related, non-residential land uses that contribute to the creation of pleasant, connected, well serviced and socially inclusive neighbourhoods.

The Desired Character clearly anticipates non-residential land uses that are community related and that contribute to the creation of pleasant, connected, well service and socially inclusive neighbourhoods.

The proposal comprises the change in use from childcare centre to office (health and welfare services) in order to accommodate an AFSS premises on the site. As described in Section 3.0 above, the AFSS offer a range of community safety and wellbeing programs aimed at increasing the social inclusiveness of the community.

The proposed community focused non-residential use of the site aligns with the above extract of the Desired Character.

Development will be of a form and scale compatible with adjoining residential development.

The proposal is for the change of use of an existing building that has most recently been approved as a childcare centre to an office (health and welfare service). The existing building on site was originally a dwelling and as such retains appropriate form and scale to the adjacent residential development.

51609SIS02

6



The proposed change of use to office (health and welfare service) is consistent with and contributes to the Desired Character of the Zone by providing a community focused, small scale, non-residential land use that is compatible with adjacent residential development.

Principle of Development Control (Principle 1) of the Residential Zone lists forms of development that are envisaged in the zone. Listed in Principle 1 is the following:

- small scale non-residential use that serves the local community, for example:
 - childcare facility;
 - health and welfare service;
 - open space; and
 - primary or secondary school.

The existing building on site has a floor area of approximately 250 square metres. The proposed change of use to office (health and welfare service) is a small-scale non-residential land use that will service the local community.

Notwithstanding the non-complying nature of the proposal, the proposed change of use is considered and envisaged form of development within the zone in accordance with Principle 1. Furthermore, the proposed change of use is to replace an existing non-residential land use that operated with similarities to the proposed use.

Principle 4 of the Zone contemplates non-residential development within the Zone and states:

PDC 4 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:

- (a) serves the local community
- (b) is consistent with the character of the locality
- (c) does not detrimentally impact on the amenity of nearby residents
- (d) will not undermine the efficient operation of nearby centres.

The proposed use of the site as an office (health and welfare services) will allow AFSS to operate their community safety and wellbeing programs aimed at increasing the social inclusiveness of the community from the premises. The proposed development serves the local community in accordance with Principle 4(a).

The existing building on site was originally a dwelling. There are no proposed external alterations constituting development to the site's existing building to ensure the form and scale remains compatible with adjoining residential development as expressed in the Zone's Desired Character and in accordance with Principle 4(b).

Dwellings on the south-western side of Kings Road that surround the subject site face 'inward' away from Kings Road. The dwelling on the opposite side of Kings Road are accessed by a service road that is separated from Kings Road by a heavily vegetated median. Therefore, the site is not a visually prominent built form when viewed from surrounding residential development.

51609SIS02

7



Given this and the modest hours of operation proposed, it is unlikely that the proposed use of the site would have a detrimental impact on the amenity of surrounding residential development in accordance with Principle 4(c).

Searches indicate that there are only two tenancies currently available within nearby centres as described in Section 2.0 of this statement. Neither tenancy is sufficient in size nor, most importantly, provide a residential setting as required by an AFSS premises. The subject site provides an original dwelling that has since been extended to provide sufficient area for AFSS to operate their community safety and wellbeing programs within a residential setting. The proposed development is not a typical office and as such not suitable within typical centre developments. The proposal is unlikely to directly compete with nearby centres and therefore is unlikely to undermine the efficient operation of such centres in accordance with Principle 4(d).

The proposed development sufficiently accords with Principle 4 and is an appropriate form of non-residential development within the Residential Zone.

5.0 CONCLUSION

Having considered the subject site and locality, the proposed development and relevant provisions of the Development Plan, we consider that the proposal's planning merits can be summarised as follows:

- the site maintains an existing non-residential use that currently operate with similarities in its nature and intensity to the proposed use;
- the Zone's Objectives and Principles support residential development with consideration for appropriate community focussed non-residential forms of development such as that proposed;
- having regard to the existing use of the subject site, it is unlikely that the proposed use would have a detrimental impact on the amenity of surrounding residential development;
- given the unique nature of the proposed use it is unlikely that the proposal will undermine the efficient operation of nearby centres;
- no material external alterations to the existing building is proposed, which should ensure the form and scale remains compatible with adjoining residential development as expressed in the Zone's Desired Character;
- the proposal will not materially alter the existing pattern of development in the locality; and
- the application also allows approximately 650 square metres or just over 30 percent of the site to be reverted to residential use.



For the reasons outlined in this Statement in Support, we are of the opinion that the proposal demonstrates substantial planning merit to justify further detailed assessment as a *non-complying* form of development in accordance with Regulation 17(5) of the Regulations.

Michael Richardson
Bachelor of Urban and Regional Planning (Hons)

1 July 2020

51609SIS02

9

ATTACHMENT A

Certificate of Title Register Search



Product Register Search (CT 6128/366)
Date/Time 13/01/2020 03:18PM
Customer Reference 51609
Order ID 20200113008427



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 6128 Folio 366

Parent Title(s) CT 5444/59
Creating Dealing(s) DDA 12041407
Title Issued 13/01/2014 Edition 3 Edition Issued 23/11/2017

Estate Type

FEE SIMPLE

Registered Proprietor

ROCLAND NOMINEES PTY. LTD. (ACN: 080 209 212)
OF LOT 147 STURT HIGHWAY NURIOOTPA SA 5355

Description of Land

ALLOTMENT 1001 DEPOSITED PLAN 48134
IN THE AREA NAMED PARALOWIE
HUNDRED OF MUNNO PARA

Easements

NIL

Schedule of Dealings

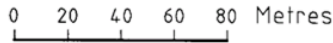
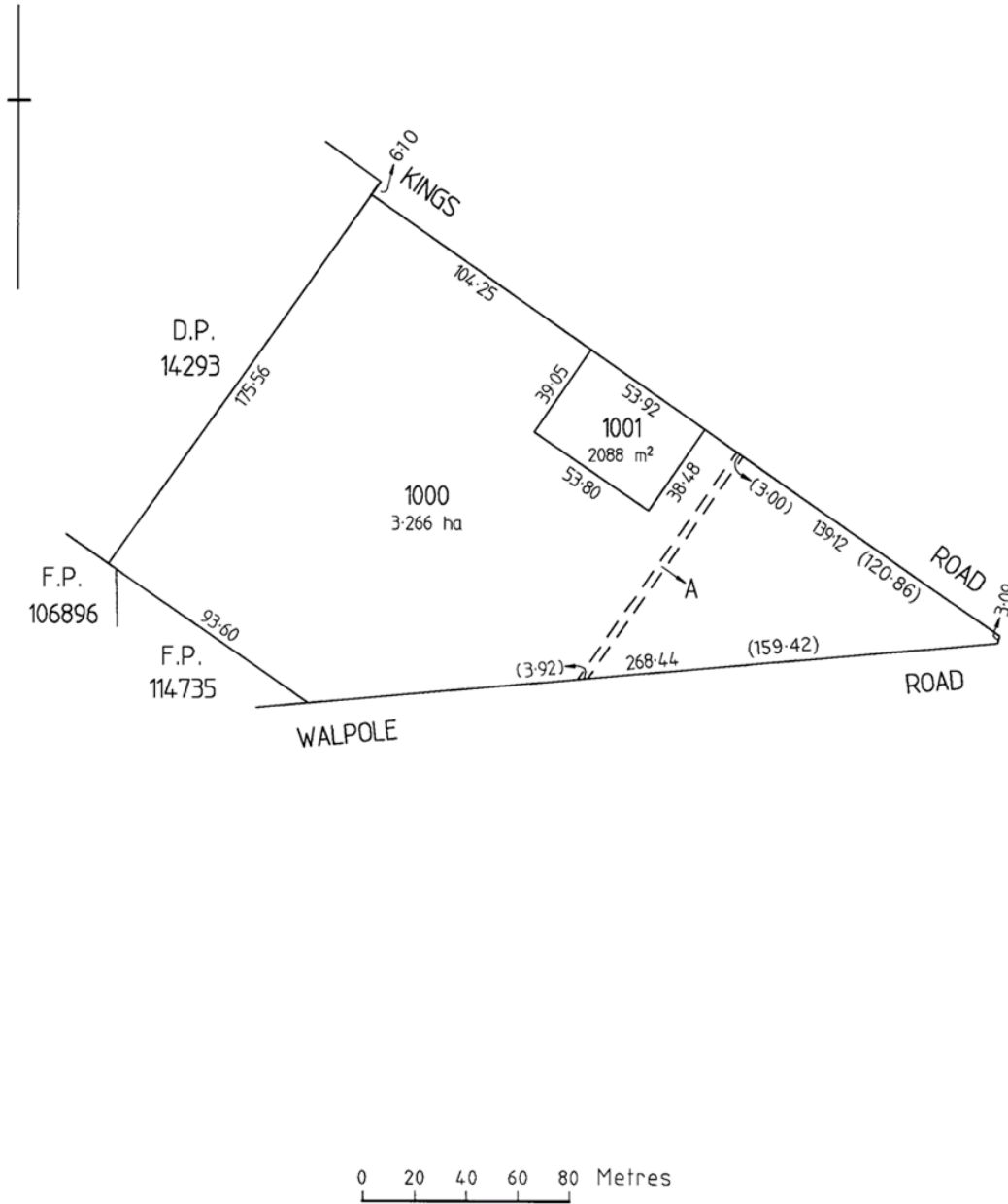
Dealing Number	Description
12829786	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)

Notations

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





Product Register Search (CT 6128/366)
 Date/Time 13/01/2020 03:18PM
 Customer Reference 51609
 Order ID 20200113008427



ATTACHMENT B

Locality Plan

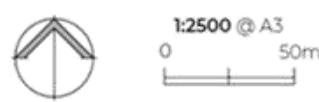


-  Subject Site
-  Zone Boundary
- R** Residential
- NCe** Neighbourhood Centre
- OS** Open Space

Locality Plan

254 KINGS ROAD
PARALOWIE

FOR Aboriginal Family Support Services



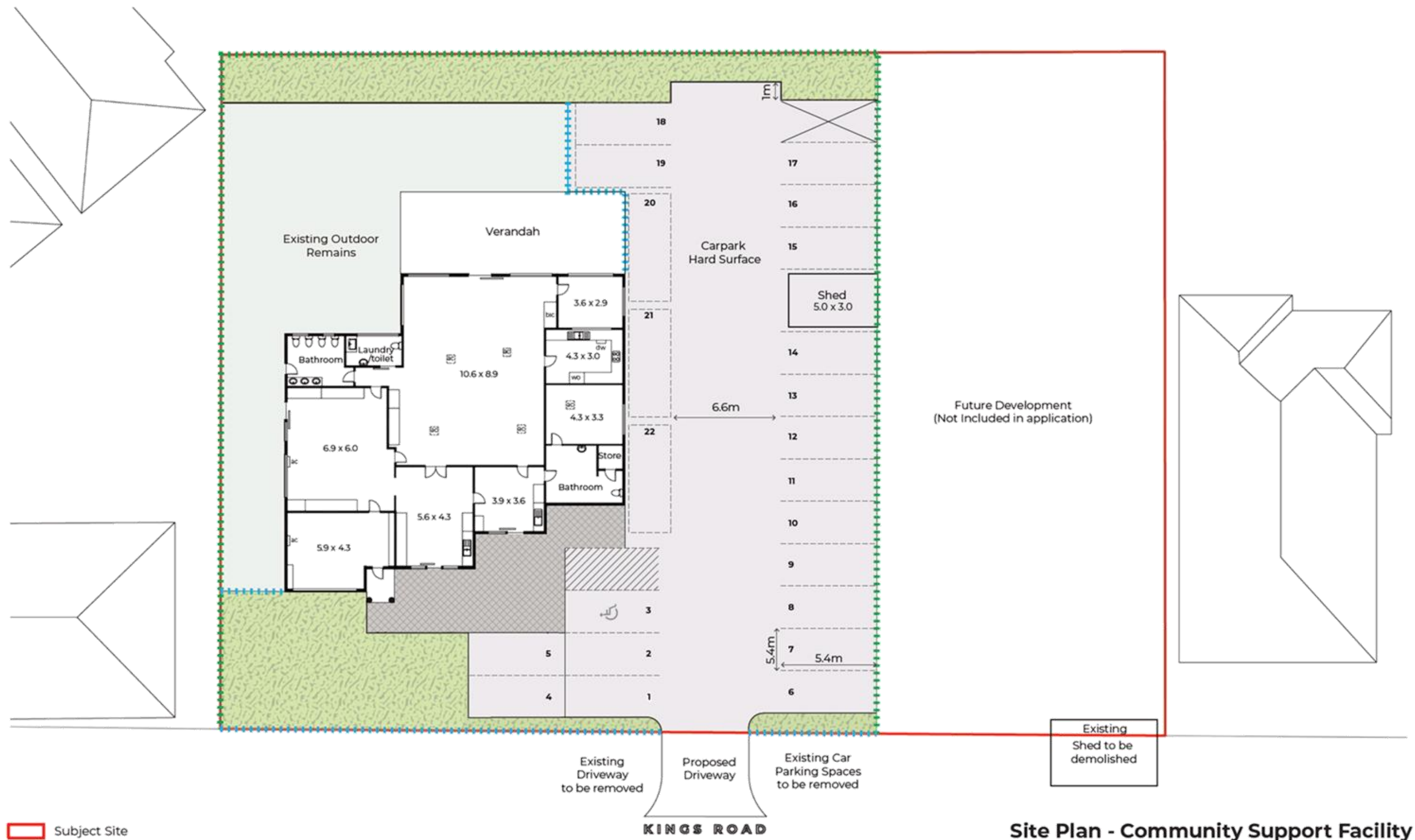
MASTERPLAN.COM.AU
SA | NT | QLD
© FEB 2020 BL-51609-L1-3A



Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation including Statement of Support and Statement of Effect

ATTACHMENT C

Site Plan



- Subject Site
- Fencing (1.8m Colour Coated Steel)
- Fencing (1.5m Tubular Steel)
- Paving
- Landscaping



MASTERPLAN.COM.AU
SA | NT | QLD
© JUN 2020 IC:51609-F2-3C

Site Plan - Community Support Facility

254 KINGS ROAD
PARALOWIE

FOR ABORIGINAL FAMILY SUPPORT SERVICES



STATEMENT OF EFFECT

Proposed Change of Use to Office (Health and Welfare Services) and Community Support Facility

254 Kings Road, Paralowie



Prepared by
MasterPlan SA Pty Ltd
ABN 30 007 755 277, ISO 9001:2015 Certified
33 Carrington Street, Adelaide SA 5000
Telephone: 8193 5600, masterplan.com.au

July 2020



1.0 INTRODUCTION

This Statement of Effect has been prepared to accommodate a development application for a change in use from a pre-school (childcare centre) to an office (health and welfare services) and community support facility at a site located at 254 Kings Road, Paralowie.

The subject site is located within the Residential Zone of the Salisbury Council Development Plan, consolidated version 4 April 2019.

Within the Residential Zone 'Office' is listed as a non-complying form of development.

The Statement of Effect has been prepared in accordance with Regulation 17(5) of the *Development Regulations 2008* (Regulations). It contains:

- a description of the subject site and locality;
- a description of the nature of the proposed development;
- a statement as to the provisions of the Development Plan which are relevant to an assessment of the proposed development;
- an assessment of the extent to which the proposed development complies with the provisions of the Development Plan; and
- an assessment of the expected social, economic and environmental effects of the development on its locality.

In preparing this Statement of Effect we have examined the proposed set of plans and examined the relevant provisions of the Council Development Plan. We are satisfied that the proposal exhibits substantial planning merit to warrant Development Plan Consent being granted.

2.0 SITE AND LOCALITY

The subject site (the site) has a total site area of 2,088 square metres and encompasses Allotment 1001 within Deposited Plan 48134, Hundred of Yatala and Certificate of Title Volume 6128 and Folio 366. The relevant Certificate of Title register search is provided in **Attachment A** and indicates that no existing easements exist on the site.

The site has a total frontage to Kings Road of 53.92 metres and a secondary frontage to Louis Court of approximately 6.0 metres.

51609SOE02

1



The existing property contains one single storey building located towards the south-eastern side boundary which was originally a dwelling and most recently redeveloped and operating as a pre-school in the form of a childcare centre. The building has a floor area of approximately 250 square metres.

The site also contains outdoor play areas at the rear of the building and off-street carparking located north-west of the building. Approximately 650 square metres in the north-western portion of the site, adjacent the Louis Court frontage, is currently vacant and the use and development of this portion of the site does not form part of this application.

It is noted that the portion of the existing car parking area, fencing and access gates currently encroach onto the adjacent road reserve with land having to be acquired for the widening of the road at some point in the future.

The existing building is set back approximately 9.0 metres from Kings Road and approximately 15.0 metres from the rear boundary. The site maintains existing landscaping at the rear and front portions of the site.

Vehicle access into the site is gained from Kings Road via two gates and driveways, notwithstanding the gates are now located within the road reserve.

The following photographs depict the current disposition of the subject site:



Photo 1: Subject site looking south from Kings Road

51609SOE02

2



Photo 2: Subject site looking south from Kings Road, showing existing fencing and access points



Photo 3: Existing car parking area to west of building

51609SOE02

3



Photo 4: Rear opens space area looking east



Photo 5: Setback to eastern boundary of site

All adjacent properties appear to be used for residential purposes.

51609SOE02

4



Allotments adjoining to the north-west, south-west and south-east predominantly comprise recently constructed single storey dwellings. These dwellings front 'inwards' to the south and are not orientated or accessed from Kings Road. The dwellings opposite the site, across Kings Road are accessed by a service road that is separated from Kings Road by a vegetated median which generally features dense, mature vegetation.

The level of amenity in the locality is best described as moderate to high. It is negatively impacted by traffic volumes on Kings Road, but improves as the distance from Kings Road increases.

The following photographs show the current disposition of the locality, looking from the front of the subject site on Kings Road:



Photo 6: Looking east along Kings Road

51609SOE02

5



Photo 7: Looking west along Kings Road



Photo 8: Looking South across landscape strip and service road to dwellings on southern side of Kings Road

The nearest activity centre to the site is known as Paralowie Plaza and is located on the intersection of Whites Road and Byron Bay Drive, approximately 500 metres by road from the subject site. The centre is located within the Neighbourhood Centre Zone and comprises a number of tenancies anchored by a Woolworths supermarket.

According to a search of realcommercial.com.au at the time of writing the Statement in Support for the proposed development, there were the following two tenancies for lease within Paralowie Plaza.

51609SOE02

6



ADDRESS	FLOOR AREA	FEATURES
Shop 12, 337 Whites Road, Paralowie	80 square metres	Irregular shaped tenancy. Layout appropriate for food preparation and service.
Shop 1-3, 337 Whites Road, Paralowie	200 square metres	Regular shaped tenancy, open plan layout.

There is also a Neighbourhood Centre Zone located further north at the intersection of Byron Bay Drive and Countess Street which contains the Bethany Christian School and residential properties fronting Blaess Drive.

Lastly, there is the Paralowie Village Shopping Centre which is located at the corner of Bolivar Road and Liberator Drive, approximately 1.3 kilometres from the subject site. At the time of writing there are no tenancies advertised on a search of realcommercial.com.au within this centre.

A Locality Plan prepared by MasterPlan is provided in **Attachment B** which identifies the site within the context of the locality.

3.0 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposal comprises the change in use from childcare centre to office (health and welfare services) and community support facility. The proposal will comprise refurbishment and alterations to the internal layout of premises to cater for the needs of the proposed tenant being the Aboriginal Family Support Services (AFSS), however these works will be non-structural and not constitute development in their own right.

A Site Plan showing the proposed configuration of the site is provided in **Attachment C**. This site plan has been updated since the application was lodged and reflects a revised design of the car parking area and further detail in respect of landscaping and fencing.

3.1 Site Works

The car parking is proposed to be extended to increase the availability of on site car parking. This requires the removal of an existing shed structure at the front of the building and two shade structures and playground equipment in the rear yard. The realigned car park will accommodate 22 car parks including one disabled car park located at the entrance of the building.

The car parking area comprises 19 car parks at 90 degrees, including two in a stacked formation, and three parallel car parks. The parking area will have an aisle width of 6.6 metres and a dedicated turnaround bay to allow vehicles to enter and exit the site in a forward direction.



The two existing vehicle crossovers from Kings Road are proposed to be removed and replaced with one crossover aligned to the aisle of the redesigned car parking area. The portion of the existing car parking area, fencing and access gates currently that encroach onto the adjacent road reserve are to be removed and made good.

Colour coated steel fencing of 1.8 metres in height is proposed to the side and rear boundaries with a return portion of fencing proposed between the main face of the building and the eastern boundary. Much of the existing fencing remains in good condition and can be retained. Where required, additional fencing will be constructed to match existing. Tubular steel fencing of 1.5 metres in height is proposed along the road frontage and also between the rear portion of the car parking area and rear yard of the site.

A strip of landscaping is proposed along the rear boundary of the site and along the road frontage. A large area of landscaping is proposed forwards of the existing building in addition to a paved area adjacent to the entry of the building.

Other than reconfiguration and extension of the car parking area and works to address the boundary encroachment, no substantive changes to the existing configuration of the site are proposed.

3.2 Land Use

AFSS is a recognised Aboriginal Community Controlled Organisation (ACCO) that was born out of the passion and tireless commitment of strong Aboriginal leaders who were determined to address the inequities that existed around the removal of Aboriginal children from their families and communities. Removal of these children often occurred without family consent and the trauma and emotional impact on those involved is still being experienced today.

AFSS offer a range of community safety and wellbeing programs located in metropolitan Adelaide, Berri, Ceduna, Coober Pedy, Murray Bridge, Port Augusta and Port Lincoln.

A summary of the programs to be offered at this site are provided below:

Healthy Homes, Resilient Families - Growing Up Healthy

- AFSS work in groups or individually with families on home-building skills such as:
 - buying healthy food on a budget;
 - learning to cook with healthy and nutritious food; and
 - learning about routines and rules.

Seasons for Healing

- Group sessions to understand the grief & loss process, aligned with the four seasons.

Circle of Security - Parenting

51609SOE02

8



- Group sessions to build on parenting skills.
- Understanding attachment to children and responding to their needs.
- Self-reflection on parenting styles.

Respect Sista Girl 2

- Available for girls and women aged 12 and above.
- Participants have often experienced family violence.
- Developing positive change in life using their own cultural strength.
- Using culture for empowerment to make better choices.

Staying Safe

- A program for victims and family members suffering family violence (not perpetrators).
- Working with participants to reduce the cycle of family violence and improve safety.

New Dreams

- A program working with victims of family violence further along the process.
- Advocating in partnership with Housing SA to access safe and stable housing options.

Reconnect

- A program working with youth aged 12-18 who are homeless or at risk of homelessness.
- Seeks to reconnect them to family and community.
- Strengthen participation in community life.
- Enhance community and family functioning.

Emergency Relief

- Assistance to any member of the community who are at risk of, or unable to pay bills.
- Generally, in the form of food vouchers.
- Includes referral to other appropriate services and providers.

51609SOE02

9



Kinship Care/Family Based Foster Care

- A program to identify, assess, train and support families to become carers of children who are unable to live with their birth families.

Given the nature of the programs undertaken by AFSS, it is important that their premises are reflective of a welcoming and comforting residential environment whilst comprising sufficient floor area in which to operate. The subject site has been selected on this basis, being an original dwelling that was expanded to accommodate the childcare centre use and is now surrounded by residential development.

The community-based programs specified earlier in this document are not run simultaneously and not every day. Each program might have 4-12 participants and although this will vary, on average only 2-3 days per week. The exception to this is the Emergency Relief, where AFSS would generally have 1 person per day seeking assistance.

Staffing numbers at the site would be in the order of 15-16 although up to five of these staff members travel throughout South Australia to deliver their programs and services in other community locations.

The hours of operation reflect standard business hours, being open from 8.00 am to 5.00 pm Monday to Friday. However, the programs run by AFSS are generally no more than 3-4 hours duration, usually mid-morning to mid-afternoon. Not material use of the site will occur outside of these hours, however staff may occasionally work back outside of business hours.

In addition to the proposed change of use, the western portion of the site, being approximately 650 square metres or just over 30 percent of the site is surplus to requirements and does not form part of the proposal. This land has the potential to be sub-divided and to be reverted to residential use, subject to separate development applications in future.

Based on their experience in siting similar facilities throughout South Australia, AFSS has a preference for facilities to be located within residential areas, and often within converted dwellings. The nature of the programs offered by AFSS has a strong focus on assisting clients with the skills needed for successful relationships and parenting. In many cases the programs are delivered to families and kinship groups. Locations which have a domestic scale and facilities including domestic cooking and laundry facilities assist in the delivery of many programs.

In many cases, clients will be accompanied by children, who will often be cared for by staff or volunteers while programs are delivered to adults. The previous use of the building as a childcare centre makes it ideal for program delivery, as it retains a domestic scale and setting, whilst having kitchen and laundry facilities, appropriate car parking and both indoor and outdoor spaces suitable for the safe supervision of children. Compared to the limited nature and format of spaces available in activity centres in the area, the subject site exhibits a much higher level of suitability for the proposed use.

51609SOE02

10



4.0 RELEVANT PROVISION OF THE DEVELOPMENT PLAN

The relevant Development Plan is the Salisbury Council Development Plan (consolidated 4 April 2019). The subject site is located within the Residential Zone.

The following provisions are considered to be most relevant to an assessment of the proposal's merits:

Residential Zone

Objectives: 1, 3, 4, and 6.

Principles: 1, 2, 3, 4 and 8.

General Section - Advertisements

Objectives: 1, 2, and 3.

Principles: 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14 and 21.

General Section – Community Facilities

Objectives: 1 and 2.

Principles: 1, 2 and 3.

General Section – Crime Prevention

Objectives: 1.

Principles: 1, 2, 3, 5, 6, 7 and 11.

General Section – Design and Appearance

Objectives: 1 and 2.

Principles: 11, 12, 14 and 15.

General Section – Energy Efficiency

Objectives: 1 and 2.

Principles: 1 and 2.

General Section – Interface between Land Uses

Objectives: 1, 2 and 3.

Principles: 1, 2, 3, 6, 7, 8 and 9.

51609SOE02

11



General Section – Landscaping, Fences and Walls

Objectives: 1 and 2.

Principles: 1, 2, 3 and 4.

General Section – Orderly and Sustainable Development

Objectives: 1, 2, 3, 4 and 6.

Principles 1, 6 and 8.

General Section - Transportation and Access

Objectives: 2.

Principles: 22, 23, 25, 27, 28, 29, 30, 32, 33, 34, 35, 37, 38, 39 and 40.

5.0 DEVELOPMENT PLAN ASSESSMENT

5.1 Land Use

From our review of Council's Development Plan, we have identified that the key consideration to the assessment of the application is the proposed land use.

Objective 6 of the Residential Zone seeks development that contributes to the Desired Character of the Zone. The following extracts are taken from the Desired Character of the Zone:

The zone covers a substantial portion of the Council area and is home to a large and diverse population. The zone is suitable for a range of low to medium density housing, with higher density in appropriate locations. In addition to housing and open space, the zone will also contain a variety of community related, non-residential land uses that contribute to the creation of pleasant, connected, well serviced and socially inclusive neighbourhoods.

The Desired Character clearly anticipates non-residential land uses that are community related and that contribute to the creation of pleasant, connected, well serviced and socially inclusive neighbourhoods.

The proposal comprises the change in use from childcare centre to office (health and welfare services) in order to accommodate AFSS premises on the site. As described, AFSS offer a range of community safety and wellbeing programs aimed at increasing the social inclusiveness of the community.

The proposed community focused non-residential use of the site aligns with the above extract of the Desired Character.

Development will be of a form and scale compatible with adjoining residential development.

51609SOE02

12



The proposal does not seek a material change to the existing built form and configuration of the subject site. The proposal will expand the car parking area to ensure that all car parking demand from the facility can be accommodated on the subject site, by providing car parking at a rate attuned to the specific use, at a rate significantly higher than the development plan requirements.

The proposal is for the change of use of an existing building that has most recently been approved as a childcare centre to an office (health and welfare service) and community support facility. The existing building on site was originally a dwelling and, as such, retains appropriate form and scale to the adjacent residential development.

The proposed change of use to office (health and welfare service) and community support facility is considered to be consistent with and to contribute to the Desired Character of the Zone by providing a community focused, small scale, non-residential land use that is compatible with adjacent residential development.

Principle of Development Control 1 of the Residential Zone lists forms of development that are envisaged in the Zone.

Listed in Principle 1 is the following:

- small scale non-residential use that serves the local community, for example:
 - childcare facility;
 - health and welfare service;
 - open space; and
 - primary or secondary school.

The existing building on site has a floor area of approximately 250 square metres. The proposed change of use to office (health and welfare service) is a small-scale non-residential land use that will service the local community.

It is conceded that the proposal will serve a catchment which is wider than just the local community. Notwithstanding this, the site has been selected because the northern suburbs of Adelaide represent a location from which AFSS draws a significant portion of its demand for services. As detailed in Section 3.0, AFSS has confirmed over many years that providing its services out of converted dwellings in residential areas provides for delivery to vulnerable communities in a non-threatening, less institutional environment. This is critical to engaging successfully with their clients in a culturally appropriate manner. Facilities in activity centres and institutional areas have less capacity to be adapted to the model of service that AFSS delivers.



Whilst the provision seeks the delivery of services to the local community, which the proposal achieves, it does not limit the delivery of services to only the local community. Other services envisaged by this provision, such as schools, childcare and open space, frequently provide services and facilities to catchments outside of just the local community, with the exact nature of the catchment being determined by a range of factors including the nature of the site and locality, access to transport routes and, in the case of public space, natural features.

The subject site has a significant history of non-residential use and the proposal will enable the adaptive re-use of the existing building in a manner that continues to provide critical community services to both the local community and a broader catchment.

Notwithstanding the non-complying nature of the proposal, the proposed change of use is considered to constitute an envisaged form of development within the Zone that reasonably accords with Principle 1.

Principle 4 of the Zone contemplates non-residential development within the Zone and states:

PDC 4 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:

- (a) serves the local community
- (b) is consistent with the character of the locality
- (c) does not detrimentally impact on the amenity of nearby residents
- (d) will not undermine the efficient operation of nearby centres.

The proposed use of the site as an office (health and welfare services) and community support facility that will allow AFSS to operate their community safety and wellbeing programs aimed at increasing the social inclusiveness of the community from the premises. The proposed development serves the local community in accordance with Principle 4(a).

The existing building on site was originally a dwelling which was subsequently converted to a childcare centre. There are no proposed external alterations constituting development to the existing building which should ensure the form and scale remains compatible with adjoining residential development as expressed in the Zone's Desired Character and in accordance with Principle 4(b).

Dwellings on the south-western side of Kings Road that surround the subject site face 'inward' to the south away from Kings Road. The dwellings on the opposite side of Kings Road are accessed by a service road that is separated from Kings Road by a heavily vegetated median. These existing features mean that the site is not a visually prominent built form when viewed from surrounding residential development. The operations proposed at the site are intensively managed with a high ratio of staff to clients. AFSS has extensive experience in the delivery of these programs and has always found that sites in residential areas do not cause nuisance or conflict with neighbours. Having regard to the impacts that would likely have emanated from the previous use of the site as a childcare centre, it is considered likely that any adverse amenity impacts on the locality resulting from the proposal would be lower than those associated with the previous use. Given this and the modest hours of operation proposed, it is considered unlikely that the proposed use of the site would have a detrimental impact on the amenity of surrounding residential development in accordance with Principle 4(c).

51609SOE02

14



Searches indicate that there are only two tenancies currently available within nearby centres as described in Section 2.0 of this statement. Neither tenancy is sufficient in size nor are they able to provide a residential setting as required by an AFSS premises. The subject site provides an original dwelling that has since been extended to provide sufficient area for AFSS to operate their community safety and wellbeing programs within a residential setting. The proposed development is not a typical office and as such not suitable within typical centre developments. The proposal will not compete with nearby centres and therefore is extremely unlikely to undermine the efficient operation of such centres in accordance with Principle 4(d).

The proposed development is therefore considered to sufficiently accord with Principle 4.

On balance, having regard to the nature of the use proposed, the existing disposition and previous use of the subject site and the nature of the locality, the proposal is considered to constitute an appropriate form of non-residential development within the Residential Zone.

5.2 Interface between Land Uses

Objective 1 of the General Section which relates to the Interface between Land Uses, seeks development located and designed to minimise adverse impact and conflict between land uses.

The proposed change in use from a pre-school (childcare centre) to an office (health and welfare services) and community support facility is considered to minimise external impacts on adjacent development.

The hours of operation reflect standard business hours, being open from 8.00 am to 5.00 pm Monday to Friday. However, the programs run by AFSS are generally no more than 3-4 hours duration, usually mid-morning to mid-afternoon.

The community-based programs specified earlier in this document are not run simultaneously and not every day. Each program might have 4-12 participants and although this will vary, on average only 2-3 days per week.

The rear yard area is to be decreased in size to allow the expansion of on-site car parking. This includes removal of the children's playground associated with the previous use of the site. The remaining yard area is to be used as a breakout space for clients for the safe supervision of children and not as an intensive play space as currently approved.

In terms of noise generation, it is considered that the proposed change of use to office (health and welfare services) and community support facility will have considerably less impact on adjoining land in comparison to the currently approved childcare centre. This is on the basis of the small number of clients visiting the site, the reduced use of outdoor areas immediately adjacent to the residential development, the limited operating hours and the intensive nature of services provided and high client to staff ratios.

The proposal is not considered to create adverse environmental conditions on the site or to adjacent properties by way of odour, noise, dust or other nuisances.

51609SOE02

15



To ensure that the site interfaces appropriately with surrounding sites, fencing will be upgraded where required to ensure that colour coated steel fencing of a minimum 1.8 metres in height is provided between the subject site and all neighbouring residential properties.

In summary, the proposal is considered to accord with relevant provisions relating to interface between land uses.

5.3 Transportation and Access

GTA Consultants have been engaged to provide a traffic and parking assessment of the proposed development, please refer to **Attachment D**.

The GTA report concludes that:

- The provision of parking exceeds the Council development plan requirements by more than double the specified rate.
- Provision of parking also exceeds the operational parking demand as provided by AFSS, with remaining spaces to be utilised as additional visitor parking.
- Traffic generated by the proposed development will be approximately 20 vehicle trips during both the AM and PM peak periods. This is considered low and would not be noticeable within the existing road network.

In considering the access and parking impacts of the proposal against relevant Development Plan provisions, it is considered that the proposal is appropriate and takes a conservative approach to the provision of car parking based on a detailed analysis of the actual use proposed.

A total of 22 on site car parks are proposed including two in a stacked formation at the front of the site and three which are parallel in configuration adjacent the western side of the building.

Principle 32 of the General Section that relates to Transportation and Access states the off street vehicle parking should be provided in accordance with Table Sal/2 – Off Street Vehicle Parking Requirements.

Table Sal/2 stipulates that one space per 25.0 square metres is required for an office form of development. The building on site has a floor area of approximately 250 square metres. Based on this provision, a total of 11 off-street car parks are required. Notwithstanding this, the number of car parks provided has been determined based on an empirical analysis of the use to ensure that sufficient off street parking for staff vehicles, pool vehicles and visitors is provided.

The proposed development provides a total of 22 off-street car parks, inclusive of one disabled persons car park, in accordance with Table Sal/2.



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.

Kings Road is identified as a secondary arterial road as shown on Transport Overlay Map Sal/23. The proposed development will reduce the number of access points onto Kings Road from the existing two down to a single access point.

28 Development with access from arterial roads or roads as shown on Overlay Maps - Transport should be sited to avoid the need for vehicles to reverse on to or from the road.

The proposed aisle width is 6.6 metres providing ample manoeuvring area including a dedicated turnaround bay to allow all vehicles to enter and exit the site in a forward direction.

38 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.

40 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

The proposed parking area will be appropriately sealed and line marked.

5.4 Design and Appearance

The objectives of the General Section that relate to Design and Appearance seek development of a high architectural standard that responds to and reinforces positives aspects of the local environment and built form.

The proposed development will not materially alter the existing appearance of the subject site. The external appearance of the building will not be materially changed by the proposed development. The car parking area will be enlarged, however will remain in the same general area of the site.

The proposal will result in the front fencing which is now located on the road reserve being removed and tubular fencing being provided across the front of the site.

Additionally, the proposed development will provide general maintenance and improvements to the appearance of the currently vacant and under-utilised building. Areas of landscaping are proposed including along the road frontage of the site and at the rear of the site.

The proposed landscaping in addition to the maintenance of a currently unoccupied site will contribute positively to the amenity of the locality.



6.0 ASSESSMENT OF EXPECTED SOCIAL, ECONOMIC AND ENVIRONMENTAL EFFECTS

6.1 Expected Social Effects

The proposed development is expected to have a positive social effect because it will:

- deliver a range of important community safety and wellbeing programs for vulnerable members of the community.

6.2 Expected Economic Effects

The proposed development is expected to have a positive economic effect because it will:

- not result in the need for community expenditure, as no upgrade of infrastructure is required to service the site; and
- provide local employment for 15-16 staff on site.

6.3 Expected Environmental Effects

The proposed development is expected to contribute positively to the locality's environment because:

- The proposed development will provide general maintenance and improvements to the appearance of the currently vacant and under-utilised building;
- The proposed landscaping in addition to the maintenance of a currently unoccupied site will contribute positively to the amenity of the locality;
- The proposal is not considered to create adverse environmental conditions on the site or to adjacent properties by way of odour, noise, dust or other nuisances; and
- The proposal is furthermore not expected to detract from the aesthetic appeal of the wider area, nor will it compromise the Zone's existing character and appeal.

7.0 ADDITIONAL INFORMATION

Council's correspondence dated 2 April 2020 requested the following additional information to be provided with the Statement of Effect.

7.1. Additional Information

- Provide appropriate justification for the proposed use within this Zone. In doing so, please also clearly explain the day to day operational details associated with the proposed use and their associated impacts on surrounding properties, the locality more generally and the road network.*

51609SOE02

18



Please refer to:

- Section 5.1 for justification of the use within the Zone;
 - Section 2.0 for a description of the day to day operations of the proposal;
 - Section 5.2 regarding the interface between land uses; and
 - The attached Parking and Traffic assessment at **Attachment D**.
- b. *Clearly explain why the site has been chosen for the proposed development when it should be located on a more suitably zoned site (eg. Neighbourhood Centre Zone).*

Please refer to Section 5.1 which details the lack of availability of appropriate tenancies within surrounding centres.

Based on their experience in siting similar facilities throughout South Australia, AFSS has a preference for facilities to be located within residential areas, and often within converted dwellings.

The nature of the programs offered by AFSS have a strong focus on assisting clients with the skills needed for successful relationships and parenting. In many cases the programs are delivered to families and kinship groups. Locations which have a domestic scale and facilities including domestic cooking and laundry facilities assist in the delivery of many programs. In many cases, clients will be accompanied by children, who will often be cared for by staff or volunteers while programs are delivered to adults. The previous use of the building as a childcare centre makes it ideal for program delivery, as it retains a domestic scale and setting, whilst having kitchen and laundry facilities, appropriate car parking and indoor and outdoor spaces suitable for the safe supervision of children. Compared to the limited nature of spaces available in activity centres in the area, the subject site exhibits a much higher level of suitability for the proposed use.

Further, given the nature of the programs undertaken by AFSS, it is important that their premises are reflective of a welcoming and comforting residential environment whilst comprising sufficient floor area in which to operate. The subject site has been selected on this basis, being an original dwelling that was expanded to accommodate the childcare centre use and is now surrounded by residential development.

- c. *Clearly explain the relationship between the proposed development and the remainder of the site. The Site Plan notes "Future Development". Please discuss what this area is intended for.*

The vacant north-western portion of the site is surplus to requirements and does not form part of the application before Council. It is envisaged that this vacant portion of the site could be divided off and developed for residential purposes, subject to separate application in future. This portion of the site has access from Louis Court and therefore no vehicle access from Kings Road is required to allow such a development to occur in future.

51609SOE02

19



The vacant north-western portion of the site is regular shaped, generally level, cleared and has an area of approximately 650 square metres. Therefore, it is considered the site can accommodate an appropriately designed residential development in accordance with the Residential Zone.

- d. *Clearly explain and evidence if the number of car parking spaces proposed on the site is sufficient for the proposed land use taking into consideration the proposed number of employees (16) and associated visitors. Note the site is located on a Department of Planning, Transport and Infrastructure road where parking on the street is not a practical option. A suitably qualified traffic engineer may need to be engaged to assess the proposal and provide a traffic and car parking assessment.*

The car parking area is proposed to be extended to increase the availability of on-site car parking. The redesigned car park will accommodate 22 car parks including one disabled persons car park at the entrance of the building.

The Traffic and Parking Assessment prepared by GTA Consultants at **Attachment D** concludes that the proposed provision of parking exceeds the Council Development Plan requirements by more than double and exceeds the operational parking demand.

- e. *Clearly explain and evidence how any noise impacts associated with the proposed use (eg. Children's play area) will be managed and controlled to avoid unreasonable interference to surrounding properties and the locality more generally. A suitably qualified acoustic engineer may need to be engaged to assess the proposal and provide an environmental noise assessment.*

Please refer to Section 5.2.

The rear yard area is to be decreased in size to allow the expansion of on site car parking. This includes removal of the children's playground associated with the previous use of the site. The remaining yard area is to be used as a breakout space for clients for the safe supervision of children and not as an intensive play space as currently approved.

In terms of noise generation, the proposed change of use to office (health and welfare services) and community support facility is considered to have considerably less impact on adjoining land in comparison to the currently approved childcare centre.

- f. *Clearly explain if the proposal is for permanent use, or is this for a temporary period only. If for a temporary period, please identify intended timeframes for the use.*

The proposed change of use is for the permanent occupation of the site.

- g. *Clearly explain proposed waste storage and collection.*

It is proposed to utilise standard Council bins and collection services. AFSS experience in similar facilities is that waste generated is minimal and limited to small amounts of kitchen waste and general waste. The bins will be stored in the existing shed located within the carpark area.



Small bins are to be provided throughout the building to allow the sorting of waste into the three waste streams collected by Council and emptied into the Council bins daily.

The Council bins will be transported by staff from the shed, through the car park and to Kings Road on the relevant collection days.

7.2 Amended Site Plan

Please refer to the **attached** amended Site Plan at **Attachment C**.

No additional lighting is proposed given the proposed hours of operation. No signage is currently proposed and any signage which constitutes development will be the subject of a separate application in future.

7.3 Landscaping Plan

Please refer to the **attached** amended Site Plan at **Attachment C** which identifies the extent of landscaping proposed.

Should the applicant be granted Development Plan Consent, the applicant would be accepting of a reserve matter or condition which requires the provision of a Landscape Plan prior to the issue of Development Approval.

8.0 CONCLUSION

Having considered the subject site and locality, the proposed development and relevant provisions of the Development Plan, we consider that the proposal's planning merits can be summarised as follows:

- the site maintains an existing non-residential use that currently operate with some similarities in its nature and intensity to the proposed use;
- the Residential Zone Objectives and Principles support residential development with consideration for appropriate community focussed non-residential forms of development such as that proposed;
- having regard to the existing use of the subject site, it is unlikely that the proposed use would have a detrimental impact on the amenity of surrounding residential development;
- given the unique nature of the proposed use it is extremely unlikely that the proposal will undermine the efficient operation of nearby centres;
- no material external alterations to the existing building is proposed, which should ensure the form and scale remains compatible with adjoining residential development as expressed in the Zone's Desired Character;



- the proposal will not materially alter the existing pattern of development in the locality;
- the application also provides the future opportunity for approximately 650 square metres or just over 30 percent of the site to be reverted to residential use, subject to a separate application as required; and
- Searches have indicated that there are only two tenancies currently available within nearby centres as described in Section 2.0 of this statement. Neither tenancy is sufficient in size nor, most importantly, provide a residential setting as required by an AFSS premises.

Based on our inspection of the site and locality, a review of the plans and an examination of the Development Plan, we are of the opinion that the proposal as shown on the proposed drawings appropriately complies with the provisions of the Development Plan and demonstrates sufficient merit to warrant Development Plan Consent.

Michael Richardson
Bachelor of Urban and Regional Planning (Hons)

1 July 2020

51609SOE02

22

ATTACHMENT A

Certificate of Title Register Search



Product Register Search (CT 6128/366)
Date/Time 13/01/2020 03:18PM
Customer Reference 51609
Order ID 20200113008427



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 6128 Folio 366

Parent Title(s) CT 5444/59
Creating Dealing(s) DDA 12041407
Title Issued 13/01/2014 Edition 3 Edition Issued 23/11/2017

Estate Type

FEE SIMPLE

Registered Proprietor

ROCLAND NOMINEES PTY. LTD. (ACN: 080 209 212)
OF LOT 147 STURT HIGHWAY NURIOOTPA SA 5355

Description of Land

ALLOTMENT 1001 DEPOSITED PLAN 48134
IN THE AREA NAMED PARALOWIE
HUNDRED OF MUNNO PARA

Easements

NIL

Schedule of Dealings

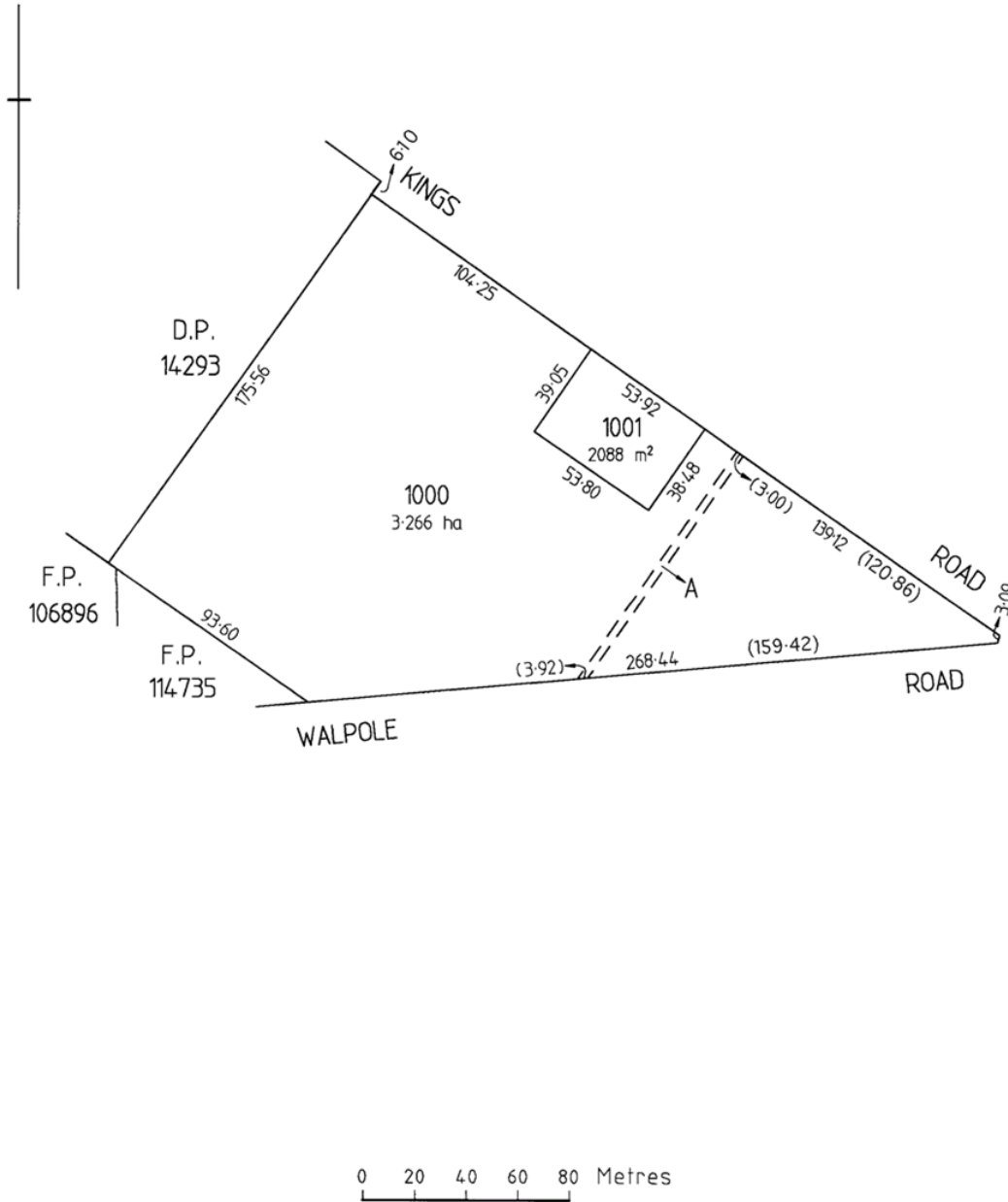
Dealing Number	Description
12829786	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)

Notations

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





Product Register Search (CT 6128/366)
 Date/Time 13/01/2020 03:18PM
 Customer Reference 51609
 Order ID 20200113008427



ATTACHMENT B

Locality Plan

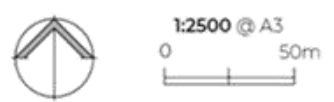


-  Subject Site
-  Zone Boundary
- R** Residential
- NCe** Neighbourhood Centre
- OS** Open Space

Locality Plan

254 KINGS ROAD
PARALOWIE

FOR Aboriginal Family Support Services



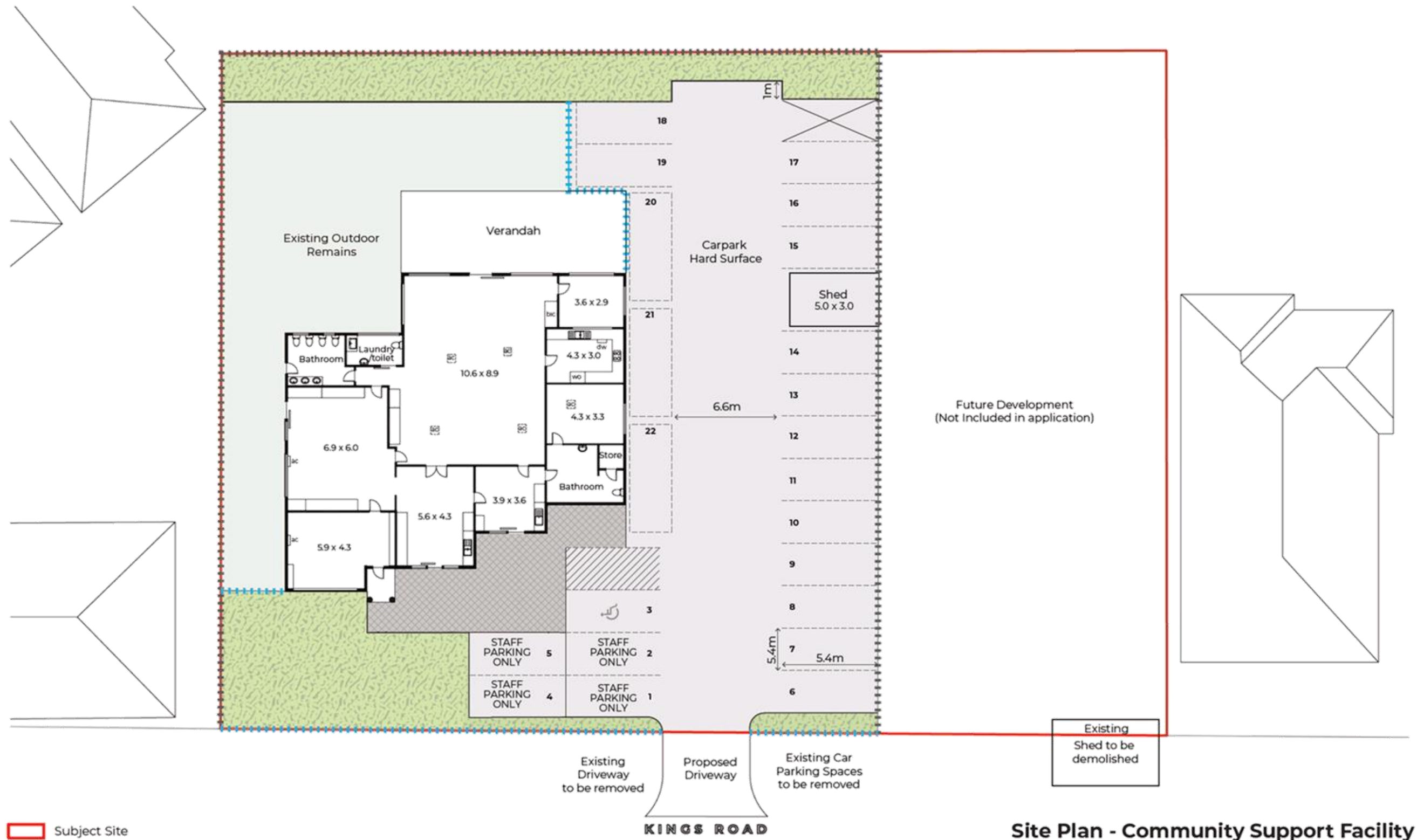
MASTERPLAN.COM.AU
SA | NT | QLD
© FEB 2020 BL-51609-L1-3A



Item 5.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation including Statement of Support and Statement of Effect

ATTACHMENT C

Site Plan



- Subject Site
- Fencing (1.8m Colour Coated Steel)
- Fencing (1.5m Tubular Steel)
- Paving
- Landscaping



MASTERPLAN.COM.AU
SA | NT | QLD
© JUN 2020 IC:51609-F2-3C

Site Plan - Community Support Facility

254 KINGS ROAD
PARALOWIE
FOR ABORIGINAL FAMILY SUPPORT SERVICES



ATTACHMENT D

Traffic and Parking Assessment



TRANSPORT IMPACT ASSESSMENT

254 Kings Road, Paralowie

REF: S192580

DATE: 12 June 2020

Master Plan
33 Carrington Street
ADELAIDE SA 5000

Attention: Mr. Michael Richardson

Dear Michael,

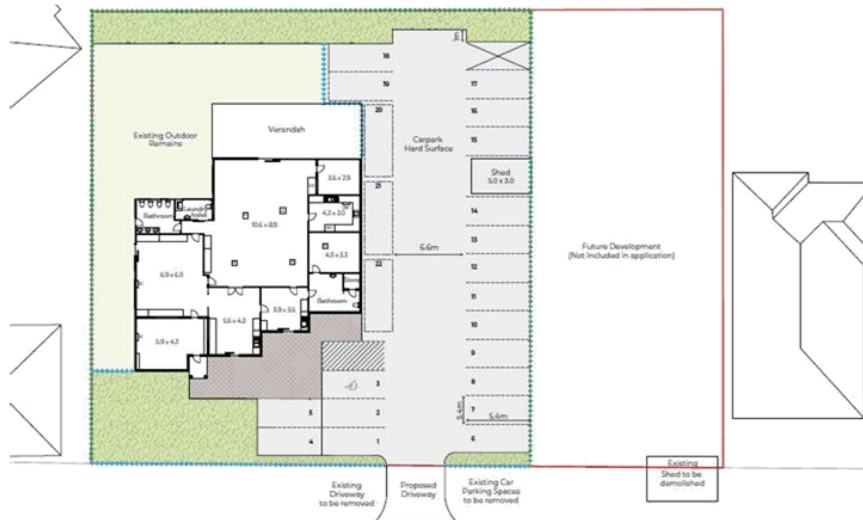
RE: 254 KINGS ROAD, PARALOWIE

GTA Consultants has been engaged by Aboriginal Family Support Services (AFSS) to provide a Transport Impact Assessment in relation to the proposed change of use of 254 Kings Road, Paralowie.

It is understood that this site was previously a residential dwelling that was then modified and operated as a childcare facility. This proposal intends to change the use of the property from a childcare centre to an office and community support facility to cater for health and welfare services for the AFSS. Changes to accommodate this will include internal refurbishment of the premises, alteration of the carpark to relocate the site gate and fence to within the property boundary, extend the carpark to cater for expected parking demand and make available approximately 650 sq.m of site to be converted back into residential use.

Figure 1 illustrates the proposed changes associated with the proposed development.

Figure 1: Proposed Development



VIC | NSW | QLD | SA | WA
Level 5, 75 Hindmarsh Square
ADELAIDE SA 5000
PO Box 119
RUNDLE MALL SA 5000
t// +618 8334 3600
ABN 66 137 610 514
www.gta.com.au

Parking Impact Assessment

Expected Parking Demand

Based on the information from AFSS it is understood the typical parking demand for the site are anticipated as follows:

- 13 personal cars (staff)
- 6 pool cars (left on-site overnight)
- 5 visitor cars (spread out over the period of a full day)

This would result in a parking demand of 19 staff parking spaces plus an allowance for a minimum of 1 visitor space.

Development Plan Assessment

Car parking rates for new developments within the City of Salisbury are set out in Table Sal/2 of the Development Plan. The proposed development is located within a Residential Zone and does not lie within a designated area. As such, the rates applicable to the proposed development are as follows:

Office 1 space per 25 sq.m, with a minimum of 4 spaces per office

Based on a floor area of approximately 250 sq.m, there would be a development plan parking requirement of 10 parking spaces.

Parking Provision

The existing carpark is proposed to be modified to include a total number of 22 parking spaces to accommodate the operational requirements of the AFSS as detailed below:

- 13 employee spaces
- 6 pool car spaces
- 3 visitor / client parking spaces

Adequacy of Parking Provision

The provision of 22 spaces exceeds the development plan parking requirement by more than double the specified rate. However, additional assessment of the expected requirements of the proposed development would suggest that a minimum of 19 employee and 1 visitor parking spaces would be required. The provision of 22 spaces would cater for 19 employee spaces and 3 visitor spaces which exceeds the expected demand of the proposed development.

As such, the proposed development exceeds both the development plan parking requirements and the typical operational requirements of AFSS.



Traffic and Transport Impact Assessment

Traffic Generation

A high-level assessment has been completed to determine the likely number of vehicle trips to be generated by the site during the road network peak periods. The following assumptions have been made to determine the peak traffic generation by the site as a "worst case scenario".

- There will be 13 trips during the peak hour generated by employee commutes to/from the site.
- Use of pool cars by employees will primarily be outside of the peak periods. However, as a conservative assessment it has been assumed that all pool cars will make one trip each during the peak periods.
- The majority of client visits to the site will be completed outside of road network peak periods however, it will be assumed that 2 trips would occur during the peak as a conservative assessment.

Based on the assumptions made above the following trips could be expected in the peak period as a worst-case scenario:

AM Peak

- 13 employee trips inbound
- 6 pool car trips outbound
- 2 visitor trips, 1 inbound and 1 outbound

PM Peak

- 13 employee trips outbound
- 6 pool car trips inbound
- 2 visitor trips, 1 inbound and 1 outbound

As such, the proposed development could be expected to generate a total of 20 vehicle trips during each road network peak hour period.

By comparison, the New South Wales Roads and Marine Services "Guide to Traffic Generating Developments" Technical Direction identifies the following traffic generation rates for an office block:

- AM Peak: 1.6 trips per 100sq.m gross floor area
- PM Peak: 1.2 trips per 100sq.m gross floor area

Based on the above rates, 250sq.m of office would generate 4 vehicle trips during the AM peak and 3 vehicle trips during the PM peak

Traffic Impact

The traffic generation of 20 vehicle trips is considered low and would not be noticeable within the existing traffic volumes on the surrounding road network.

Conclusion

Based on the high-level analysis and discussions within this statement, the following conclusions are made:

- The proposed development will comprise of the change of use from a childcare facility to an office and community support facility inclusive of an extended carpark located within the site boundary.
- The provision of parking exceeds the Council development plan requirements by more than double the specified rate.
- Provision of parking also exceeds the operational parking demand as provided by AFSS, with remaining spaces to be utilised as additional visitor parking.
- Traffic generated by the proposed development will be approximately 20 vehicle trips during both the AM and PM peak periods. This is considered low and would not be noticeable within the existing road network.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (08) 8334 3600.

Yours sincerely

GTA CONSULTANTS



David Kwong
Associate Director



020612ltrep-S192580 254 Kings Road Transport Impact
Assessment FINAL.docx

4

Karyn Brown

From: Michael Richardson <MichaelR@masterplan.com.au>
Sent: Monday, 7 September 2020 4:54 PM
To: Karyn Brown
Subject: RE: 361/1033/2020/NB - Change Of Use To Office (Health And Welfare Services) And Community Support Facility - 254 Kings Road, Paralowie - Parking Provision Query - 7 September 2020

Good Afternoon Karyn

Thanks for your call and email earlier today.

I have reviewed the Statement of Effect and Traffic Report, and discussed the numbers with our client.

I can confirm that the range of numbers for programs in the Statement of Effect have been refined, with the top of the range as stated in the Statement of Effect being too high.

Typical programs are delivered to 2-4 persons, with a maximum of 8 participants.

Most programs are a single family group who all travel together in a single vehicle. On rare occasions when a program is delivered to three families, and I would stress that this is a rare event, this would potentially generate demand for three parking spaces.

Additionally, AFSS have confirmed that staff make arrangements (such as taking pool cars the day before they deliver programs and car-pooling) such that double up between pool cars and staff cars is avoided.

GTA has assessed that only a single visitor parking space is required, as the typical delivery of programs will only require this. Notwithstanding, the provision of parking provides for three visitor spaces, which means that even in the event that all staff cars and all pool cars are on site and a program is delivered to three families, each of whom have a vehicle, simultaneously, sufficient provision of on-site parking is provided.

I trust this satisfies your query and would be pleased to provide further clarification if required.

Kind Regards

Michael Richardson
0417 828 979

MASTERPLAN
TOWN + COUNTRY PLANNERS

SA | NT | QLD
33 Carrington Street
Adelaide SA 5000

P: 08 8193 5600
[Website](#) | [Facebook](#) | [LinkedIn](#)



Attachment 2
Notice of Category 3 Development,
Copy of Representations and
Applicant's Response to
Representations

**DEVELOPMENT ACT 1993
CITY OF SALISBURY**

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

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

APPLICATION NO:	361/1033/2020/NB
APPLICANT:	Aboriginal Family Support Services Limited c/- Masterplan Pty Ltd 33 Carrington Street ADELAIDE SA 5000
NATURE OF DEVELOPMENT:	Change Of Use From Child Care Centre To Office (Health And Welfare Services) And Community Support Facility (Non-Complying)
LOCATION:	254 Kings Road, Paralowie SA 5108
CERTIFICATE OF TITLE:	CT-6128/366
ZONE:	Residential

The application may be examined at the Salisbury Community Hub located at 34 Church Street, Salisbury during business hours (8.30am – 5pm Monday to Friday) and on Council's web site at www.salisbury.sa.gov.au. Any person or body may make representations in writing, or by email to development@salisbury.sa.gov.au, concerning this application and should address their representation to the Chief Executive Officer at PO Box 8, Salisbury or representations@salisbury.sa.gov.au. Representations must be received **no later than (10 business days)**.

Each person making a submission should indicate whether they wish to appear personally, or be represented by another party, in support of their submission. Please note that should you nominate to be heard in support of your representation, you will be required to attend a 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: Karyn Brown, Development Officer

Date: 27 July 2020

THIS IS THE FIRST AND ONLY PUBLICATION OF THIS NOTICE

From: Krystle I [REDACTED]
Sent: Wednesday, 12 August 2020 4:32:50 PM
To: Development
Subject: Statement of Representation 36/1033/2020 - Ibanez and Nguyen

Hi Karyn,

Thank you for taking my phone call today, as discussed I have taken a photo of the document with a written response to the Application Number 361/1033/2020/NB.

I have also rewritten it out in the email in case my writing is a little hard to read.

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

After lengthy conversations with other concerning neighbours, we DO NOT support the following development of application number: 316/1033/2020/NB.

This is a quiet residential family neighbourhood and no place for a commercial development.

Concerns:

- Loitering - what security measures will be put in place to ensure the safety and protection of neighbouring properties?
- Increased traffic
- Rubbish pollution
- What Services are provided? I understand that clients will be shown how to buy food and pay bills but will drug and alcohol rehabilitation be included?
- Smoking areas - will there be allocated smoking areas? I have concerns about the appropriate disposal of cigarette butts and passive smoking, I have a young child who will be playing in the backyard adjacent to the property and want to ensure her health and safety as well as all concerned neighbours.
- will the neighbouring fence be fixed and increased to ensure extra safety and security to all residential properties?
- Have other locations been considered that are in a commercial area? i.e Parabanks, Salisbury hub?

My concerns would be addressed by:

- Having this service based in a more commercial area
- Increasing the joint fence to 2.1 meters or higher to ensure security and privacy to all residential neighbours
- That smoking areas will not be held at the back of the property to prevent smoke pollution entering residential backyards and having appropriate disposal bins for cigarettes.
- Full transparency on services that are provided and what security measures you will have in place
- Making sure that the front of the property is locked at the gate after business hours to avoid loitering and break ins to the property and also residential homes

I look forward to hearing back and discussing this matter further.


If there are any issues with the attachments, please let me know. I can be contacted via email or phone, [REDACTED]

Thank you.

Kind Regards,

Krystle

file:///C:/Users/kbrown/AppData/Roaming/Technology%20One/DataWrks/Temp/611... 17/08/2020

 **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

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:	361/1033/2020/NB
Applicant:	Aboriginal Family Support Services Limited
Nature of Development:	Change Of Use From Child Care Centre To Office (Health And Welfare Services) And Community Support Facility (Non-Complying)
Location:	254 Kings Road, Paralowie SA 5108

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

NAME(S): Krystle Ibanez & Xuan Nguyen

ADDRESS: 27 Rita Drive Paralowie 5108

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

The owner/occupier of the property located at: 27 Rita Drive Paralowie

Other (please state):

YOUR COMMENTS:

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

Support the proposed development.

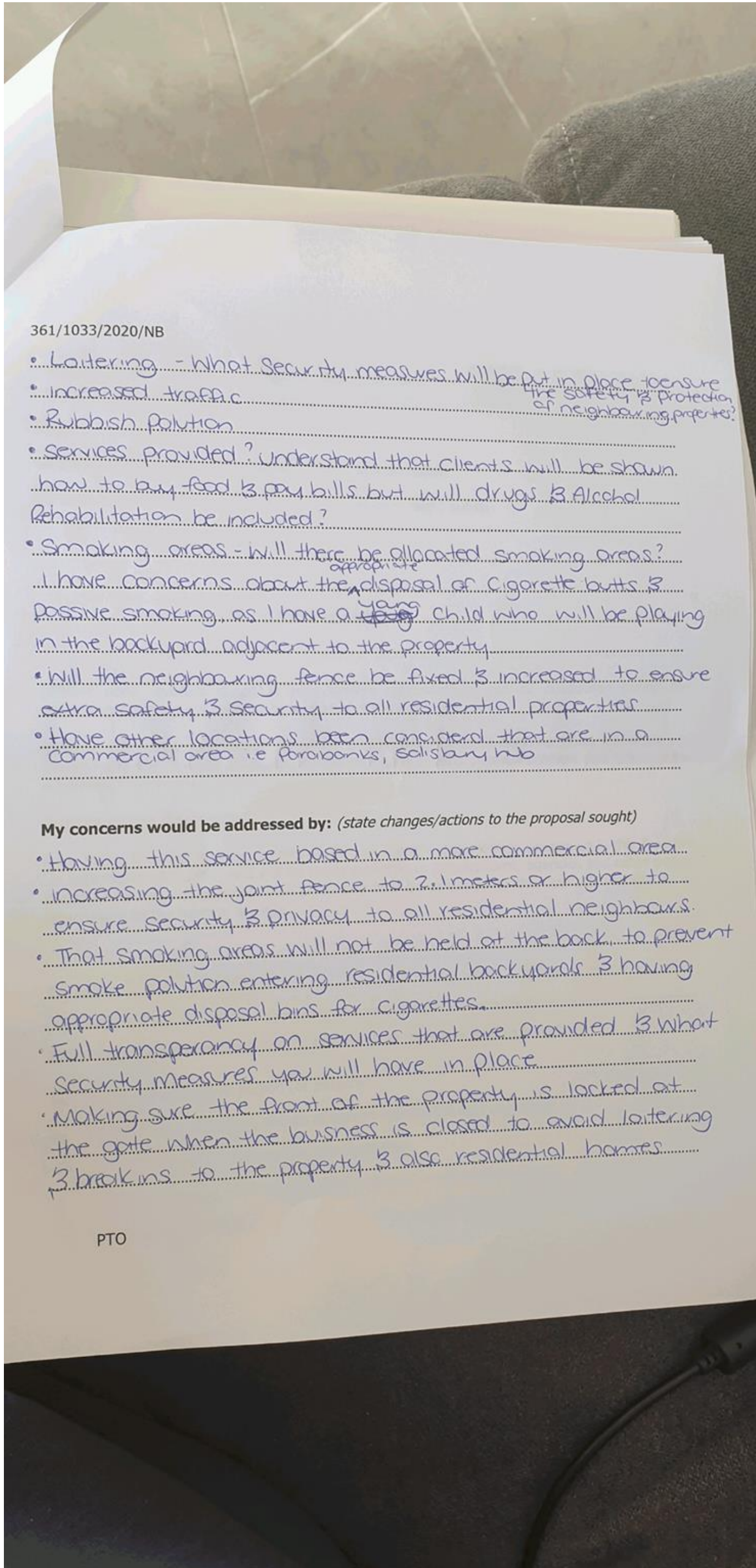
Oppose the proposed development.

Whether you support or oppose this proposal you must provide written reasons below to ensure that this is a valid representation. *After lengthy conversations with concerned neighbours →*

We do not support the following development of
application no 361/1033/2020/NB. This area is a quiet
residential family neighborhood & no place for a
commercial development. Concerns:

PTO

Item 5.1.1 - Attachment 2 - Notice of Category 3 Development, Copy of Representations and Applicant's Response to Representations



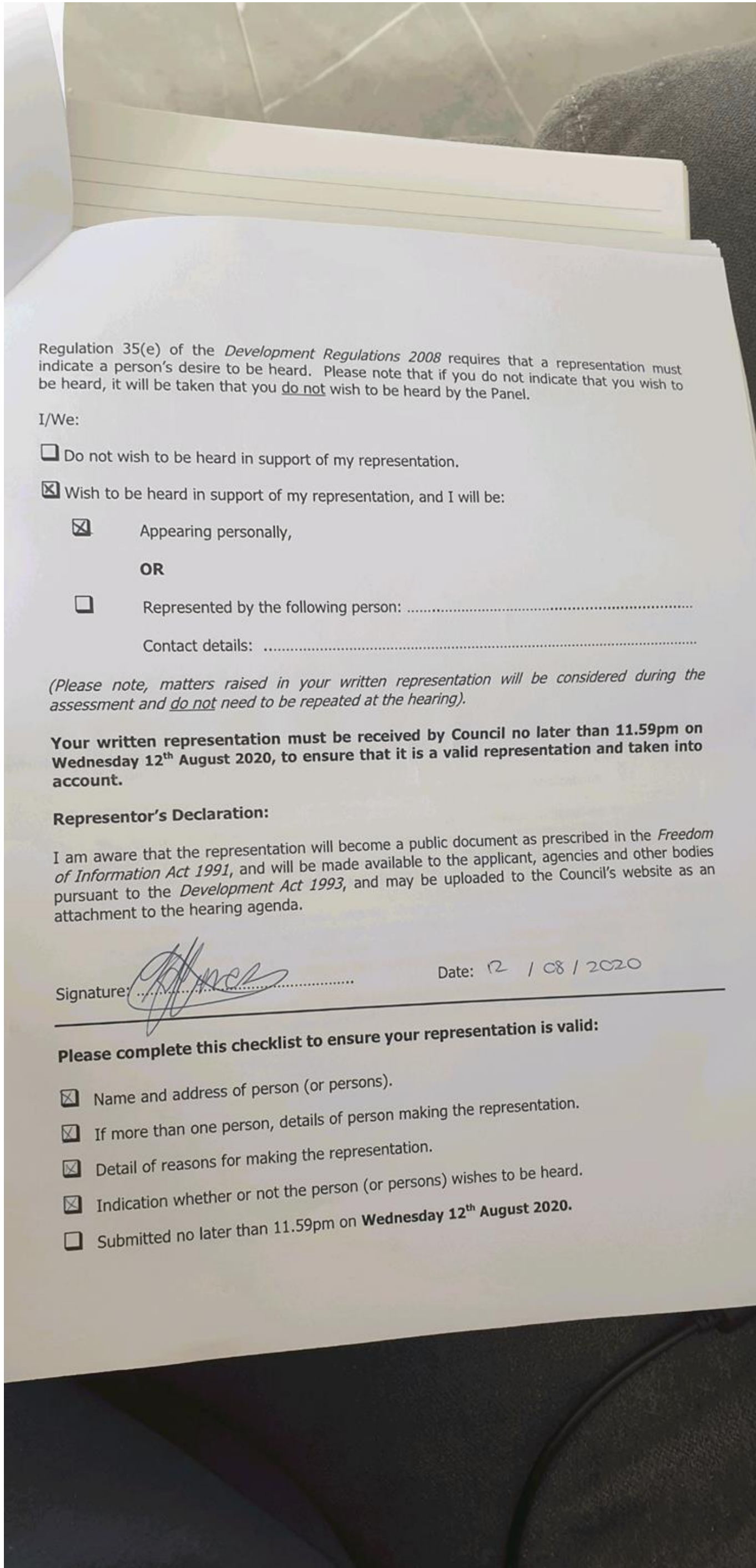
361/1033/2020/NB

- Loitering - What security measures will be put in place to ensure the safety & protection of neighbouring properties?
- Increased traffic
- Rubbish pollution
- Services provided? understand that clients will be shown how to buy food & pay bills but will drugs & Alcohol Rehabilitation be included?
- Smoking areas - will there be allocated smoking areas? I have concerns about the ^{appropriate} disposal of cigarette butts & passive smoking as I have a ^{young} child who will be playing in the backyard adjacent to the property
- Will the neighbouring fence be fixed & increased to ensure extra safety & security to all residential properties
- Have other locations been considered that are in a commercial area i.e Forobanks, Salisbury hub

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

- Having this service based in a more commercial area
- Increasing the joint fence to 2.1 meters or higher to ensure security & privacy to all residential neighbours
- That smoking areas will not be held at the back to prevent smoke pollution entering residential backyards & having appropriate disposal bins for cigarettes
- Full transparency on services that are provided & what security measures you will have in place
- Making sure the front of the property is locked at the gate when the business is closed to avoid loitering & break ins to the property & also residential homes

PTO



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

I/We:

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

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

Appearing personally,

OR

Represented by the following person:

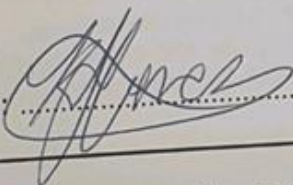
Contact details:

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

Your written representation must be received by Council no later than 11.59pm on Wednesday 12th August 2020, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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

Signature: 

Date: 12 / 08 / 2020

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Wednesday 12th August 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

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:	361/1033/2020/NB
Applicant	Aboriginal Family Support Services Limited
Nature of Development:	Change Of Use From Child Care Centre To Office (Health And Welfare Services) And Community Support Facility (Non-Complying)
Location:	254 Kings Road, Paralowie SA 5108

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

NAME(S): Matthew Halligan

ADDRESS: 22 Rita drive Paralowie

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 22 Rita drive Paralowie
- 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.

By no means, I'm not racist in any case but it concerns me when the idea of an aboriginal centre for troubled kids is being proposed. Especially when

PTO

361/1033/2020/NB

myself and so many others in the street have just built brand new houses which cost a lot of money I know that the aboriginal people would be kept under control but what if a few decided to go against the rules and run off. They would be in the new kingsway estate or the greentree boulevard where so many cars, houses, bikes etc. I personally wouldn't like the idea of someone running around in the neighbourhood ~~as~~ doing as they please. It sounds like I'm racist but I've heard about this happening before and really don't want the same thing to happen to me and my neighbours

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

Build something different on there like a new house or a few townhouses. Even constructing a new park there or something. I enjoy a quiet area so anything but the proposed idea please.

PTO

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

I/We:

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

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

Your written representation must be received by Council no later than 11.59pm on Wednesday 12th August 2020, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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

Signature: 

Date: 11 / 5 / 20

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 12th August 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

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:	361/1033/2020/NB
Applicant	Aboriginal Family Support Services Limited
Nature of Development:	Change Of Use From Child Care Centre To Office (Health And Welfare Services) And Community Support Facility (Non-Complying)
Location:	254 Kings Road, Paralowie SA 5108

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

NAME(S): Jeanette Thompson

ADDRESS: 31 Rita Drive Paralowie

PHONE NO: [REDACTED] EMAIL:

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

- The owner/occupier of the property located at: 31 Rita Drive Paralowie
- 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 research the surrounding area before I purchase my property. There is no way I would have bought my property if I knew such a establishment would be so close - ~~was~~ Kings Road is a very busy road, especially since extending Kings
-7 AUG 2020

PTO

361/1033/2020/NB

Road to the new Northern express way. The extra stress and traffic on the road that a place like this would create would not be good.

I have a new house which I have only lived in for 5 months. I believe a Health and Welfare service of this nature will devalue the price of my property and the noise and disruption to myself and neighbours will create chaos.

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

PTO

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

I/We:

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

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

Your written representation must be received by Council no later than 11.59pm on Wednesday 12th August 2020, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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

Signature: 

Date: 4 / 8 / 20

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 12th August 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

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:	361/1033/2020/NB
Applicant	Aboriginal Family Support Services Limited
Nature of Development:	Change Of Use From Child Care Centre To Office (Health And Welfare Services) And Community Support Facility (Non-Complying)
Location:	254 Kings Road, Paralowie SA 5108

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

NAME(S): ANDREW MIRANDA

ADDRESS: 30 RITA DRIVE, PARALOWIE 5108

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 30 RITA DRIVE, PARALOWIE 5108
- 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 write in connection with the above planning proposal. I have examined the proposal and I wish to object strongly to the development of the change of use of Child Care Centre to an Office and Community Support facility in this location. Kingsway Estate was pitch as a quiet residential safe.

PTO

361/1033/2020/NB

neighbourhood and it must stay that way and no place for commercial development. My concerns is: • Is this a drug and alcohol free space? • Inappropriate language (swearing) - there's alot of young families with young kids who may hear offensive language over the fence. • Increased traffic on Kings Road • Maintain housing values - will house devalue if people think the area is unsafe to move into? • Will there be a house built next door for this Support Service if so what it's going to be for?

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

- Make sure no clients stay in this property and gate are lock after business hours.
- A higher fence to keep privacy to all residential neighbours.

PTO

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

I/We:

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

Appearing personally,

OR

Represented by the following person:

Contact details:

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

Your written representation must be received by Council no later than 11.59pm on Wednesday 12th August 2020, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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

Signature:

Date: 12/8/2020

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Wednesday 12th August 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

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:	361/1033/2020/NB
Applicant	Aboriginal Family Support Services Limited
Nature of Development:	Change Of Use From Child Care Centre To Office (Health And Welfare Services) And Community Support Facility (Non-Complying)
Location:	254 Kings Road, Paralowie SA 5108

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

NAME(S): Alanis Wiechowski & Thanh Nguyen

ADDRESS: 29 Rita Drive, Paralowie

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 29 Rita Drive, Paralowie
- 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.

* Refer to Attached Written Statement
.....
.....
.....

PTO

Item 5.1.1 - Attachment 2 - Notice of Category 3 Development, Copy of Representations and Applicant's Response to Representations



361/1033/2020/NB

.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

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

Refer to attached Written Statement!
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

PTO

Item 5.1.1 - Attachment 2 - Notice of Category 3 Development, Copy of Representations and Applicant's Response to 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:

* Can I please have a written response.


I will also be appearing personally to the Council meeting.

(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 12th August 2020, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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

Signature: 

Date: 12 / 08 / 2020

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Wednesday 12th August 2020**.

We wish to oppose the proposed development of the Aboriginal Family Support Services Limited community centre.

My main concerns include the safety and wellbeing of the neighborhood. As stated in Australian Bureau of Statistic, *"in South Australia the number of offenders for Aboriginal and Torres Strait Islander were 21,260 offenders per 100,000 persons"*. This statistic clearly supports that having this community support facility will increase the amount of indigenous people in this newly built residential establishment which may increase the level of crime in the area.

Furthermore, the nature of the proposed area is a residential area. My partner and I have saved our income from working for 6 years to purchase a beautiful new land from ACTRIUM LANDS which promised us that *"an Actium land development will always be an estate that people will love to call home"*; having this community centre built is going to send us into depression as we feel like we have been robbed of \$380,000 dollars in purchasing and building my dream home in what I thought was a dream area. This proposed development does not fit the category of being in a residential area.

In addition, as my house is located directly next to the proposed development; the outdoor use of the community centre will disrupt the residential atmosphere of the area with the loud group activities that Aboriginal Family Support Services Limited will run. Furthermore, the constant groups of new people that participate in the outdoor activities may disrupt the pets in the neighbourhood such as dogs to bark. I have a dog, named Rex which I have had for 6 years and has the tendency to bark at new people. Having this community centre built is unfair on us and the neighbours as it has cause unnecessary trouble and will cause us to make sacrifices.

Another major concern will be the affect of my property's future resell value or rental value. Having this community centre built right directly behind my house, I am concerned that this will affect the resell value or the rental value that my property. I have also done a separate sample size survey asking 40 participants if they would consider renting a property which is directly behind a community centre, in which all 40 participants has replied with no. This sample size states that it will directly affect the rental potential of my property.

In addition, I have consulted with a real estate agent named Andy Nguyen that works at Century 21 and has given me advice that the development of the community centre will the affect of my property's future resell value and rental value. I know that the council cannot guarantee that this proposed development will not affect my future value of the property; therefore the chance that it

may; it is not fair that the council is allowed to punish hard working Australians that have saved every dollar they earnt

I have also spoke to the neighbourhood and they have advised me that a lot of them was not given notice on the proposed development of the community centre, however they do not support the proposed development. I am in the process of having a neighbourhood petition to oppose this development being built which I will bring forth to the hearing which I will appear personally to the panel.

My concerns would be addressed by not allowing the proposed community centre to be built at 254 Kings Road SA 5108 residential area. Please take these concerns into consideration and I look forward to discussing these issues further.

Kind regards,

Alanis Wieckowski and Thanh Nguyen

From: Soukan Sirisay [REDACTED]
Sent: Saturday, 8 August 2020 10:32:06 PM
To: Development
Subject: Statement of Representation - S Sirisay and T Sirisay - 361/1033/2020/NB

Dear City of Salisbury,

We are S Sirisay and T Sirisay, owner of Block 37 or 26 Rita Drive, Paralowie. We received the application form of the new proposed development in 254 Kings Road, Paralowie SA 5108. Thank you for letting us know as our property is just right behind this new proposed development. We understand the situation from City of Salisbury and would like to inform that we are not quite happy to accept the change of use from Child Care Centre to Office and Community Support Facility. The reason for this is because countless people know a lot about their background and how they behave. If we knew about this before the new proposed development had been announced, we would not have bought the land in that area.

Thanks,

file:///C:/Users/kbrown/AppData/Roaming/Technology%20One/DataWrks/Temp/610... 17/08/2020



25 August 2020

City of Salisbury
PO Box 8
SALISBURY SA 5108

Attention: Karyn Brown

Dear Ms Brown

**Re: Response to Representations - DA 361/1033/2020/NB
254 Kings Road, Paralowie**

MasterPlan SA Pty Ltd has been engaged by Aboriginal Family Support Services Limited (AFSS) to review and respond to the representations received during the public notification of the abovementioned Development Application.

A total of six (6) representations were received during the Category 3 public notification period. The matters raised verbatim in the representations are summarised as follows:

- Loitering;
- Traffic and car parking;
- Rubbish;
- Drug and Alcohol;
- Smoking;
- Fencing;
- Consideration of other Locations;
- Troubled kids;
- Damage to surrounding property;
- Devaluation of surrounding properties; and
- Noise (Outdoor Activity).



33 Carrington Street
Adelaide SA 5000
(08) 8193 5600
www.masterplan.com.au

Offices in SA | NT | QLD
ISO 90012015 Certified
ABN 30 007 755 277
plan@masterplan.com.au

51609LET04



It is apparent from the representors that the main opposition to the proposal relates to a perception of anti-social behaviour by the clientele of the facility and not the operation of the facility itself. Whilst such concerns are understood, careful consideration of the actual proposal indicates that the potential for externalities caused by anti-social behaviour is very low. When considered against both the previous use of the site as a childcare centre and other potential uses of the site, including residential development, the potential for the proposal to result in land use conflict is not considered to be elevated.

In relation to 'troubled kids', this is not a residential service, and the majority of programs offered by the facility are directed at adults, not children. In reality, the only children likely to be there will be the occasions when parents attending programs bring their children along with them. In such cases, children will either remain with their parents during program delivery, or will be directly supervised by AFSS staff. There may also be instances of teenagers and young adults attending some of the programs, who are selecting to attend the program independently and of their own volition.

Staff are not permitted to smoke on any of the applicant's properties including outdoor areas, as per Work Health and Safety Legislation, and clients are advised likewise. The possession and consumption of illicit drugs is not permitted.

The applicant has no contracts or plans for the operation of drug and alcohol Rehabilitation programs from the site.

In response to the relevant planning matters raised, a consideration of the proposed development in comparison to the previous childcare use of the site show the proposed development will have:

- Shorter operating hours;
- No night or weekend operations;
- Less frequent outdoor activities;
- Higher staff-client ratios; and
- Car parking in excess of Development Plan requirements.

Further, in considering the proposal against a theoretical development of the subject site for residential development, the proposal should result in impacts which are similar to, or less than, the use of the site for residential purposes. Significantly, unlike residential development, the site will not be occupied at night or over the weekend, will likely have a lower proportion of site coverage and, having regard to permissible residential densities, similar numbers of vehicle movements.

In respect of assertions that the proposal will result in the devaluation of surrounding properties, this issue has been held by the Environment, Resources and Development Court to not be relevant to consideration of planning applications on multiple occasions.



Such assertions relating to property are hypothetical and cannot demarcate between the multitude of factors which influence property prices. No credible evidence or literature is cited in the representations, and this issue is, therefore, not relevant to the assessment.

The relevant planning matters raised are further discussed under the relevant subheadings below.

Hours of Operation

The hours of operation reflect standard business hours, being open from 8.00 am to 5.00 pm Monday to Friday. No material use of the site will occur outside of these hours; however, staff may occasionally work back outside of business hours.

The proposed hours of operation represent a significant reduction in comparison to typical childcare hours of operation which will typically have staff on site from 6.00 am to 7.00 pm and children on site from 6.30 am to 6.30 pm. Childcare centres typically facilitate pre and post standard business hours care services and sometimes operate services on weekends. The proposed facility will not operate early mornings, at night or on weekends.

Noise (Outdoor Activities)

The outdoor area is to be used as a breakout space only, no programs or classes are to be held in the outdoor area. The infrequent use of the outdoor area by staff and clients, during the daytime operating hours of the facility, is considered to be inconsequential in comparison to the noise and disturbance caused from an outdoor play space of a childcare centre. Further, the extent of the outdoor area is proposed to be significantly reduced as a result of the proposed expansion to the car park.

Staff to Client Ratio

The proposed development will maintain a significantly higher staff-client ratio in comparison to childcare centres which can operate as low as one staff member per 15 children over preschool age. The high level of staff to client ratio ensures there is always a high degree of client accountability and supervision.

Traffic and Parking

A suitably qualified Traffic Engineer has been engaged to provide a traffic and parking assessment of the proposed development.

The expert advice concludes that:

- The provision of parking exceeds the Council development plan requirements by more than double the specified rate.
- Provision of parking also exceeds the operational parking demand as provided by AFSS, with remaining spaces to be utilised as additional visitor parking.



- Traffic generated by the proposed development will be approximately 20 vehicle trips during both the AM and PM peak periods. This is considered low and would not be noticeable within the existing road network.

The proposed development exceeds on-site parking requirements and has been assessed to generate low levels of traffic during peak periods. In terms of traffic generation, the proposed development is considered to have significantly less impact on the surrounding road network in comparison to a typical childcare centre operation.

Fencing Height

Two representors have requested an increase to the height of the fence along the boundary of the site adjacent to residential properties. Should Council determine to approve the application, the applicant would be satisfied with a suitably worded Condition of Consent which requires an increase in the boundary fencing height to 2.1 metres to adjoining residential properties.

Consideration of other Locations

Whilst consideration of other locations is not a directly relevant consideration in an assessment, AFSS has undertaken extensive investigations in the wider northern Adelaide area for a suitable site. Having regard to the very specific needs AFSS has for their facilities, the subject site represents an excellent location.

Please refer to Section 5.1 of the Statement of Effect which details the lack of availability of appropriate tenancies within surrounding centres.

Based on their experience in siting similar facilities throughout South Australia, AFSS has a preference for facilities to be located within residential areas, and often within converted dwellings.

The nature of the programs offered by AFSS has a strong focus on assisting clients with the skills needed for successful relationships and parenting. In many cases the programs are delivered to families and kinship groups. Locations which have a domestic scale and facilities including domestic cooking and laundry facilities assist in the delivery of many programs. In some cases, clients will be accompanied by children, who will often be cared for by staff or volunteers while programs are delivered to adults. The previous use of the building as a childcare centre makes it ideal for program delivery, as it retains a domestic scale and setting, whilst having kitchen and laundry facilities, appropriate car parking and indoor and outdoor spaces suitable for the safe supervision of children. Compared to the limited nature of spaces available in activity centres in the area, the subject site exhibits a much higher level of suitability for the proposed use.

Further, given the nature of the programs undertaken by AFSS, it is important that their premises are reflective of a welcoming and comforting residential environment whilst comprising sufficient floor area in which to operate. The subject site has been selected on this basis, being an original dwelling that was expanded to accommodate the childcare centre use and is now surrounded by residential development.

51609LET04

4



Anti-social behaviour

Many of the issues raised by the representors related to perceived anti-social behaviour. Whilst the consideration of whether a use will generate externalities through facilitating anti-social behaviour is a relevant planning consideration, there needs to be a clear nexus between the use proposed and the potential for it to actually generate such externalities. It is insufficient to infer that the nature of a proposal in providing support services to persons experiencing relationship and other personal and family issues will result in impacts through the behaviour of people accessing the use.

The potential for anti-social behaviour increases based on a broad number of factors, with some of the most significant being:

- the density of persons on the site (more persons suggests a higher likelihood of issues);
- poor environmental design and a lack of casual surveillance (particularly for public spaces);
- the potential for congregation of persons on the site (particularly where they are not directly supported or supervised by staff);
- the service of alcohol;
- the provision of entertainment; and
- the operation of the site during night-time hours.

The proposed development will:

- have a low density of persons on the site;
- has a design which clearly demarcates the private site from the public realm;
- has a significant number of staff in ratio to clients;
- does not feature locations where clients can congregate outside of the supervision of staff;
- will not involve the service or consumption of alcohol;
- will not operate at night, or weekends.

Notwithstanding the perception, a number of representors of potential for anti-social behaviour, the evidence demonstrates that AFSS, who are an experienced operator with a number of existing facilities across South Australia, are able to manage their facilities in a manner that the actual impact caused on the locality is likely to be at a level of that appurtenant to a large dwelling. This is particularly the case having regard to the proposed facility not being operational at night or on the weekends.

51609LET04

5



The representations received make no substantive case that the risk of anti-social behaviour is in any material way elevated.

Closure

Having regard to the representations received, we do not consider that the issues raised are material to the merits of the proposed development. We retain the view expressed previously that the proposal is an appropriate development of the subject site that warrants Development Plan Consent being granted.

Please advise of the timing and location of the Council Assessment Panel where this matter is to be considered as the applicant, or their representative, wish to be in attendance to verbally respond to representations and answer any questions that Panel Members may have in respect of the proposal.

If you have any queries, please feel free to contact the undersigned.

Yours sincerely

Michael Richardson
MasterPlan SA Pty Ltd

cc: Aboriginal Family Support Services Limited, Att: Mr Peter Shattock (by email).

51609LET04

6

Attachment 3

Schedule 8 Referral Response

In reply please quote: 2020/00287, Process ID: 631761
 Enquiries to: Reece Loughron
 Telephone: 08 7109 7876
 E-mail: dptl.luc@sa.gov.au



Government of South Australia
 Department of Planning,
 Transport and Infrastructure

TRANSPORT PLANNING AND
 PROGRAM DEVELOPMENT

Transport Assessment

GPO Box 1533
 ADELAIDE SA 5001

ABN 92 366 288 135

30 July 2020

Ms Karyn Brown
 City of Salisbury
 PO Box 8
 SALISBURY SA 5108

Dear Ms Brown

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	361/1033/20
Applicant	Stirling Homes
Location	254 Kings Road, Paralowie (CT 6128/366)
Proposal	Change of use to Office and Community Support Facility

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

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

CONSIDERATION

The subject site abuts Kings Road, an arterial road under the care, control and management of the CoH. The adjacent section of Kings Road is identified as a Standard Frequency Public Transport Corridor under the Department of Planning, Transport and Infrastructure's (DPTI's) 'A Functional Hierarchy for South Australia's Land Transport Network'. At this location, Kings Road carries approximately 10,700 vehicles per day (4.5% commercial vehicles) and has a posted speed limit of 60 km/h.

Access and Road Safety

The existing allotment currently gains access by two access points to Kings Road. The main access is located approximately 18 metres from the eastern boundary and the other is a single gate located approximately 8 metres from the western boundary. DPTI has reviewed the Traffic and Parking Report prepared by GTA Consultants (refer S192580, dated 12 June 2020) and acknowledges that the proposed change in use from childcare centre to office and support facility is unlikely to result in a high volume of peak movements to/from the site.

The Master Plan Site Plan (refer IC:51609-F2-3C, dated June 2020) indicates that a new access will be constructed to service the 22 car parking spaces with existing parking, sheds and fencing located forward of the property boundary being removed.

With regards to the main access, DPTI recommends the access is a minimum width of 6 metres at the Kings Road property boundary and that a sealed apron is provided to the existing edge of Kings Road in order to prevent the deterioration to the edge of the road and prevent dust and stones being dragged onto the road.

15773278

It is further noted that the existing allotment will include a 'future' development site. The land is zoned residential and as the site also abuts Louis Court all future access should be gained via the adjacent local road.

With regards to parking, all off-street parking shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009. Should the site require commercial vehicle access, Council should be satisfied that all vehicles can manoeuvre internally and exit the site in a forward direction.

ADVICE

The Department of Planning, Transport and Infrastructure supports the proposed development and advises the planning authority to attach the following conditions to any approval:

1. All access to the site shall be gained in accordance with the Master Plan Site Plan, IC:51609-F2-3C, dated June 2020. The access shall be 6.0 metres wide at the property boundary shall be suitably flared to the kerb line to facilitate simultaneous two-way vehicle movements.
2. The access point shall be spray sealed from the sealed carriageway to the property boundary to minimise deterioration of the road edge and dust and stones being dragged onto the sealed carriageway.
3. All vehicles shall enter and exit the site in a forward direction.
4. All off-street parking shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009. Clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.
5. The internal commercial vehicle manoeuvring areas shall be designed and constructed in accordance with AS 2890.2:2018.
6. Any infrastructure within the road reserve that is demolished, altered, removed or damaged during the construction of the project shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant.
7. Any redundant crossover/s on Kings Road shall be closed and reinstated to Council's satisfaction at the applicant's cost prior to the development becoming operational.
8. Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of Kings Road. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

Yours sincerely



**A/MANAGER, TRANSPORT ASSESSMENT
for COMMISSIONER OF HIGHWAYS**

A copy of the decision notification form should be forwarded to dpti.developmentapplications@sa.gov.au

15773278

Attachment 4
Extract of Relevant Development
Plan Provisions and Location Maps
(Consolidated 4 April 2019)



Salisbury Council

Consolidated - 4 April 2019

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



Government of South Australia
Department of Planning,
Transport and Infrastructure

Consolidated - 4 April 2019

Table of Contents

Introduction Section	1
Amendment Record Table	3
Introduction to the Development Plan	5
Council Preface Map	10
General Section	11
Advertisements	13
Safety	14
Freestanding Advertisements	14
Flags, Bunting and Streamers	16
Advertising along Arterial Roads	16
Animal Keeping	17
Horse Keeping	17
Dairies	18
Intensive Animal Keeping	18
Building near Airfields	21
RAAF Base Edinburgh.....	21
Bulk Handling and Storage Facilities	23
Centres and Retail Development	24
Arterial Roads	25
Retail Development.....	25
Coastal Areas	27
Environmental Protection.....	27
Maintenance of Public Access.....	28
Hazard Risk Minimisation	29
Erosion Buffers	29
Land Division	30
Protection of Economic Resources.....	30
Development in Appropriate Locations.....	30
Community Facilities	31
Crime Prevention	33
Design and Appearance	35
Development Adjacent Heritage Places	36
Overshadowing	36
Visual Privacy	36
Building Setbacks from Road Boundaries	37

Consolidated - 4 April 2019

Salisbury Council
Table of Contents

Energy Efficiency	38
On-site Energy Generation	38
Hazards	39
Flooding	39
Bushfire	40
Salinity.....	41
Acid Sulfate Soils	41
Site Contamination.....	41
Containment of Chemical and Hazardous Materials	42
Landslip.....	42
Heritage Places	43
Industrial Development	45
Infrastructure	47
Interface between Land Uses	49
Noise Generating Activities.....	49
Air Quality.....	50
Rural Interface.....	50
Land Division	52
Design and Layout	53
Roads and Access	55
Land Division in Rural Areas.....	56
Landscaping, Fences and Walls	57
Marinas and Maritime Structures	59
Medium and High Rise Development (3 or More Storeys)	60
Site Configuration.....	60
Design and Appearance.....	60
Visual Privacy.....	61
Building Separation and Outlook	61
Dwelling Configuration	61
Private and Communal Open Space	61
Adaptability.....	62
Natural Ventilation and Sunlight.....	62
Noise Attenuation.....	62
Environmental	62
Site Facilities and Storage	63
Metropolitan Open Space System	64
Mineral Extraction	66
Separation Treatments, Buffers and Landscaping	67
Natural Resources	68
Water Sensitive Design.....	69
Biodiversity and Native Vegetation	71

Consolidated - 4 April 2019

Soil Conservation.....	73
Open Space and Recreation	74
Orderly and Sustainable Development	77
Regulated Trees.....	78
Renewable Energy Facilities.....	79
Residential Development	80
Design and Appearance	80
Overshadowing	81
Garages, Carports and Outbuildings	81
Street and Boundary Setbacks	81
Site Coverage	82
Private Open Space.....	82
Site Facilities and Storage	83
Visual Privacy	83
Noise.....	84
Car Parking and Access	84
Undercroft Garaging of Vehicles.....	85
Dependent Accommodation	85
Swimming Pools and Outdoor Spas.....	85
Short-Term Workers Accommodation	86
Significant Trees.....	87
Siting and Visibility	89
Sloping Land.....	90
Supported Accommodation, Housing for Aged Persons and People with Disabilities	91
Telecommunications Facilities.....	93
Tourism Development.....	94
Tourism Development in Association with Dwelling(s).....	94
Tourism Development Outside Townships	95
Residential Parks and Caravan and Tourist Parks.....	96
Transportation and Access.....	97
Land Use.....	97
Movement Systems	97
Cycling and Walking	98
Access	99
Access for People with Disabilities	99
Vehicle Parking	100
Vehicle Parking for Residential Development	101
Vehicle Parking for Mixed Use and Corridor Zones	101
Undercroft and Below Ground Garaging and Parking of Vehicles	101

Consolidated - 4 April 2019

Salisbury Council
Table of Contents

Waste	103
Wastewater	104
Waste Treatment Systems.....	104
Waste Management Facilities	106
Overlay Section	109
Noise and Air Emissions Overlay	111
Strategic Transport Routes Overlay	112
Zone Section	113
Airfield (Parafield) Zone	115
Bulky Goods Zone	117
Caravan and Tourist Park Zone	121
Coastal Conservation Zone	125
Coastal Marina Zone	129
Coastal Open Space Zone	131
Coastal Settlement Zone	134
Commercial Zone	137
Precinct 1 Salisbury Plains Commercial.....	139
Precinct 20 Globe Derby Park Commercial.....	139
Precinct 22 Park Terrace and Stanbel Road Commercial	139
Precinct 23 Greenfields Commercial.....	140
Precinct 21 Para Hills West Commercial and Precinct 24 Pooraka Commercial.....	140
Community Zone	144
Globe Derby Park Policy Area 1	145
Deferred Urban Zone	147
Precinct 2 Deferred Urban.....	148
Precinct 3 Deferred Industry.....	148
District Centre Zone	151
Ingle Farm Policy Area 2.....	153
Precinct 4 Community and Business.....	153
Precinct 5 Education.....	153
Precinct 6 Medium Density Residential.....	153
Precinct 7 Recreation	153
Precinct 8 Retail Core.....	153
Salisbury Downs Policy Area 4	154
Precinct 14 Bulky Goods	155
Precinct 15 Community	155
Precinct 16 Mixed Use.....	156
Precinct 17 Retail Core.....	156
Hills Face Zone	159

Consolidated - 4 April 2019

Industry Zone	167
Burton Poultry Processing Policy Area 5.....	170
Greater Levels Policy Area 8.....	171
Infrastructure Policy Area 9.....	172
Parafield Gardens Policy Area 10.....	174
Pooraka Policy Area 11.....	176
Light Industry Zone	181
Pooraka Market Eastern Policy Area 12.....	183
Pooraka Market Warehousing Policy Area 13.....	185
Local Centre Zone	188
Mineral Extraction Zone	191
Mixed Use (Bulky Goods, Entertainment and Leisure) Zone	194
Multi Function Polis (The Levels) Zone	199
Neighbourhood Centre Zone	200
Precinct 18 Saints Road Neighbourhood Centre.....	202
Open Space Zone	206
Landscape Buffer Policy Area 14.....	209
Recreation Policy Area 15.....	210
Primary Production Zone	214
Precinct 19 Limited Residential Precinct.....	216
Aircraft Noise Policy Area 16.....	217
Horticulture Policy Area 17.....	218
Residential Zone	224
Salisbury Residential Policy Area 18.....	228
Mawson Lakes Policy Area 22.....	229
Residential Hills Zone	233
Castieau Estate Policy Area 21.....	237
Rural Living Zone	240
Bolivar Policy Area 19.....	242
Direk Policy Area 20.....	243
Urban Core (Salisbury) Zone	246
Transition Area.....	248
Urban Core Zone	256
Mawson Innovation Policy Area 24.....	264
Main Shopping Policy Area 25.....	267
Airport Runway Control Area Policy Area 26.....	270
Urban Corridor Zone	274
Business Policy Area 27.....	279
Urban Employment Zone	283

Consolidated - 4 April 2019

Salisbury Council
Table of Contents

Table Section	293
Table Sal/1 - Building Setbacks from Road Boundaries	295
Table Sal/2 - Off Street Vehicle Parking Requirements.....	297
Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas	299
Table Sal/3 - Off Street Bicycle Parking Requirements.....	301
Table Sal/4 - State Heritage Places.....	302
Mapping Section	305
Map Reference Tables.....	307
Spatial Extent Maps.....	313
Bushfire Risk BPA Maps	623
Concept Plan Maps.....	629

Copyright
© Government of South Australia.
All rights reserved. The document may be reproduced free-of-charge in any format providing that it is reproduced accurately and not used in any misleading context. The material must be acknowledged as Government of South Australia copyright and the title of the document specified.

Disclaimer
Although every effort has been made to ensure the accuracy of the information contained in this document, the Government of South Australia, its agents, officers and employees make no representations, either express or implied, that the information contained is accurate or fit for any purpose and expressly disclaims all liability for loss or damage arising from reliance upon the information supplied. Persons using this information should consult the relevant Gazette Notices and/or view an authorised copy of the subject Development Plan Amendment when exacting legal clarification on any amendment is required.

Consolidated - 4 April 2019

Community Facilities

OBJECTIVES

- 1 Location of community facilities including social, health, welfare, education and recreation facilities where they are conveniently accessible to the population they serve.
- 2 The proper provision of public and community facilities including the reservation of suitable land in advance of need.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Community facilities should be sited and developed to be accessible by pedestrians, cyclists and public and community transport.
- 2 Community facilities should be integrated in their design to promote efficient land use.
- 3 Design of community facilities should encourage flexible and adaptable use of open space and facilities for a range of uses over time.

Places of Worship

- 4 Places of worship should be developed according to the following hierarchy:

Scale	Development form	Congregation size
Small (local)	Associated with an area of worship ancillary to a residence. These activities are particularly common for religious organisations that do not have a large following and / or lack funds to purchase a standalone building.	Typically accommodate approximately 5 to 30 worshippers in any one session.
Medium(neighbourhood)	Purpose built or re-use of existing buildings with medium footprints that are found in most suburbs and country towns	Typically have congregations of up to 100-300 persons in any one session
Large (regional)	Purpose built or re-use of existing buildings with large footprints and catering for a variety of ancillary activities	In excess of 300 persons in any one session

- 5 Small (local) to medium (neighbourhood) scale places of worship within residential areas should be appropriately located on major collector roads to minimise congestion or traffic conflict within local streets.
- 6 Large places of worship should:
 - (a) be located within centre, commercial or the periphery of industrial zones
 - (b) demonstrate the following design features:
 - (i) reuse of existing buildings
 - (ii) the bulk, mass and height of development compatible with the character of the locality
 - (iii) sharing of car parking facilities

Crime Prevention

OBJECTIVES

- 1 A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.
- 3 Development should provide a robust environment that is resistant to vandalism and graffiti.
- 4 Development should provide lighting in frequently used public spaces including those:
 - (a) along dedicated cyclist and pedestrian pathways, laneways and access routes
 - (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.
- 5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.
- 6 Landscaping should be used to assist in discouraging crime by:
 - (a) screen planting areas susceptible to vandalism
 - (b) planting trees or ground covers, rather than shrubs, alongside footpaths
 - (c) planting vegetation other than ground covers a minimum distance of two metres from footpaths to reduce concealment opportunities.
- 7 Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.
- 8 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.
- 9 Public toilets should be located, sited and designed:
 - (a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)
 - (b) near public and community transport links and pedestrian and cyclist networks to maximise visibility.
- 10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

Salisbury Council
General Section
Design and Appearance

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

Development Adjacent Heritage Places

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

Overshadowing

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

Visual Privacy

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

Interface between Land Uses

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Noise Generating Activities

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

Landscaping, Fences and Walls

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

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.

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.

Salisbury Council
General Section
Transportation and Access

- 5 Land uses that generate large numbers of visitors such as shopping centres and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by existing transport networks and encourage walking and cycling.
- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set down areas. The design of such areas should ensure interference to existing traffic is minimised and give priority to pedestrians, cyclists and public and community transport users.
- 7 The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.
- 8 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 10 Driveway crossovers affecting pedestrian footpaths should maintain the level of the footpath.
- 11 Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.
- 12 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.
- 13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

- 14 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public and community transport stops and activity centres.
- 15 Development should provide access, and accommodate multiple route options, for cyclists by enhancing and integrating with:
 - (a) open space networks, recreational trails, parks, reserves and recreation areas
 - (b) Adelaide's Metropolitan Open Space System.
- 16 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 17 New developments should give priority to and not compromise existing designated bicycle routes.
- 18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 19 Developments should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
 - (a) showers, changing facilities, and secure lockers
 - (b) signage indicating the location of bicycle facilities

- (c) secure bicycle parking facilities provided at the rate set out in [Table Sal/3 - Off Street Bicycle Parking Requirements](#).
- 20 Pedestrian facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 13*.
- 21 Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 14*.

Access

- 22 Development should have direct access from an all weather public road.
- 23 Development should be provided with safe and convenient access which:
 - (a) avoids unreasonable interference with the flow of traffic on adjoining roads
 - (b) provides appropriate separation distances from existing roads or level crossings
 - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
 - (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 24 Development should not restrict access to publicly owned land such as recreation areas.
- 25 The number of vehicle access points onto arterial roads shown on *Overlay Maps - Transport* should be minimised, and where possible access points should be:
 - (a) limited to local roads
 - (b) shared between developments.
- 26 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.
- 27 Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse on to or from the road.
- 28 Development with access from arterial roads or roads as shown on *Overlay Maps - Transport* should be sited to avoid the need for vehicles to reverse on to or from the road.
- 29 Driveways, access tracks and parking areas should be designed and constructed to:
 - (a) follow the natural contours of the land
 - (b) minimise excavation and/or fill
 - (c) minimise the potential for erosion from run-off
 - (d) avoid the removal of existing vegetation
 - (e) be consistent with *Australian Standard AS 2890 Parking facilities*.

Access for People with Disabilities

- 30 Development should be sited and designed to provide convenient access for people with a disability.
- 31 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

Salisbury Council
General Section
Transportation and Access

Vehicle Parking

- 32 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with *Table Sal/2 - Off Street Vehicle Parking Requirements* or *Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas* (whichever applies) unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:
- (a) a financial contribution is paid into the Council Car Parking Funds specified by the Council, in accordance with the gazetted rate per car park associated with the 'Car Park Fund Areas' identified on *Concept Plan Map Sal/27 - Salisbury District Centre Car Park Fund Area*, *Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area* and *Concept Plan Map Sal/32 - Mawson Lakes Town Centre Car Parking Fund Area*
 - (b) it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.
- 33 Development should be consistent with *Australian Standard AS 2890 Parking facilities*.
- 34 Vehicle parking areas should be sited and designed in a manner that will:
- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
 - (f) minimise the number of vehicle access points to public roads
 - (g) avoid the necessity for backing onto public roads
 - (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
 - (i) not dominate the character and appearance of a site when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.
- 35 Vehicle parking areas should be designed to reduce opportunities for crime by:
- (a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
 - (b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
 - (c) being appropriately lit
 - (d) having clearly visible walkways.
- 36 Where parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to customers.

37 Parking areas that are likely to be used during non daylight hours should provide floodlit entrance and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.

38 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.

39 To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.

40 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

Vehicle Parking for Residential Development

41 On-site vehicle parking should be provided having regard to:

- (a) the number, nature and size of proposed dwellings
- (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
- (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons.

42 Vehicle parking areas servicing more than one dwelling should be of a size and location to:

- (a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely
- (b) provide adequate space for vehicles, including emergency service vehicles, to manoeuvre between the street and the parking area
- (c) reinforce or contribute to attractive streetscapes.

Vehicle Parking for Mixed Use and Corridor Zones

43 Loading areas and designated parking spaces for service vehicles should:

- (a) be provided within the boundary of the site
- (b) not be located in areas where there is parking provided for any other purpose.

44 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:

- (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages
- (b) complement the surrounding built form in terms of height, massing and scale
- (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.

45 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.

Undercroft and Below Ground Garaging and Parking of Vehicles

46 Undercroft and below ground garaging of vehicles should only occur where envisaged in the relevant zone or policy area or precinct and ensure:

- (a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties

Salisbury Council
General Section
Transportation and Access

- (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

Salisbury Council
General Section
Waste

- (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
- (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

Wastewater

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

Waste Treatment Systems

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

Salisbury Council
Zone Section
Residential Zone

Residential Zone

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

OBJECTIVES

- 1 A residential zone comprising a range of dwelling types, including a minimum of 15 per cent affordable housing.
- 2 Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.
- 3 A zone primarily accommodating a range of dwellings to meet the diverse needs and preferences of the community.
- 4 Revitalisation of under-utilised suburbs, particularly public housing areas, to facilitate the provision of a greater mix of housing types and improved residential amenity.
- 5 Residential development designed and insulated to minimise effects of predicted aircraft noise and industrial noise.
- 6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone covers a substantial portion of the Council area and is home to a large and diverse population. The zone is suitable for a range of low to medium density housing, with higher density in appropriate locations. In addition to housing and open space, the zone will also contain a variety of community related, non-residential land uses that contribute to the creation of pleasant, connected, well serviced and socially inclusive neighbourhoods.

A full range of dwelling types on a variety of allotment sizes will be provided, including affordable housing, special needs housing and housing for the aged in appropriate locations. Housing form will be diverse and cater for different household sizes, life cycle stages and housing preferences and will be cost-effective, energy efficient and will make efficient use of available sites. Older neighbourhoods will experience change through turnover in population and ageing of existing residents which will generate a need for more housing diversity as well as changes in density and different services and facilities to complement these changes.

Residential development will reflect a variety of building styles, yet where a consistent character exists, new buildings will be designed to harmonise with that which is existing in terms of form, mass, scale, colours and textures of materials and setback distances. A cohesive built form will be achieved through design elements such as interesting roof forms, articulated buildings, recessed vehicle garaging, and landscaped spaces between buildings and the public road. Buildings will include windows, doors and balconies that overlook the street and areas of public open space to promote surveillance and community interaction.

Setbacks to local streets will be used to enable landscaping to be provided to soften the built form and improve amenity for residents and pedestrians. The visual and physical impact of vehicle access points will be minimised by reducing both the number of access points and the width of associated crossovers and driveways. Sealed surfaces will be minimised to reduce stormwater run-off and to also provide opportunities for landscaping to improve visual amenity. Development will seek to protect and retain regulated trees that contribute to the character of the area.

In order to achieve a compact urban form an overall increase in the residential density is desirable in select locations, in keeping with the objectives for development in the Zone, although it is anticipated that the predominant form of housing will remain detached dwellings at low to medium density throughout much of the zone. Co-ordinated infill housing, redevelopment and refurbishment of existing housing are encouraged

to maximise use of the community investment in facilities and services in existing residential areas that are located close to centres and community services. Opportunities exist to gradually develop under-utilised and vacant land within established areas, particularly when a specific housing need arises within the population, but also as an opportunity for improving access to existing services and facilities. Co-ordinated and efficient development of larger sites containing multiple allotments is encouraged in order to achieve greater housing density and diversity.

Medium density forms of housing including semi-detached dwellings, row dwellings, residential flat buildings and group dwellings are encouraged in areas with good access to services and facilities. Concentrated nodes of medium density development of up to 4 storeys in height are anticipated in areas close to centres, public transport and significant public open space, and are to be developed in a co-ordinated and orderly manner. Typically this will involve the amalgamation of sites and will result in development that compliments the prevailing character. A transition in building height will be necessary to ensure issues of overlooking is minimised and solar access maintained.

Development will be of a form and scale compatible with adjoining residential development. As part of the increase in residential density there will be an increase in the number of dwellings of two or more storeys. Such development will recognise the proximity of adjoining development and will be designed and sited to maintain the privacy of adjoining dwellings and their private open space areas, and will be designed to integrate with the existing built form.

Development of land with a known history of a potentially contaminating activity will occur once the site has been assessed and remediated to the standard necessary to ensure it is safe and suitable for the proposed use.

Development in areas which adjoin industrial land uses and areas affected by aircraft noise as identified in [Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure](#) should be designed, sited and constructed to minimise the effects of noise.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - domestic outbuilding in association with a dwelling
 - domestic structure
 - dwelling
 - dwelling addition
 - small scale non-residential use that serves the local community, for example:
 - child care facility
 - health and welfare service
 - open space
 - primary or secondary school
 - recreation area
 - supported accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible in form, scale and design with adjoining residential development.
- 4 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:
 - (a) serves the local community
 - (b) is consistent with the character of the locality

Salisbury Council
Zone Section
Residential Zone

(c) does not detrimentally impact on the amenity of nearby residents

(d) will not undermine the efficient operation of nearby centres.

- 5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

Form and Character

- 6 Development should be undertaken in accordance with the following Concept Plan Maps:

- (a) [Concept Plan Map Sal/21 - Paralowie Residential Area 3](#)
- (b) [Concept Plan Map Sal/22 - Burton Residential Area 1](#)
- (c) [Concept Plan Map Sal/23 - Direk Residential Area](#)
- (d) [Concept Plan Map Sal/24 - Frost Road/Brown Terrace Salisbury](#)
- (e) [Concept Plan Map Sal/25 - Paralowie Residential Area 1](#)
- (f) [Concept Plan Map Sal/26 - Paralowie Residential Area 2](#)
- (g) [Concept Plan Map Sal/27 - Salisbury Downs Residential Area 1.](#)

- 7 Residential development should only occur within the area marked 'Lot 23' or 'Lot 24' on [Concept Plan Map Sal/24 - Frost Road/Brown Terrace Salisbury](#) where it is developed in accordance with all of the following:

- (a) the construction of a 2.4 metre high acoustical fence, which is comprised of double-sided fibre cement sheeting that has a density of not less than 12.5 kilograms per square metre, along the north-west and south-west boundaries of the land
- (b) service areas are located between the noise source and the living areas of the dwelling
- (c) dwellings utilise suitable sound insulation methods such as double-glazing to windows, roof and wall insulation
- (d) the number of wall openings facing the noise source are minimised.

- 8 Direct vehicular access should not be provided onto Smith Road, Barker Road or Bridge Road.

- 9 Where remnant vegetation is located within road reserves it should be preserved and protected against loss, damage and disfigurement.

- 10 Garages and carports facing the street (other than an access lane way) should be designed with a maximum width of 6 metres or 50 per cent of the allotment or building site frontage width, whichever is the lesser distance.

- 11 Sheds, garages and similar outbuildings should be designed within the following parameters:

Parameter	Value
Maximum floor area for allotments less than 450 square metres	60 square metres
Maximum floor area for allotment greater than 450 square metres	72 square metres
Maximum building height (from natural ground level)	5 metres
Maximum wall height (from natural ground level)	3 metres

PROCEDURAL MATTERS**Complying Development**

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

Non-complying Development

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

Form of Development	Exceptions
Advertisement and/or advertising hoarding	Except where it complies with all of the following: <ol style="list-style-type: none"> it does not move, rotate or incorporate flashing lights it does not wholly or partly consist of bunting, streamers, flags, wind vanes and the like if attached to a building, it does not wholly or partly extend above the top of the wall or the fascia.
Amusement machine centre	
Consulting room	Except where: <ol style="list-style-type: none"> the total floor area is less than 100 square metres the site does not front an arterial road.
Crematorium	
Dairy	
Dwelling where it is contained within the 'Concept Area Boundary' identified on Concept Plan Map Sal/22 - Burton Residential Area 1	Except where the dwelling has a maximum height of no more than one-storey above natural ground level.
Farming	
Fuel depot	
Horse keeping	
Horticulture	
Industry	
Intensive animal keeping	
Motor repair station	
Office	Except where: <ol style="list-style-type: none"> the total floor area is less than 100 square metres the site does not front an arterial road.
Petrol filling station	Except where it comprises alterations or additions to a petrol filling station existing at 20 January 1994.
Prescribed mining operations	
Public service depot	
Residential flat building within the Salisbury Residential Policy Area 18	

Table Sal/2 - Off Street Vehicle Parking Requirements

The following vehicle parking requirements do not apply:

- (a) to the Mixed Use (Bulky Goods, Entertainment, Leisure) Zone except where the form of development is light industry whereby the rates for Industry, warehouse, stores are applicable
- (b) to development that is subject to the requirements in [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#).

Form of Development	Number of Required Car Parking Spaces
Accommodation	
Aged Care / retirement home	1 space per unit
Serviced apartment	1 space per unit plus 1 space per employee
Motel	1 space per unit
Commercial	
Bulky goods outlet	3 spaces per 100 square metres of gross leasable floor area
Cinema	1 space per 4 cinema seats
Hotel	1 space per 2 square meters of floor area available to the public
Public bar	1 space per 6 square metres of floor area available to the public
Lounge or beer garden	1 space per 6 square metres of floor area available to the public
Gaming room	1 space per 2 machines
Office	1 space per 25 square metres, with a minimum of 4 spaces per office
Restaurant	Greater of 1 space for every 3 seats or 1 space for every 15 square metres of dining area
Service trade premises	3 spaces per 100 square metres
Shop	7 spaces per 100 square metres of gross leasable area for shops outside of centre zones 5 spaces per 100 square metres of gross leasable area for shops within centre zones
Community/civic	
Child care centre	1 space per 4 children
Community centre	10 spaces per 100 square metres of total floor area
Library	4 spaces per 100 square metres
Place of worship	Greater of 1 space for every 3 seats or every 3 attendees
Dwellings	

Salisbury Council
Table Section
Table Sal/2 - Off Street Vehicle Parking Requirements

Form of Development	Number of Required Car Parking Spaces
Detached dwelling Semi Detached Dwelling Row Dwelling	2 spaces per dwelling, one of which is to be covered
Residential flat building Multiple dwelling Group dwelling	1 space per dwelling, plus 0.5 on-site visitor car parking spaces per dwelling
Industry, warehouses, stores	
Office component	1 space per 30 square metres
Plus	Plus
Non-office component	
Up to 200 square metres	1 space per 50 square metres
Plus 200-2000 square metres	1 additional space for every 75 square metres
Plus greater than 2000 square metres	1 additional space for every 150 square metres
Or	Or
For labour intensive industries, inclusive of office component (whichever ever is greater)	0.75 car parking spaces per employee
Medical	
Consulting room	10 per 100 square metres of total floor area, with a minimum of 3 spaces per tenancy
Hospital	2.5 spaces per bed
Nursing home	1 space for every 4 beds
The following vehicle parking requirements apply to development specifically within the Mixed Use (Bulky Goods, Entertainment and Leisure) Zone :	
Form of Development	Minimum number of required vehicle parking spaces
All forms of development (except Light Industry)	3 spaces per 100 square metres of gross leasable floor area



- S School
- H Other Health Services
- Local Reserves
- Waterbodies

Location Map Sal/23

SALISBURY COUNCIL
Consolidated - 4 April 2019

Item 5.1.1 - Attachment 4 - Extract of Relevant Development Plan Provisions and Location Maps (Consolidated 4 April 2019)

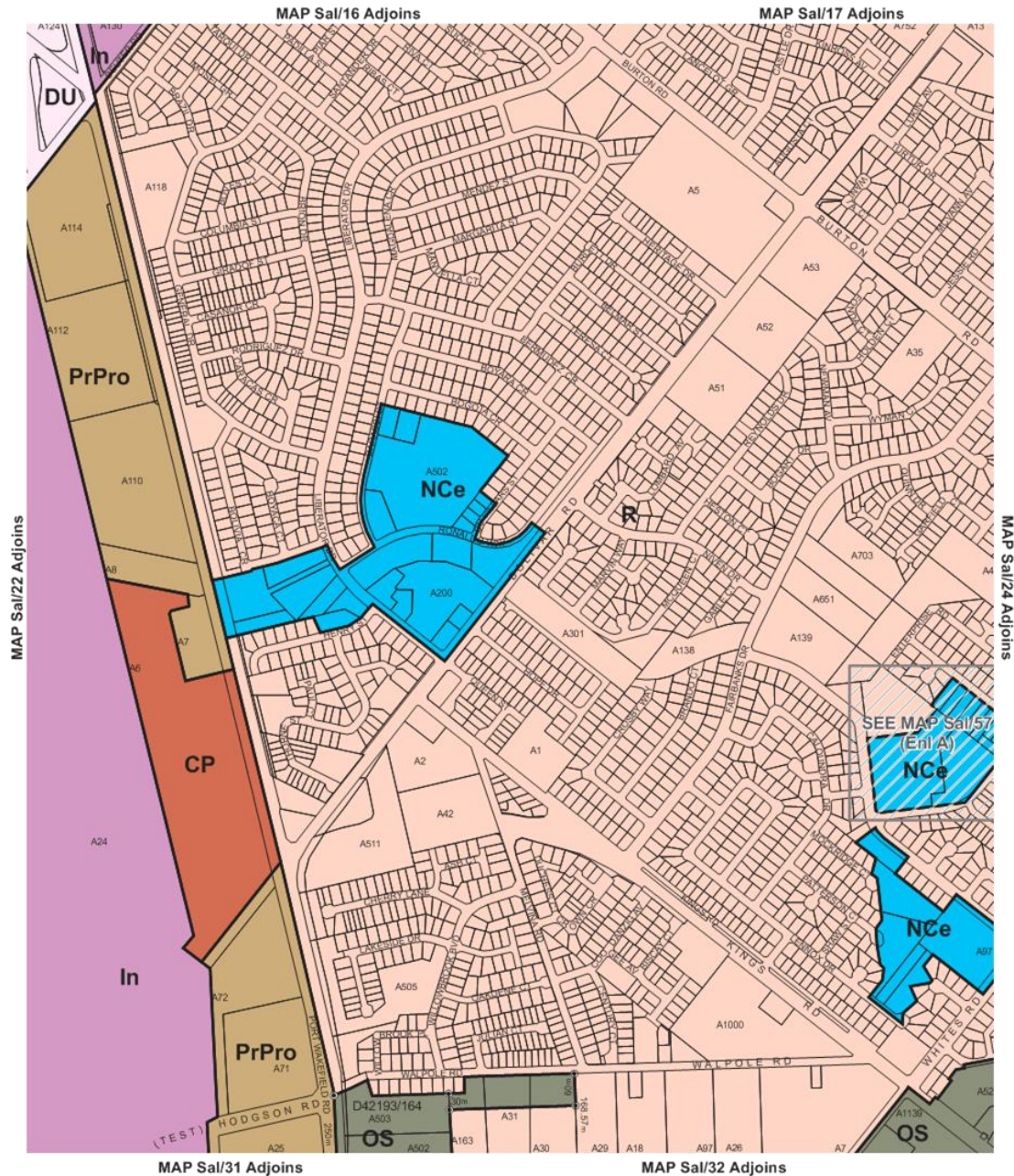


- Possible Arterial Roads
- Primary Arterial Roads
- Secondary Arterial Roads

Overlay Map Sal/23
TRANSPORT

SALISBURY COUNCIL
Consolidated - 4 April 2019

Item 5.1.1 - Attachment 4 - Extract of Relevant Development Plan Provisions and Location Maps (Consolidated 4 April 2019)



See enlargement map for accurate representation.
Lamberts Conformal Conic Projection, GDA94

- Zones**
- CP Caravan and Tourist Park
 - DU Deferred Urban
 - In Industry
 - NCe Neighbourhood Centre
 - OS Open Space
 - PrPro Primary Production
 - R Residential
 - Zone Boundary



Zone Map Sal/23

SALISBURY COUNCIL
Consolidated - 4 April 2019

Item 5.1.1 - Attachment 4 - Extract of Relevant Development Plan Provisions and Location Maps (Consolidated 4 April 2019)

ITEM	5.1.2
	COUNCIL ASSESSMENT PANEL
DATE	22 September 2020
APPLICATION NO.	361/1923/2018/3B
APPLICANT	Peregrine Corporation
PROPOSAL	Demolition and replacement of existing retail fuel outlet comprising new control building, fuel canopy and petrol bowsers, car wash, vacuum bays, pylon sign, underground fuel tanks, modified car parking and access arrangements, landscaping, removal of two Regulated Trees and combined retaining walls and fencing exceeding 2.1m
LOCATION	105-109 Park Terrace, Salisbury
CERTIFICATE OF TITLE	CT Volume 6181 Folio 7
AUTHOR	Andrew Humby, Planning Consultant

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Commercial Zone
Application Type	On-Merit
Public Notification Category	3
Representations	Representations received: 3 Representations to be heard: 2
Referrals - Statutory	Environment Protection Authority (EPA) Commissioner of Highways (DPTI)
Referrals – Internal	Development Engineering Parks and Open Space Assets Environmental Health
Development Plan Version	Salisbury Council Development Plan Consolidated 15 December 2016
Assessing Officer	Andrew Humby – Planning Consultant
Recommendation	Grant Development Plan Consent, subject to Reserved Matters and conditions
Meeting Date	22 September 2020

2. REPORT CONTENTS

Assessment Report

Attachment 1:	Proposal Plans and Supporting Documentation
Attachment 2:	Public Notice, Representations and Applicant's Response
Attachment 3:	Referral Responses
Attachment 4:	Extract of Relevant Development Plan - Provisions Consolidated 15 December 2016

3. EXECUTIVE SUMMARY

Peregrine Corporation have requested Development Plan Consent for demolition and replacement of an existing retail fuel outlet with a new control building, fuel canopy and petrol bowsers, car wash, vacuum bays, pylon sign, underground fuel tanks, modified car parking and access arrangements, landscaping, removal of two Regulated Trees and combined retaining walls and fencing exceeding 2.1m at 105-109 Park Terrace, Salisbury.

The proposed development has been assessed 'on-merit' and as a Category 3 form of development. Three (3) valid representations were received, all in opposition to the development. Two of the representors have requested to be heard. A number of amendments were made to the proposal following public consultation to address the concerns of the representors.

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

- (a) The proposed development is considered to be consistent with the Objectives and Principles of Development Control of the Commercial Zone that encourages a broad range of commercial and retail land uses;
- (b) The proposed development contains a retail component that is of a size and form that will not hinder the development or function of nearby centres and supports the overall intent of the Commercial Zone;
- (c) The proposed development is designed to ensure that it will not have an unreasonable impact on existing development within the immediately locality and in particular existing residential allotments in the Residential Zone;
- (d) The development is served by adequate provision of car parking and will facilitate safe and convenient traffic movements both internally and to and from the site;
- (e) The development has received in-principle support from both the Environment Protection Authority for matters pertaining to petroleum storage and the Commissioner of Highways for matters pertaining to access to and from the site and internal movements;
- (f) The proposed advertisements are considered to be appropriate for the scale of the site, an increase in the number of pylon signs by one is appropriate having regard to the extent of the site frontage and that an existing 3m price board sign is being removed.

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

4. SUBJECT SITE

The site is described as 105-109 Park Terrace, Salisbury and is comprised of one (1) allotment, formally described as Allotment 100, contained in Deposited Plan 113199, Certificate of Title Volume 6181 Folio 7.

The site is located at the junction of Park Terrace and Cross Keys Road. The site is an irregular shaped allotment having a frontage to Park Terrace of 44.74 metres and a frontage to Cross Keys Road of 55.5 metres (excluding the corner cut-off of 10.99 metres). The total site area is 4,411 square metres.

An approximate 53 metre x 20 metre section of the allotment extends along the rear of 95 and 101 Park Terrace and abuts an allotment fronting onto East Terrace. For the purposes of this application, the semi-sealed area at the rear of 95 and 101 Park Terrace does not form part of the development area as it is licensed non-exclusively to the occupier of 101 Park Terrace for the use of vehicular access and egress.

The site contains a long established retail fuel outlet, consisting of the main control building, fuel dispensing bowsers, canopy, on-site car parking bays, trailer storage and hire area, vacuum unit and car wash (currently out of operation). The main control room is a small, single storey building located adjacent the north-western boundary with the most notable feature on the site being the large freestanding canopy that extends out over the fuel bowsers.

The retail fuel outlet operates 24 hours, seven (7) days a week.

One (1) main 9m high pylon sign is located on the site adjacent the Park Terrace frontage near the roundabout and there is also a smaller 3m price board advertising sign adjacent the Cross Keys Road frontage also near the roundabout and a product advertising sign of about 1m high between the two signs.

Access to the site is obtained via three (3) existing crossovers, two (2) accessed to the Park Terrace frontage and one (1) to the Cross Keys Road frontage. On-site car parking is located adjacent the main control room and vacuum unit/car wash.

The site is for all intents and purpose flat, with no distinct slope evident. Boundary fencing exists to the site boundary with 9 Cross Keys Road and to 101 Park Terrace (including to the portion of the allotment not associated with the existing use). The site is not fenced to Park Terrace or Cross Keys Road.

The majority of the site is sealed other than the portion of the site south of the car wash and access. There are wide verges to Park Terrace and Cross Keys Road which contain mature vegetation— one (1) of which is a Significant Tree and three (3) are Regulated Trees.

No Land Management Agreements, easements or encumbrances are registered on the Certificate of Title.

Site photos are provided on the following page.

Photo 1.
Looking southwest from Park Terrace toward the site, the Significant Tree is in the verge to the right of the photo, the two Ironbark Trees on the left side are to be removed to accommodate the new access



Photo 2.
Looking southwest from Park Terrace toward the site, the existing pylon sign will be retained, the car wash is proposed to the left of the sign and the vacuum bays to the right of the sign



Photo 3.
Looking north-west from Cross Keys Road toward the site, the existing access to Cross Keys Road is to be closed and shifted further south



Photo 4.
Looking west from Cross Keys Road toward the site, the representors house at 9 Cross Keys Road is to the left of the photo, the new access to Cross Keys Road is proposed in this location and trees in the background will be removed



5. LOCALITY

The locality is principally defined by visual reference.

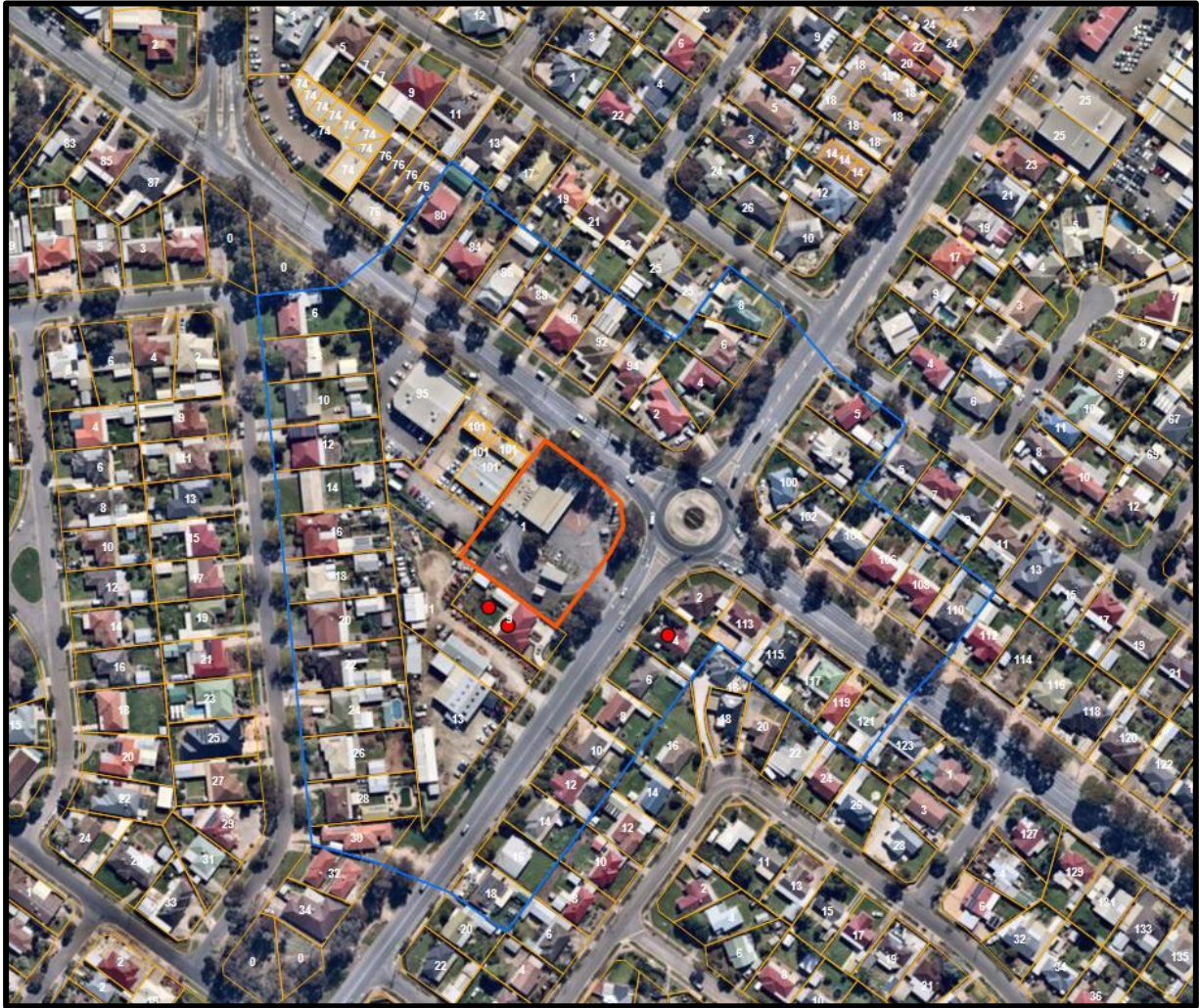
The locality is characterised by a diverse range of land uses including commercial, light industrial use (auto electrical, mechanical repairs and trailer hire), offices and residential. The established non-residential land uses are contained within the Commercial Zone and take advantage of their location next to Park Terrace and Cross Keys Road.





Immediately adjoining the site to the north-west are two allotments that contain a two storey office building and an automotive parts outlet. To the south-west, there is an existing single storey detached dwelling on a large allotment. Further south-west of this site are two allotments fronting Cross Keys Road that contain an auto-electrician, mechanical repairer and equipment/trailer hire outlet.

The land on the opposite side of Cross Keys Road (to the south-east) and Park Terrace (to the north-east) comprise residential use. The urban form comprises a suburban residential character comprising mostly single storey detached dwellings on large residential allotments of a consistent size and configuration.

A locality plan and contextual plan are provided below.

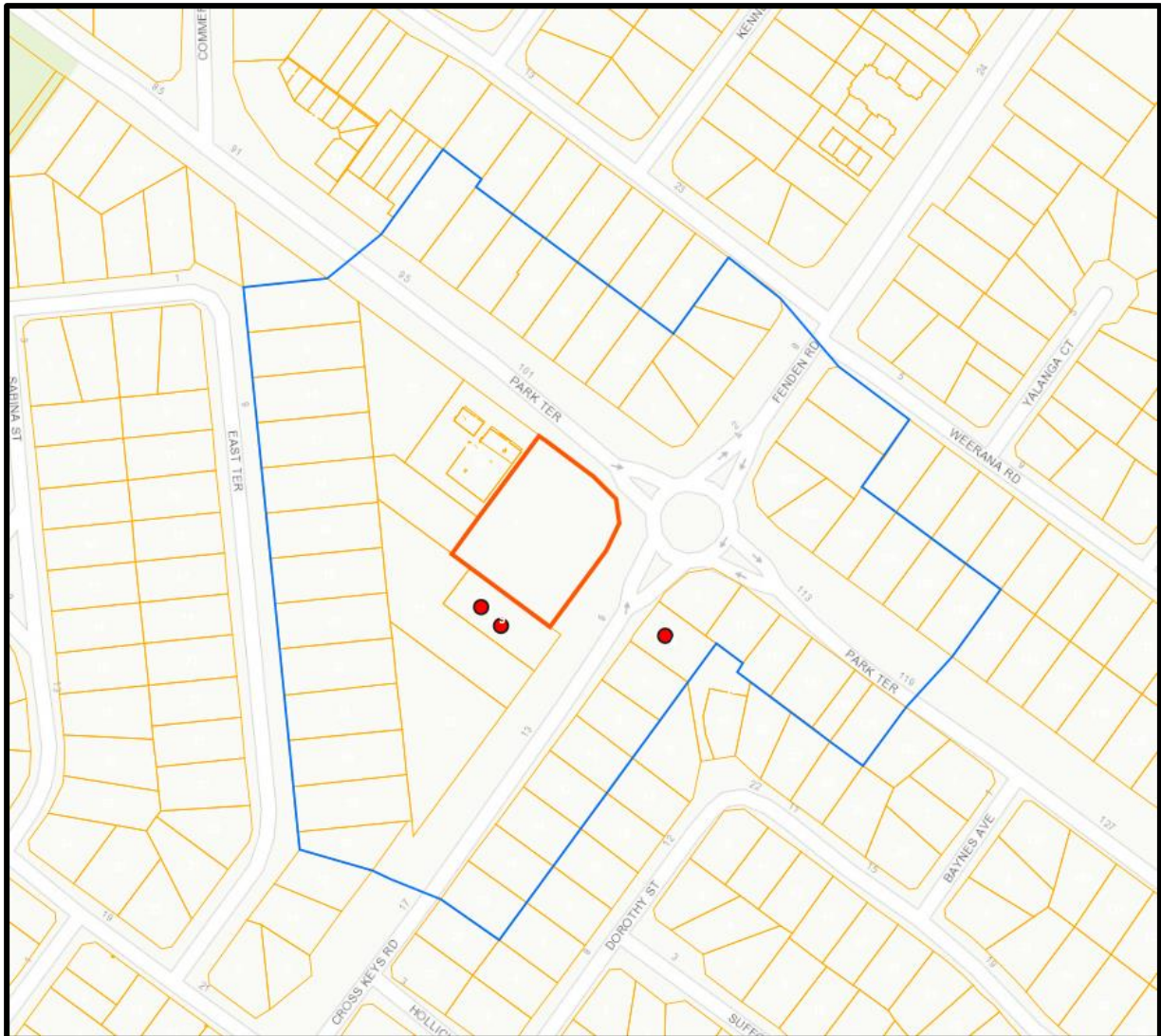
Locality Plan – Aerial






Legend (Source: Dekho)	
	Subject site
	Site boundary
	Locality boundary
	Representor

Item 5.1.2

Locality Plan – Cadastre







Legend (Source: Dekho)	
	Site boundary
	Locality boundary
	Representor

Item 5.1.2

Contextual Plan:



Legend (Source: Nearmap)	
	Site boundary
	Locality boundary
	Representor
	Zone boundary

6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

Peregrine Corporation have requested Development Plan Consent for demolition and replacement of an existing retail fuel outlet with a new control building, fuel canopy and petrol bowsers, car wash, vacuum bays, pylon sign, underground fuel tanks, modified car parking and access arrangements, landscaping, removal of two Regulated Trees and combined retaining walls and fencing exceeding 2.1m at 105-109 Park Terrace, Salisbury.

The proposed redevelopment will maintain existing 24 hour trading, seven days a week.

The key elements of the proposal include:

- Demolition of existing structures and removal of existing underground fuel tanks;
- 499 square metre precast concrete, timber look tiled blade, brick and glass fronted control building containing:
 - 274 square metres of retail display and public access areas;
 - 225 square metres of cool rooms, storage, food preparation, sales counters and toilets;
 - Drive through facility.
- 6.0 metre high forecourt canopy;
- 8 fuel dispensing bowsers in 4 rows;
- 36 on-site car parking spaces, including 1 disabled car park;
- 2 x 70,000 litre underground fuel storage tanks;
- 2 x drive in car wash bays with associated shade structure and plant room;
- 2 x vacuum bays with associated shade structure;
- 7.0 metre high freestanding illuminated pylon sign to the Cross Keys Road frontage to replace an existing 3m high price board sign;
- Slatted timber refuse enclosure;
- Trailer hire facilities;
- Removal of 8 street trees (including 2 Regulated Trees) and pruning of 1 Significant Tree;
- Perimeter landscaping;
- 2.1 metre high boundary fencing and retaining walls;
- Illuminated signage fixed to the main control room;
- Two canopy mounted signs fixed to the sides of the forecourt canopy.

The main control building comprises precast concrete tilt-up construction, timber look tiled blade and brick walls, and glass panels that face onto the main forecourt area. The control building is to be sited 8.5 metres at nearest dimension from the Park Terrace frontage and 5.145 metres from the north-western side boundary with the vehicular access for the drive through facility located behind.

The main facades of the control room have a wall height of 4.95 metres with the timber look tiled blade walls extending up to 7.05 metres. Roof mounted services are to be surrounded by painted fibre cement sheeting screens to screen this plant from public view and the screening is integrated into the overall design of the control building.

The proposed forecourt canopy is setback 15.5 metres from the Cross Keys Road boundary and has an overall height of 6.06 metres. There are eight fuel bowsers in four rows that will be located under the canopy.

Access to the site is provided by a new crossover to Cross Keys Road that is located further south of the existing crossover. The existing crossover will be removed. A new crossover (left in only access) is also proposed to be constructed to Park Terrace and will complement the existing western most Park Terrace access which is to be retained for left out only access. This access is currently used by drivers travelling eastbound for right turns into and out of the site from Park Terrace but this movement will be restricted by the proposed extension of a solid central median in Park Terrace that is necessary as part of the proposed development.

Eleven (11) existing trees are affected by the proposed development. All trees are located within the Council verge, with eight (8) proposed to be removed – two (2) of which are Regulated Trees and one (1) Significant Tree to undergo minor pruning in accordance with the recommendations of a consulting arborist.

Landscaping is proposed to the perimeter of the site comprising a mixture of irrigated turf, groundcovers, shrubs and trees.

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

7. CLASSIFICATION

The site is located within the Commercial Zone as depicted on Map Sal/34 of the Salisbury Council Development Plan, Consolidated 15 December 2016.

It is noted that subject to a Gazette Notice of 19 January 2017, a Section 29(2)(b)(ii) amendment of the *Development Act 1993* incorporated a number of authorised amendments to the Salisbury Council Development Plan, Consolidated 15 December 2016. These amendments alter the non-complying list within the Urban Core Zone by adding a number of exceptions for ‘*light industry, store and warehouse*’ but are not relevant to this application.

For the purposes of this report, the Salisbury Council Development Plan, Consolidated 15 December 2016 will only be referred.

The site has existing use rights for the long established use of the site as a retail fuel outlet.

Prior to the application being lodged, Council obtained legal advice regarding the matter of whether the application is captured by the non-complying designation as relates to a ‘shop’ in the Commercial Zone. In relation to a ‘shop or group of shops’, development is non-complying except where (b) ‘*the gross leaseable area is less than 250 square metres*’.

It is acknowledged the proposed development will increase the total floor area of the shop from below 250 square metres to 499 square metres. Council has obtained legal advice regarding the interpretation of this application and whether the non-complying designation as ‘shop’ applies to the development. The legal advice has confirmed that this is not a settled area of law, that there are two interpretations of the law in respect to the whether a proposal of this kind is ‘integrated’ (ie. an undefined development) or a form of shop. Council has acted in accordance with the legal advice and determined the development is an undefined form of development, described as a retail fuel outlet. It is also noted this approach is consistent with a similar application recently approved in the Council area.

A retail fuel outlet is neither listed as being a Complying or Non-complying form of development in the Commercial Zone and was therefore subject to ‘on-merit’ assessment, against the relevant provisions of the Salisbury Council Development Plan, Consolidated 15 December 2016.

8. PUBLIC NOTIFICATION

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

The Category 3 public notification period took place between 18 March 2020 and 31 March 2020. Council received three (3) representations during the notification period, all of which have expressed some concerns with the proposed development.

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

Representations received		
Representations received		Wish to be Heard
1	B Morgante 9 Cross Keys Road SALISBURY SA 5108	✓ (to be represented by A Morgante)
2	F Morgante 9 Cross Keys Road SALISBURY SA 5108	✓
3	R E Mahlkecht 4 Cross Keys Road BRAHMA LODGE SA 5109	

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

Summary of Representations	
Issue Raised	Applicant's Response
<i>Removal of Regulated Trees</i>	
<i>Concerned regarding loss of mature trees from the site and absence of suitable replacement trees.</i>	<i>Eight (8) trees are to be removed in order to facilitate the development. A qualified arborist has undertaken an assessment of the impact of the tree removals, including removal of two (2) Regulated trees.</i> <i>The trees are considered to restrict the reasonable redevelopment of the site and it is noted the arborist has recommended removal of the eight (8) trees, subject to planting of suitable replacement trees. A condition requiring replacement trees will be accepted.</i>
<i>Increased light spill</i>	<i>The development will comply with the Australian Standard in respect to Control of the obtrusive effects of outdoor lighting.</i>

	<p><i>The proposed car park area is to be located in the approximate position of the existing egress/ingress which will be closed as part of the proposed development. The proposed on-site car parks are not expected to have any additional lighting impact upon adjacent dwellings than from what is currently occurring.</i></p> <p><i>There will be no lighting in relation to car parks adjacent to the existing dwelling at 9 Cross Keys Road.</i></p>
<p><i>Increased traffic due to the proposed drive through activities</i></p>	<p><i>The precise brand of drive through business is yet to be determined. However, it is confirmed that the food partner will be neither a McDonalds or Hungry Jacks (or any other Tier 1 outlet) as the control building is not equipped to support the specific requirements of a Tier 1 outlet.</i></p> <p><i>The GTA Traffic Assessment report adopts a worse-case scenario of 120 trips per hour (a Tier 1 fast food outlet), with the anticipated Tier 2 facility having a reduced number of trips per hour.</i></p> <p><i>The traffic assessment has concluded that the site layout, parking and access arrangements meets the relevant guidelines, standards and codes and all traffic movements can be accommodated via the existing road network.</i></p>
<p><i>Proposed 9.0 metre freestanding pylon sign is excessive and will result in light spill to adjoining residential property.</i></p>	<p><i>An additional freestanding pylon sign was initially proposed to the Cross Keys Road at 9m high. In response to the representor's concerns (of 9 Cross Keys Road), the sign has been shifted to the opposite side of the Cross Keys Road access (to the northern side) and has been reduced in height from 9m to 7m. The resiting and reduction in the height of the sign will minimise the impact expected to the adjoining property at 9 Cross Keys Road.</i></p>
<p><i>The refuse area will result in odour and attract vermin adjacent to our residence</i></p>	<p><i>The proposed refuse area has been relocated to the south-western rear corner of the site to provide a greater degree of separation from the existing dwelling. In addition, a Waste Management Plan is proposed to ensure the</i></p>

	<i>ongoing management of the waste refuse area.</i>
<i>The location for the air and water services will result in noise impact.</i>	<i>The air and water unit has been relocated from the south-western boundary to opposite the verge car parks behind Cross Keys Road. The air and water unit have been assessed as part of the acoustic assessment by Sonus for the development.</i>
<i>The proposed fence height to the boundary of 9 Cross Keys Road should be increased to 2.4 metres and the colour confirmed.</i>	<p><i>The acoustic assessment by Sonus has determined that the 2.1m high fence will ensure the development is compliant with the EPA (Noise) Policy 2007. Sonus has confirmed that no additional acoustic benefit is achieved increasing the height of the fence to 2.4 metres.</i></p> <p><i>The applicant is open to discuss the final colour of the proposed fence with the neighbour. In any event, we have no concern with the fence colour matching the existing fence colour.</i></p>

9. REFERRALS – STATUTORY

The Application was subject to the following referrals in accordance with Schedule 8 of the *Development Regulations 2008*. A copy of the referral responses is contained in Attachment 3.

Environment Protection Authority (EPA), Schedule 8(10) of the Development Regulations 2008

The proposal was referred to the EPA as it involves an activity of environmental significance pursuant to Schedule 21 of the Development Regulations 2008.

The EPA has provided an assessment of the potential environmental impacts associated with the petroleum storage only, with a number of other ‘comments’ being provided on other environmental matters associated with the proposal.

The EPA is satisfied, subject to the inclusion of a number of conditions of approval, that the proposed petroleum storage activity will not cause unacceptable air quality, water quality or site contamination impacts.

The EPA has noted that with the reduced number of fuel filling points to be used at the site, the proposed Stage 1 vapour recovery system is adequate to mitigate potential adverse air quality impacts upon sensitive receivers (the closest being the dwelling located on 9 Cross Keys Road).

A Condition of Approval is recommended to reinforce the need for the use of a Stage 1 system, however it has been advised that the applicant may wish to consider the installation of a Stage 2 system as 'best practice' (The EPA has not directed that this be conditioned).

A Condition of Approval also requires the proposed development to be undertaken in accordance with the submitted Construction Environment Management Plan.

The EPA has not undertaken an assessment of potential noise impacts, however the applicant's Sonus report adequately considers this issue.

Commissioner of Highways, Schedule 8(3) of the Development Regulations 2008

The proposal was referred to DPTI as it involves the creation of new access to a secondary arterial road (Park Terrace).

The design has been amended since initially referred in February 2019, with the Park Terrace access altered to provide a separate access located 5m west of the existing entry point.

Overall, the Commissioner of Highways is supportive of the amended access design and the reinstatement of redundant crossovers with kerb and gutter.

Appropriate internal areas are provided to enable one vehicle to store behind each fuel pump without restriction of access as well as adequate area to facilitate suitable internal traffic circulation.

Delivery vehicles are provided with suitable access and egress.

The application is supported and conditions of consent are recommended.

10. REFERRALS – INTERNAL

Division	Summarised Comment
<i>Development Engineering</i>	<p><i>The proposed right turn movement into the site for vehicles south-bound on Cross Keys Road will increase risk of collision. An appropriate treatment to preclude this manoeuvre should be adopted.</i></p> <p><i>The applicant has revised this element of the proposal and agrees in principle to extend the two southbound departure lanes from the roundabout to at least the southern boundary of the site and to make consequential adjustments to the on-road bicycle lane.</i></p> <p><i>Two Reserved Matters are recommended that relate to the provision of a line-marking and signage plan (to clarify internal movements within the site) and stormwater management details that relate to stormwater calculations and confirmation of pre-development minor storm flow discharge.</i></p>

	<i>Subject to the above the development is satisfactory.</i>
<i>Parks and Open Space Assets</i>	<i>The revised proposal that retains the Significant Tree is supported. Trees subject to removal are approved at cost to the applicant.</i>
<i>Environmental Health</i>	<i>The structure and design of any food premises must be constructed in accordance with the Food Act 2001 and Food Safety Standard 3.2.3.</i>

11. ASSESSMENT

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

- (a) The proposed development comprises an expansion of an existing authorised use, the development is considered to be broadly consistent with the Objectives and Principles of Development Control of the Commercial Zone that encourages a broad range of commercial and retail land uses;
- (b) The proposed development is designed to ensure that it will not have an unreasonable impact on existing development within the immediately locality and in particular existing residential allotments in the Residential Zone.

Assessment

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

An extract of the relevant Development Plan, Consolidated 15 December 2016, is contained in Attachment 4.

Land Use

The Commercial Zone seeks to accommodate a range of commercial and business related land uses that minimise adverse impacts upon the amenity of the locality. Development should also contribute to the Desired Character, although this particular site is not located within a Precinct and a Desired Character Statement does not exist for areas outside of a Precinct in the Commercial Zone.

Although it is recognised that the Commercial Zone is silent on retail fuel outlets (and integrated service stations), a *'petrol filling station'* and a *'shop'* are both listed as envisaged land uses in the Commercial Zone. Principles of Development Control 3 and 4 of the Commercial Zone provide guidance in respect to the size and role of retail elements:

- 3** *Retail development in the zone should not hinder the development or function of any centre zone.*
- 4** *Shops, other than a bulky goods outlet, should have a gross leasable area of less than 250 square metres (other than within Precinct Globe Derby Park Commercial).*

The proposed development comprises an enlargement of the existing retail fuel outlet to cater for the retailing of fuel, the sale of food and convenience items along with a drive through takeaway service. It is acknowledged that the retail component contained within main control building will be larger than that prescribed within Principle of Development Control 4, with the majority of the 499 square metre building considered to form part of the gross leasable area. The increase in retail area is not however considered to be detrimental to the overall merits of the proposal, does not result in an over-development of the site and is not expected to hinder the development or function of any centre zone, as identified in Principle of Development Control 3.

It is recognised that a number of existing ‘centre zones’ are located within 1 kilometre of the site. The nearest is approximately 200 metres to the north-west (Salisbury City Centre located in the Urban Core (Salisbury) Zone) with a number of smaller Local Centre Zones and Neighbourhood Centre Zone located between 650 and 820 metres from the site.

It is considered that the retail component of the proposed development will not hinder the development or function of any nearby centre zone given the nature of the proposal which appeals to ‘convenience’ retailing. Convenience types of retail associated with retail fuel outlets offer a range of automotive products as well as a limited range of consumables and day-to-day products. The range of goods, given the small size of the retail/shop area, is more limited than larger shops and supermarkets and generally has a higher price point. These forms of retailing are not a focal point for patrons to undertake weekly shopping trips but rather are designed to cater for the convenience market. As larger shops and supermarkets are typically found in Centre Zones, the proposed development is of a size and form that is not expected to hinder the development or function of nearby centres and will support the overall intent and function of the Commercial Zone.

The site will accommodate a Tier 2 take away food outlet that is considered to be an ancillary use to the retail fuel outlet. Concerns were raised by a representor about the potential for a larger fast food operator to be established at the site, however, it is noted that due to the size of the proposed built form, a Tier 1 operator would not be able to be accommodated within the proposed internal floor space.

It is also recognised that Hungry Jacks, McDonalds and KFC (Tier 1 outlets) are all located within close proximity to the site (to the north-west of the site), located either in the Urban Core (Salisbury) Zone or Commercial (Zone). The location of the existing stores means there is a low probability that an additional Tier 1 operator will be established at the site.

Having regard to all of the above, the proposed development is considered to be an acceptable land use, with an appropriately sized retail offering within the Commercial Zone.

Land Use Conflict

Objective 2 of the Commercial Zone and Principle of Development Control 1, ‘*Interface between land uses*’ module state:

- 2 *Development that minimises any adverse impacts upon the amenity of the locality within the Zone.*

1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

- (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants;*
- (b) noise;*
- (c) vibration;*
- (d) electrical interference;*
- (e) light spill;*
- (f) glare;*
- (g) hours of operation;*
- (h) traffic impacts. (my underlining)*

Furthermore, the guideline that should be applied to this proposal in respect to noise is that referenced in Principle of Development Control 7, “*Interface between land uses*” module as follows:

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

The principal interface concerns from this land use are in relation to air quality from the fuel bowers and odour from the refuse area, noise and light spill. These matters are considered in further detail under headings below:

Air quality

The proposed control building is to be located adjacent to the western boundary and the main petrol filling activities will be located centrally within the site. The site currently contains 15 fuel filling points and this proposal will reduce the number to eight (8). The closest fuel bowser is currently located approximately 35 metres from the nearest dwelling (9 Cross Keys Road), this proposal will reduce the setback to approximately 23 metres. However, a vapour recovery system (Stage 1 system) is to be fitted to the fuel storage tanks to ensure that air quality is not compromised during the delivery from fuel tankers into the on-site storage tanks, and will bring the site into contemporary operating standards.

The EPA had advised that as there will be a reduction in fuel filling points, the air quality impacts of the proposed development are expected to be reduced in comparison with the existing operations at the site. Although the EPA recommends installation of a Stage 2 vapour system as a matter of ‘best practice’, the proposed Stage 1 system is appropriate to mitigate adverse air quality impacts upon adjacent residential use.

In respect to the refuse area, the proposal has relocated the refuse area to the south-western rear corner of the site to provide a greater degree of separation from the existing dwelling at 9 Cross Keys Road. In addition, a Waste Management Plan is proposed to ensure the ongoing management of the refuse area. The relocation of the refuse area to the rear of the site and implementation of a Management Plan are considered to be acceptable.

Noise

An Environmental Noise Assessment has been undertaken by acoustic consultants, Sonus in respect to the proposed development and in particular, the expected noise impacts arising

from vehicle movements, fuel deliveries, operating hours (24 hours a day, seven days a week), drive through facility operations, car wash and vacuum bay operations (limited to hours of 7am to 10pm), waste collections and mechanical plant operations.

The Environmental Noise Assessment advises that subject to a number of noise attenuation measures being adopted, the proposal will comply with the *Environment Protection (Noise) Policy 2007*.

The applicant has advised that they are also amenable to accepting a Condition of Approval that the recommendations contained within the Sonus Environmental Noise Assessment are adopted at all times. A condition of this kind is recommended.

While the noise assessment has confirmed that the expected noise impacts from this proposal will satisfy Principle of Development Control 7, 'Interface between land uses', the applicant has also revised the proposal to address a number of the representors concerns in respect to:

- Relocating the 'refuse enclosure' to the south-western rear portion of the site to minimise the impact of noise from collections;
- Relocating the 'air and water services' unit to adjacent the central car parks facing Cross Keys Road to mitigate noise impact upon the representor at 9 Cross Keys Road.

The representor at 9 Cross Keys Road also requested the fence height be increased from 2.1m to 2.4m. The applicant has advised that an increase in fence height is not necessary based on the advice of Sonus in that the 2.1m fence will achieve the desired noise attenuation. While this is noted, there will be a retaining wall below the base of the new boundary fence that will be between 280mm and 690mm in height (refer to Sagero Grading Plan).

Lighting

All external lighting is designed with the use of spill guards that will direct light within the site and in a way that does not impact adjacent residential use. The applicant has provided an image contained below of the new OTR facility at Tailem Bend which shows that the newer types of LED lighting and spill guards assist to contain light spill within the site boundaries. The applicant advises that LED lighting is an improvement on previous facilities which used fluorescent and flood lights.

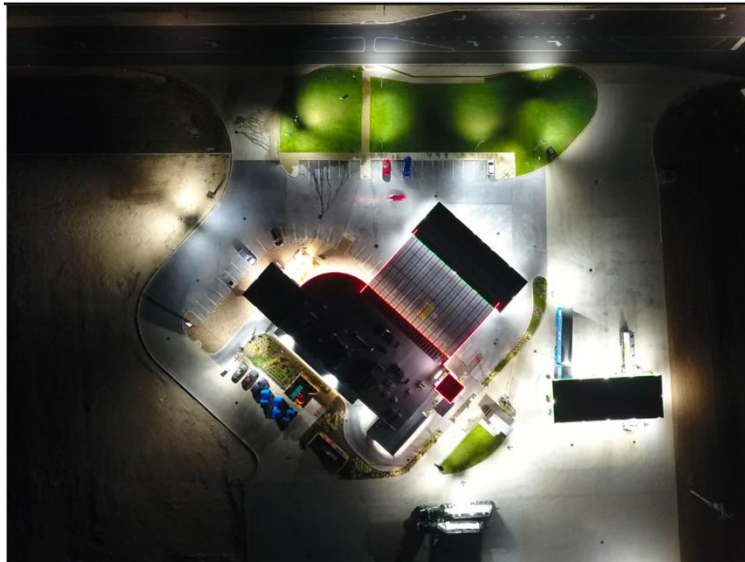


Photo taken from above OTR Taillem Bend
(Source: Peregrine Corporation)

The adopted lighting will comply with the Australian Standard in respect to control of the obtrusive effects of outdoor lighting. It is proposed that a Reserved Matter be included that requires an Obtrusive Light Compliance Report prepared by a qualified and experienced Electrical Engineer for this site.

In summary, the proposed development has satisfactorily addressed the land use interface matters in respect to air quality, noise and light spill, subject to recommended conditions of consent.

Design and Appearance

The following general provisions of the Development Plan, contained under the “Design and Appearance” module are considered to be relevant to the design and appearance of the proposed development:

- 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.**

- 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.*
- 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*

The proposed main control room is of a contemporary, high quality design that is considered to be both functional and visually appealing. The articulated building facades incorporate a range of materials, colours and finishes, supported by proposed landscape areas that create an active street frontage. Brick, timber look blade walls and glass will feature on the Park Terrace and Cross Keys Road frontages with a range of wall heights that will provide a source of visual interest and there is a clearly perceptible entrance point to ensure ease of access from the main forecourt and car parking areas.

The proposed forecourt canopy and fabric shade structures are designed to complement the main control building with a scale that is considered to be appropriate within a Commercial Zone and will not be detrimental to the character or amenity of the locality.

It is recognised that the car wash, vacuum bays and associated shade structures are located within closer proximity to the allotment boundaries and will be a somewhat prominent element of the built form, noting their location close to the roundabout. The proposed car wash is to contain 2.1 metre high precast wall panels with a small enclosed plant room of a height of 2.55 metres. The open shade structures will be elevated higher than the precast walls and plant room, however as they are open structures, this will assist to minimise its overall bulk and scale.

While it would be preferable if these structures were located further from the street frontage, they are considered to have a relatively low visual impact and are located and designed to minimise noise impact upon adjoining residential allotments from the car wash facilities. There is also opportunity for screen planting to be established in the adjacent landscape beds to these structures and this is recommended by condition.

In summary, the overall design and appearance of the development is considered to be of a high standard for this type of development and will be an overall improvement in the presentation of the site.

Car Parking, Traffic and Access

GTA Consultants have submitted a Traffic Compliance Statement in support of the proposed development. The Statement has regard to the anticipated transport implications, car parking demand and layout, traffic generation, access and egress and the potential impact on the surrounding road network, having regard to traffic engineering practice and Australian Standards.

The Traffic Compliance Statement advises that:

- The proposed land use generates 2.5 on-site car parking spaces per 100m² of floor area, with the proposal generating a requirement for 12 car parking spaces. 36 on-site car parking spaces, including 1 disabled car park are provided;
- The proposed car parking layout and access arrangements will comply with the relevant Australian Standards;
- the proposed fuel bowsers are sited to ensure that vehicles can access the subject site without being restricted by queuing vehicles;
- the site contains adequate turning circles to accommodate 16.4 metre semi-trailer fuel tanker deliveries, 10.0 metre waste collection vehicles, 8.8 metre delivery vehicles and the usage of the drive through and car wash facilities;
- the traffic generated by the proposed development will not have an adverse impact on the safety or operation of the adjacent road network.

Table Sal/2 – Off Street Vehicle Parking Requirements of the Salisbury Council Development Plan does not prescribe a car parking rate for a retail fuel outlet, however the Table prescribes a rate of 7 on-site car parks per 100 square metres of gross leasable area for shops located outside of a centre zone. This equates to a requirement of 35 parking spaces for 499 square metres of shop floor area – the proposal provides 36 spaces.

GTA's Traffic Compliance Statement refers to '*Generic Parking and Traffic Updated Traffic Management Report*', dated November 2017. This report provides recommendations based on data collected on traffic and parking demands for a number of existing OTR sites located around Adelaide and concludes that 2.5 spaces per 100 square metres of total floor area can adequately cater for a retail fuel outlet that contains a drive through facility.

As the proposed development provides for 36 on-site car parking spaces, the level of on-site car parking is well in excess of both the GTA and Development Plan requirement and is considered to be acceptable.

The Commissioner of Highways has provided comment in respect to the design of the development as it relates to the interface and relationship with Park Terrace which is a Secondary Arterial Road as identified in Overlay Map Sal/34 of the Salisbury Development Plan. The Commissioner of Highways has advised that the development will provide appropriate car parking provision, access arrangements and improved safe vehicular movement in Park Terrace, subject to a number of conditions of approval.

A representor has expressed concerns in respect to the possible increase in traffic from the proposed drive through activities. The applicant has advised that while the precise 'brand' of drive through business is yet to be determined, it will be neither a McDonalds or Hungry Jacks (or any other Tier 1 outlet) as the control building is not equipped to support the specific requirements of a Tier 1 outlet. The GTA Traffic Compliance Statement in their traffic impact assessment has adopted a worst-case scenario of 120 trips per hour (a Tier 1 fast food outlet), with the anticipated Tier 2 facility noted as having a reduced hourly rate of trips.

The GTA Traffic Compliance Statement has concluded that due to the expected high portion of passing trade (being on the corner of Park Terrace and Cross Keys Road) and the existing land uses currently operating on site, the proposed development is not expected to result in a significant change in traffic volumes nor have an adverse impact on the safety or operation of the adjacent road network.

Council's traffic team expressed some concern regarding the design of the Cross Keys Road access which allows for south-bound right hand turns into the site following exit from the roundabout as a result of risk from increased risk of rear end collisions, primarily due to the existence of and conflict with the commencement of the bicycle lane. The applicant has further reviewed this aspect of the design and has agreed to adopt the following line-marking changes adjacent to the new access in Cross Keys Road:

- the two departure lanes from the roundabout being extended further south to at least the southern boundary of the subject site
- the start of the on-road bicycle lane being removed (if necessary) to correspond with the extension of the two departure lanes

This arrangement would preserve the existing right to turn into the site from Cross Keys Road for south-bound traffic but would enable a vehicle to drive past the turning/holding vehicle without conflict. This preserves the existing right hand turn arrangement which presently exists at the site but it is noted will be improved because the new access is located further south (from the roundabout).

The final design to facilitate this work shall be provided as a Reserved Matter.

Removal of Regulated Trees

Under the "Regulated Trees" module of the Development Plan, Principle of Development Control 2 states:

- 2 *A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:*
- (a) *the tree is diseased and its life expectancy is short;*
 - (b) *The tree represents a material risk to public or private safety;*
 - (c) *The tree is causing damage to a building;*
 - (d) *Development that is reasonable and expected would not otherwise be possible;*
 - (e) *The work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree. (my underlining)*

The applicant engaged Arborman Tree Solutions to assess eleven (11) trees located within the Council verge on both Park Terrace and Cross Keys Road frontages.

Eight (8) trees are to be removed in order to facilitate the development, two (2) of which are identified as Regulated Trees (one in Park Terrace and one in Cross Keys Road), as they are in direct conflict with the proposed new access crossovers. It is recognised that attempts have been made to retain as many trees as possible, however based upon the requirement to provide safe and convenient access to and from the site, the impacted trees presently restrict the reasonable development of the site. It is accepted that the removal is warranted under Principle of Development Control 2(d).

The proposed access arrangements, while resulting in the removal of two (2) Regulated Trees, ensures the retention of an existing Significant Tree which is considered to be the major notable visual element in this streetscape. Minor pruning is necessary to enable improved clearance for vehicles and the arborist has advised that the pruning to this tree will not impact

the tree's overall condition. Arborman Tree Solutions have also recommended a number of measures to ensure the protection of this tree during the construction period of the proposed development and these recommendations should be adopted as part of the development, should the Panel resolve to grant Consent.

A landscaping plan has been prepared and which adopts replacement shrubs and trees that will compensate for the proposed tree removal. Notwithstanding this, a condition of approval is included that four (4) replacement trees are provided to offset the removal of the two (2) Regulated Trees in accordance with Regulation 117 of the *Development Regulations 2008*.

Advertisements

The following Principles of Development Control are considered to be relevant to the proposed development in respect to advertisements:

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.*

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.*

18 *Freestanding advertisements should not exceed the total height (measured from natural ground level) as specified within the following table:*

<i>Commercial Zone</i>	<i>4 metres</i>
------------------------	-----------------

The proposed development will incorporate the 'On The Run' branding that is typical of the retail fuel outlets established across the state. The signage is considered to be of a scale and size that is appropriate for a Commercial Zone and is established to be coordinated with and complementary of the architectural form and design of the buildings, as envisaged by Principle of Development Control 1(c).

The proposed development will establish a second pylon sign that is in conflict with Principle of Development Control 15(a) immediately north of the modified Cross Keys Road access. In addition, the pylon sign will be 7m in height. The departure is considered to be acceptable in that the site has a wide frontage of in excess of 50m to Park Terrace and Cross Keys Road, a redevelopment to divide the site could result in similar or greater number of signs. In addition, the 7m high sign will replace an existing 3m high price board sign, thereby maintaining the same number of freestanding signs at the site.

The applicant reduced the pylon sign height from 9m to 7m through the course of the application, while the sign is 3m higher than the envisaged height for freestanding signs in the Commercial Zone, the 7m height is compatible with the fuel canopy and is of lesser height than the existing 9m high pylon sign that is adjacent to Park Terrace.

This aspect of the development is considered to be acceptable.

12. CONCLUSION

Peregrine Corporation have requested Development Plan Consent to enable to the demolition and replacement of an existing retail fuel outlet with a new control building, fuel canopy and petrol bowsers, car wash, vacuum bays, pylon sign, underground fuel tanks, modified car parking and access arrangements, landscaping and removal of two Regulated Trees at 105-109 Park Terrace, Salisbury.

The proposed development has been assessed ‘on-merit’ and as a Category 3 form of development. Three (3) valid representations were received, all in opposition to the development. Two of the representors have requested to be heard. A number of amendments were made to the proposal following public consultation in response to the concerns of the representors.

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

- (a) The proposed development is considered to be consistent with the Objectives and Principles of Development Control of the Commercial Zone that encourages a broad range of commercial and retail land uses;
- (b) The proposed development contains a retail component that is of a size and form that will not hinder the development or function of nearby centres and supports the overall intent of the Commercial Zone;
- (c) The proposed development is designed to ensure that it will not have an unreasonable impact on existing development within the immediately locality and in particular existing residential allotments in the Residential Zone;
- (d) The development is served by adequate provision of car parking and will facilitate safe and convenient traffic movements both internally and to and from the site;
- (e) The development has received in-principle support from both the Environment Protection Authority for matters pertaining to petroleum storage and the Commissioner of Highways for matters pertaining to access to and from the site and internal movements;
- (f) The proposed advertisements are considered to be appropriate for the scale of the site, an increase in the number of pylon signs by one is appropriate having regard to the extent of the site frontage and that an existing 3m price board sign is being removed.

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

13. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated 15 December 2016.
- B. Pursuant to Section 33 of the Development Act 1993, Development Plan Consent is **GRANTED** to application number 361/1923/2018/3B for Demolition and replacement of existing retail fuel outlet comprising new control building, fuel canopy and petrol bowsers, car wash, vacuum bays, pylon sign, underground fuel tanks, modified car parking and access arrangements, landscaping, removal of two Regulated Trees and combined retaining walls and fencing exceeding 2.1m in accordance with the plans and details submitted with the application and subject to the following Reserved Matters and conditions:

Reserved Matters:

The following matters 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. Provision of a final Traffic Control Layout plan that shall include all of the following:
 - a) All line-marking and signage to clarify and facilitate the one-way movements within the site;
 - b) Required line-markings within Cross Keys Road to facilitate the safe right hand turn movement without conflict with through movement of southbound vehicles.
2. Provision of stormwater calculations, which address the minor storm (Q10) and major storm (Q100) events. Direct discharge to the external underground system shall be at the equivalent of the pre-development minor storm flows (Q10 and Q100 respectively).
3. An Obtrusive Light – Compliance Report prepared by a qualified and experienced Electrical Engineer in accordance with Australian Standard 4282 – 1997 ‘Control of the obtrusive effects of outdoor lighting.

Development Plan Consent Conditions

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

Drawing No.	Plan Type	Date	Prepared By
14/JN1188SK01F	Site Plan	10 August 2020	ADS Architects
14/JN1188SK02B	North-East, North-West, South West Elevations	10 August 2020	ADS Architects
14/JN1188SK03B	South East Elevations	10 August 2020	ADS Architects

Letter dated 31.10.18	Letter to Council	31 October 2018	Peregrine Corporation
Letter dated 07.12.18	Letter to Council (Response to Further Information)	7 December 2018	Peregrine Corporation
Letter dated 08.04.20	Letter to Council (Response to Representations)	8 April 2020	Peregrine Corporation
Letter dated 18.08.20	Letter to Council (Response to Further Information)	18 August 2020	Peregrine Corporation
80017-39	Construction Environment Management Plan	28 May 2018	Fyfe
SA190095-C01	Stormwater Plan	April 2020	Sagero
SA190095-C02	Grading Plan	April 2020	Sagero
SA190095-C03	Concrete Joints Plan	April 2020	Sagero
S5080.5C3	Environmental Noise Assessment	November 2018	Sonus
S1177712	Parking and Traffic Management Report	29.11.17	GTA Consultants
S140680	Site Traffic Compliance Statement	29 November 2018	GTA Consultants
ATS5313-105-109ParTceDIR	Arboricultural Impact Assessment and Development Impact Report	3 May 2019	Arborman Tree Solutions
15.047.015	Landscape Plan	28 February 2020	Oxigen
Letter dated 12.04.19	Letter to EPA and Council	12 April 2019	Peregrine Corporation

* *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 referred to under Reserved Matters constitute approved documents and form part of this consent.*

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

- The advertisements and advertising structures shall be maintained in good repair at all times.

Reason: To maintain the visual amenity of the locality.

3. Except where otherwise approved, the external finishes of the building shall:
 - (a) Be of new non-reflective materials; and
 - (b) Be finished in materials and colours/tones as shown on the Approved Plans; and
 - (c) Be maintained in good condition at all times.

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

4. Any roof mounted plant or equipment shall be sited to avoid being visible to street view or otherwise be screened in a manner that forms an integral part of the building design.

Reason: To ensure roof mounted plant and equipment is appropriately designed.

5. All of the recommendations contained in the acoustic report, prepared by Sonus Acoustic consultants, numbered S5080.5C3 dated November 2018, shall be implemented in full, prior to commencement of use and shall remain in place at all times thereafter.

Reason: To ensure all acoustic treatments are implemented in accordance with the consultant's recommendations.

6. All of the recommendations contained in the Arboricultural Impact Assessment report, prepared by Arborman Tree Solutions consultants, numbered ATS5313-105-109ParTceDIR dated 3 May 2019, shall be adopted at all times.

Reason: To ensure the management of existing trees in accordance with the consultant's recommendations.

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

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

8. All trade waste and other rubbish shall be contained and stored pending removal in covered containers which shall be screened from public view as per the approved plans.

Reason: To maintain the amenity of the locality.

9. All loading and unloading of vehicles and manoeuvring of vehicles in connection with the now approved development shall be carried out entirely within the 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 Approved Landscaping Plan, prepared by Oxigen, Drawing No. 15.047.015 Issue C dated 28 February 2020 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. Semi-mature native tree species (1m > height at planting) indigenous to the local area shall be planted on a two for one basis to compensate for the removal of each Regulated Tree. The replacement tree planting shall occur prior to the commencement of use (as hereby approved) and shall be maintained in good health and condition at all times thereafter. Any diseased or dead trees shall be replaced immediately.

Reason: To comply with the requirements of Regulation 117(2) of the Development Regulations 2008.

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

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

13. All driveways, manoeuvring areas and hardstand areas shall be constructed in accordance with the Approved Concrete Grading Plan and Details, prepared by Sagero, Drawing No. SA190095-C02 dated April 2020. 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 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.

14. 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 = 10 years.

Reason: To ensure flood protection of the buildings.

15. Stormwater generated from the major storm event ARI = 100 years shall be captured and disposed of in a manner that does not put downstream properties at risk of inundation, and does not discharge over any other land. Discharge to the street water table shall not exceed 10 litres per second. If a pump station is to be provided, the package must include twin pumps with battery backup and an audible alarm in case of failure.

Reason: To ensure stormwater is disposed of in a controlled manner and to provide some flood protection.

16. The redundant crossovers shall be demolished and reinstated to upright kerb in accordance with Council's Standard Detail. The affected section of footpath shall be reinstated to match the paver style and grade of the existing footpath to the satisfaction of Council.

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

17. All works identified in the final Traffic Control Layout Plan, Approved by Council under Reserved Matter 1, shall be completed, prior to commencement of use (as hereby approved).

Reason: To ensure the Traffic Control Layout Plan is implemented.

Environment Protection Authority

18. Prior to operation, all fuel storage tanks (apart from diesel and LPG) must be fitted with a Stage 1 vapour recovery system (which includes underground storage tank vent pipes being fitted with a pressure vacuum relief valve) that directs the displaced vapours back into the tank during filling.
19. All runoff from hardstand areas (including the refuelling and fuel delivery areas) of the site (refer to plans by Sagero Project No. SA190095, Drawing No. C0A, CO1A, C03A) must be directed via grates and grade changes to a forecourt full retention oil/water separator (no bypass function) that:
- (a) has as a minimum spill capture capacity of 10,000 litres
 - (b) reduces oil content in the outlet to less than 5 mg/L (as confirmed by independent third party scientific testing)
 - (c) operates effectively in the event of a power failure
 - (d) has an alarm connected by telemetry to appropriate maintenance personnel.
20. Any sludge or residues collected within the forecourt full retention oil/water separator is considered waste and must be removed by an EPA licensed waste transporter.

21. All underground fuel storage tanks must be double-walled and fitted with Automatic Tank Gauging (ATG) as a leak detection and monitoring system.
22. Prior to use, all fuel lines between the underground storage tanks and fuel dispensers must be double contained and fitted with a mechanical pressure leak detection system.
23. The development (which includes the removal and disposal of all underground storage systems) must be undertaken in accordance with relevant standards and guidelines and the Construction Environment Management Plan, OTR Hilltop – 105 Park Terrace, Salisbury SA”, prepared by Fyfe (Ref: 80017-39-2) dated 26 March 2020. A suitably qualified and experienced site contamination consultant or certified site contamination practitioner must be engaged to implement the CEMP and to:
 - (a) manage and dispose of contaminated soil in accordance with EPA and other relevant guidelines;
 - (b) validate Underground Storage System excavations in accordance with the National Environment Protection (Assessment of Site Contamination) Measure 1999 (as amended in 2013) and other EPA guidelines prior to backfilling or replacement of the Underground Storage System.

Commissioner of Highways

24. A back to back median shall be installed within Park Terrace (extending west from the roundabout) in order to physically restrict right turn movements to/from the western access point. All costs associated with installation of the median (and associated signage) shall be borne by the applicant.
25. The crossover/driveway width required for passenger cars at the Cross Keys Road access point shall be delineated and the extra crossover/driveway width required to permit access for a 16.4 metre semi-trailer shall be chevron line marked.
26. The access points shall be suitably flared to Park Terrace and Cross Keys Road to allow convenient ingress and egress movements in order to minimise disruption to the free flow of traffic.
27. The Park Terrace and Cross Keys Road access points shall be suitably signed and line marked to reinforce the desired traffic flow.
28. The redundant crossovers (or parts thereof) shall be reinstated with kerb and gutter prior to the business becoming operational.
29. The largest vehicle permitted on-site shall be restricted to a 16.4 metres semi-trailer.
30. All off-street car parking areas shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NSZ 2890.6:2009.
31. Commercial vehicle facilities shall be designed in accordance with AS 2890.2:2018.

32. Signage shall not contain any element of LED or LCD display, except for the fuel prices on the pylon signs. The fuel prices shall be white characters on a black background.
33. Signage shall not flash, scroll, move or change, with the exception of LED fuel price signs, which may change on an as-needs basis.
34. Signage shall, in the case of electronic signage, incorporate an automatic error detection system which will turn the display off or to a blank, black screen should the screen or system malfunction.

Advice Notes

1. Except where otherwise approved, no other advertisements or advertising displays shall be displayed on or about the site.
2. The structure and design of any food premises must be constructed in accordance with the *Food Act 2001* and Food Safety Standard 3.2.3.
3. A final survey of the site boundaries is recommended to ensure the approved building works are accommodated within the designated footprint and achieve the designated boundary setbacks.
4. The applicant is reminded that demolition and construction is required to be carried out so that it complies with the mandatory construction noise provisions of Part 6, Division 1 of the *Environment Protection (Noise) Policy 2007* and the provisions of the *Local Nuisance and Litter Control Act 2016*. Under the *Local Nuisance and Litter Control Act 2016*, construction noise is declared to constitute a local nuisance as follows:

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

- *On any Sunday or public holiday; or*
 - *After 7pm or before 7am on any other day.*
5. Council's Parks and Open Space Team have consented to removal of eight street trees to facilitate the access points. A letter of cost will be sent for the removals, separate to the Development Approval process, should the application be granted consent.
 6. The combined boundary retaining walls and fencing are subject to Development Authorisation on basis that they exceed 2.1m in height above ground level. Please note that any boundary fencing work is subject to consultation with the neighbour pursuant to the *Fences Act 1975*. For further information, please visit the Legal Services Commission of SA website:
<https://lsc.sa.gov.au/resources/FencesandtheLawBooklet.pdf>

7. 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>

EPA Advice Notes

8. 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
9. 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>.
10. If at any stage contamination is identified which poses actual or potential harm to water that is not trivial, a notification of contamination which affects or threatens groundwater (pursuant to Section 83A of the *Environment Protection Act 1993*) must be submitted to the EPA.
11. A copy of the validation report for the excavation of the underground storage tanks should be provided to the EPA and planning authority prior to occupation of the redeveloped site.
12. An environmental authorisation in the form of a license is required for the operation of this development. The applicant is required to contact the Environment Protection Authority before acting on this approval to ascertain licensing requirements. Information on applying for a license (including license application forms) can be accessed here: http://www.epa.sa.gov.au/business_and_industry/applying_for_a_licence

13. The EPA recommends that the proponent should consider the installation of a Stage 2 vapour recovery system as best practice.

Commissioner of Highways Advice Notes

14. All vehicles shall enter and exit the site in a forward direction.
15. All access to Park Terrace and Cross Keys Road shall be constructed in general accordance with ADS Architects Site Plan, Drawing No. 14/JN1188sk01c, dated 19 December 2019.
16. All road works including installation of the back to back median, lighting (review and upgrade if required), associated signage and the new access points shall be designed and constructed to comply with Austroads Guides Australian Standards and be to the satisfaction of DPTI, with all costs (including design, construction, lighting, project management etc.) being borne by the applicant. The applicant shall enter into a Development Agreement with DPTI regarding these works and is required to contact DPTI's Network Management Services, Network Integrity Engineer, Mrs Teresa Xavier on telephone (08) 8226 8369 or via email Teresa.xavier@sa.gov.au to obtain approval and discuss any technical issues regarding the required road works. These road works shall be completed prior to operation of the proposed development.
17. Signage shall not be permitted to operate in such a manner that could result in impairing the ability of a road user by means of high levels of illumination or glare. Accordingly, all illuminated signs visible from Park Terrace and Cross Keys Road shall be limited to a low level of illumination (i.e. < 150Cd/m²), except in the case of electronic signage, which shall be limited to the following stepped luminance levels:

Ambient Conditions	Sign Illuminance Vertical Component (Lux)	Sign Luminance (Cd/m²) Max
Sunny Day	40000	6300
Cloudy Day	4000	1100
Twilight	400	300
Dusk	40	200
Night	< 4	150

18. The applicant shall ensure that all stormwater generated by the proposal is appropriately collected and disposed of without entering or jeopardising the safety of the adjacent road network.

CO-ORDINATION

Officer: GMCiD MDS
Date: 10.09.2020 08.09.2020

ATTACHMENTS

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

1. Proposal Plans and Supporting Documentation
2. Public Notice, Representations and Applicant's Response
3. Referral Responses
4. Extract of Relevant Development Plan - Provisions Consolidated 15 December 2016

Attachment 1:
Proposal Plans and Supporting Documentation



DEVELOPMENT APPLICATION FORM

361/ /2018/

Please use BLOCK LETTERS and Black or Blue Ink

I wish to apply for (tick only one): <input checked="" type="checkbox"/> Development Plan Consent <input type="checkbox"/> Building Rules Consent	
<input type="checkbox"/> Full Development Approval (consists of both consents, which is required prior to any work commencing)	
APPLICANT: COMPANY / FIRST NAME	SURNAME
PEREGRINE CORPORATION	
POSTAL ADDRESS:	
PO BOX 322 KENSINGTON PARK SA 5068	a.caspar@peregrine.com.au
OWNER NAME: (This must be completed)	<input type="checkbox"/> as above
OTR 127 PTY LTD	
OWNER POSTAL ADDRESS:	<input checked="" type="checkbox"/> as above
OWNER PHONE NO:	OWNER EMAIL:
(08) 8331 6856	a.caspar@peregrine.com.au
CONTACT PERSON FOR FURTHER INFORMATION <input type="checkbox"/> as above	
NAME:	TELEPHONE (W): (M):
ANDREW CASPAR	(08) 8331 6856
EMAIL:	Information from Council will be given by electronic communication to the nominated email address.
a.caspar@peregrine.com.au	
BUILDER NAME:	BUILDERS EMAIL:
TO BE ADVISED	
BUILDER POSTAL ADDRESS:	CONTACT NO.:
	LICENCE NO.:
CURRENT USE OF PROPERTY:	
INTEGRATED SERVICE STATION COMPLEX	
DESCRIPTION OF PROPOSAL:	DEVELOPMENT COST
DEMOLISH AND REBUILD INTEGRATED SERVICE STATION	\$ 1,500,000
LOCATION OF PROPOSAL	
Street No: 105-109	Street: PARK TERRACE
	Suburb: SALISBURY
Lot No: 100	Section:
Plan: DP113199	Volume: 6181
	Folio: 7
OFFICE USE ONLY	
Registration Date: / /2018	Zone: Ward:
BUILDING RULES CLASSIFICATION	
Classification sought:	
If Class 5, 6, 7, or 9 classification is sought, state the proposed number of employees	Male: Female:
If Class 9a classification is sought, state the number of persons for whom accommodation is provided:	
If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises:	

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

SIGNATURE: _____

DATE: 31 OCTOBER 2018



18 August 2020

Mr A Curtis
Team Leader - Planning
City of Salisbury

By email - acurtis@salisbury.sa.gov.au

Dear Aaron,

Response to Request for Further Information (DA 361/1923/2018) 105-109 Park Terrace, Salisbury SA 5108

The following correspondence relates to the proposed demolition and replacement of existing retail fuel outlet comprising new control building, fuel canopy and petrol bowsers, car wash, vacuum bays, pylon sign, underground fuel tanks, modified car parking and access arrangements, landscaping and removal of two regulated trees at the above mentioned land.

Salisbury Council email correspondence dated 1 May 2020 requested further clarification of several issues following further review of application documents submitted by the applicant.

The applicant has taken Council's concerns into consideration and has made several changes to the design and layout of the site as a result. The amended site plan and elevation drawings have been attached to this correspondence.

Please be advised that the fuel canopy has been amended to comprise a butterfly design / configuration. These changes are aesthetic only and will have no impact on the location or footing of the fuel canopy.

A response to each issue has been provided under heading below:

Proposed freestanding pylon sign

Following consultation with Council the proposed 9 metre freestanding pylon sign to be installed in the south western corner of the site, adjacent the Cross Keys Road frontage has been reduced to 7 metres. 7 metres is the minimum height required to display both BP and OTR branding requirements in addition to statutory requirements for the display of fuel offers and prices. The 7 metre pylon will replace an existing fuel price board currently located adjacent the Cross Keys Road frontage. The location of the freestanding pylon has also been revised and will now be erected on the north eastern side on the proposed crossover approximately 18 metres from the previously proposed location. This revision has been made to significantly reduce the impact of light spill from the pylon on the adjoining property at 9 Cross Keys Road. The proposed reduction in height and location of the pylon is considered to be a better outcome for the adjoining landowner whilst still achieving the branding requirements for the applicant.

Location of the refuse area

In-line with Council's recommendation the proposed refuse area has been relocated from its previous position adjacent the dwelling at 9 Cross Keys Road to the end of the car park aisle in

270 The Parade, Kensington Park, South Australia 5068 P.O. Box 322, Kensington Park, South Australia 5068
Tel: 08 8333 9777 Fax: 08 8333 9788 E: email@perecorp.com.au

PEREGRINE CORPORATION**2 of 2****18/08/2020**

the south western corner of the site. The proposed new location will provide a greater degree of separation to the dwelling at 9 Cross Keys Road. Odour and other issues will be mitigated in the following ways:

- Waste will be collected from the site on a daily basis by an accredited waste management contractor to minimise the chance of odour generation;
- The waste management contractors are required to comply with collection schedules and are provided with a detailed site brief that details the approved collection times for each site;
- Stock is increasingly delivered to site from the OTR Distribution Centre on a single pick basis and delivered in reusable food grade containers, which will further minimise the amount of waste generated at a site level;
- OTR Convenience Supermarkets generate waste predominately in the form of packaging and expired stock;
- The applicant has a Waste Management Plan (WMP) which addresses the management of waste generated during the operation of an OTR site. The document is used as the basis for managing waste as well as mitigating and monitoring the environmental impacts associated with the operation of OTR sites. This WMP will form the basis for waste management at OTR Salisbury Park Terrace.

Location of air and water unit

The proposed air and water unit has been relocated from the north western boundary of the site to the landscaped verge adjacent the parking bay fronting Cross Keys Road. The proposed new location will avoid any conflict with the adjoining property at 9 Cross Keys Road.

Lighting impact

No lighting columns are proposed to be installed along the fence line adjacent to 9 Cross Keys Road as part of this development application. All external lighting will be fitted with spill guards to direct light within the site and away from the dwelling at 9 Cross Keys Road. The applicant consents to providing a lighting impact report as part of the detailed design process.

Kerbing adjacent to the south western fence line

The updated site plan confirms the proposed 600mm kerb overhang will comply with AS2890.1.

We trust that the information provided above will assist Council in completing its assessment of the proposed development. Please let me know if there is any further information we can provide.

Should Council require any further details or clarification please contact the undersigned by phone on 0431 294 012.

Yours faithfully



Tim Beazley MPIA
Town Planner
Peregrine Corporation



31 October 2018

Planning Department
City of Salisbury
Attention – Mr. Aaron Curtis

BY EMAIL – development@salisbury.sa.gov.au

Dear Aaron

**Development Application – New Integrated Service Station Complex
105-109 Park Terrace, Salisbury 5108**

Please find enclosed the following documents which together constitute our development application in respect of the above site:

- Development Application Form.
- Electricity Declaration Form.
- Site Plan (1 sheet) and Elevations (2 sheets) prepared by ADS Architects.
- Copy of Certificate of Title Register Book Volume 6181 Folio 7.

The question of how the proposed development should be processed and assessed has been the subject of some discussion between Council and Peregrine. As a result of the outcome of that discussion we understand that:

1. Council will assess the proposed development as a merit-based form of development. (We submit that this is the appropriate categorisation based on the current and continuing use of the land as an integrated service station complex.)
2. Funds received by Council (receipt number 4500-441) are held by Council and will be allocated to the fees payable in respect of this application.

I would be grateful for your written confirmation of points (1) and (2) above together with your acknowledgement of this application at your earliest convenience.

We are in the process of obtaining supporting material in respect of the proposed development including a Traffic Compliance Statement, environmental noise assessment and a landscape plan and will provide them to you as soon as possible.

What follows in this letter comprises our planning report in support of the proposed development.



270 The Parade, Kensington Park, South Australia 5068 P.O. Box 322, Kensington Park, South Australia 5068
Tel: 08 8333 9777 Fax: 08 8333 9788 E: email@perecorp.com.au

PRIVATE AND CONFIDENTIAL
PEREGRINE CORPORATION

3 of 8


31/10/2018

EXECUTIVE SUMMARY OF SITE

Site Address	<p>The address of the site is 105 to 109 Park Terrace, Salisbury.</p>  <p>The site comprises Allotment 100 on Deposited Plan 113199 and is the land in Certificate of Title Volume 6181 Folio 7.</p>
Local Government	City of Salisbury
Development Plan	Salisbury Council Development Plan (Consolidated 15 December 2016). A later section 29(2)(b)(ii) amendment was gazetted on 19 January 2017 but affects only the Urban Core Zone and so is not relevant to the present application.
Zoning	 <p>The site is located within the Commercial Zone. No Policy Area or Precinct applies to the site.</p> <p>Land bordering the site to the north-west and south-west is also within the Commercial Zone. To the north-east and south-east, the site's road boundaries (Park Terrace and Cross Keys Road) separate the site from land within the Residential Zone. The site also has a short boundary (approximately 19 metres) directly with a single allotment in the Residential Zone, immediately to the west of the site.</p>
Existing Use	The site is currently used as an integrated service station complex. This is a long-established use on the site.

DEVELOPMENT DESCRIPTION

The proposed development involves the demolition of the existing OTR integrated service station complex on the site, and the construction of a new OTR integrated service station complex comprising:

Control Building	The construction of a new "control building" including areas designated for retail display, sales, cool room, preparation, bathroom facilities, storage and co-branded food offer and associated drive-through facilities.
Fuel Canopy & Refuelling	The construction of a new fuel canopy and refuelling facilities as shown on the plan. The canopy will offer 4 rows of fuel pumps comprising 8 fuel filling positions.
Fuel Tanks	The fuel storage capacity will be 140,000 litres in two (2) new 70,000 litre tanks.
Car Wash	A car wash comprising two drive-in wash bays and two drive-in vacuum bays each with a tensile shade structure, and associated plant.
Car Parking	The site will provide 36 shared car parking spaces (including 1 disabled car parking space).
Signage	<p>One new 9 metre BP OTR pylon with back illumination and LED lit green fuel process, in the site's Cross Keys Road frontage near the new crossover to that road. The pylon dimensions are 9000 mm (H) x 2050 mm (W) x 610 mm (D). Indicative graphics for the sign are shown below.</p> <p>An existing approved 9 metre BP OTR pylon within the site's Park Terrace frontage, towards the Cross Keys Road intersection, will remain as indicated on the application plans.</p> 

While trailer hire is proposed on the site, such trailer hire, and any other form of external advertising or storage of goods or materials, will be implemented in a manner which does not impact upon car parking or manoeuvring areas or on pedestrian movement around the subject land.

Part of the semi-sealed area, of approximately 60 metres long and 20 metres wide, at the rear of 95 and 101 Park Terrace is licensed non-exclusively to the occupier of land at 101 Park Terrace for use for access and egress. There is no intention, as part of the proposed development, to change the use of or to undertake any development on the licensed part, or any other part, of this semi-sealed area.

Construction and operation of the proposed development will consider and address the following matters:

Road Access	<p>Park Terrace, where it defines the site's north-eastern boundary, is a secondary arterial road.</p> <p>The site has two existing vehicle crossovers to Park Terrace, and one crossover to Cross Keys Road.</p> <p>As part of the proposed development the total number of crossovers will be reduced from three to two:</p> <ul style="list-style-type: none"> • The Park Terrace crossover closest to the Cross Keys Road roundabout intersection will be closed, and the other Park Terrace crossover (closest to the site's north-western boundary) will be modified to serve as a "left-in, left-out" site access and egress. • The existing Cross Keys Road crossover will be closed and a new crossover allowing for left-in, left-out, and right-in, right out site access and egress will be provided towards the south-eastern corner of the site. <p>The site design accommodates access and egress by a 19 metre articulated fuel tanker for fuel deliveries. A Traffic Compliance Statement (TCS) is being prepared and will be submitted in support of this application.</p>
Hours of Operation	Service Station complex: 24 hours per day, 7 days per week.
Noise	Operation of the site will be compliant with the <i>Environment Protection (Noise) Policy 2007</i> .
Environmental Practices	<p>The proposal incorporates best environmental practices with respect to vehicle refuelling facilities.</p> <p>Fuel storage tanks will be fitted with vapour stage 1 recovery systems that ensure air quality is not compromised.</p> <p>The fuel infrastructure consists of double-walled fibreglass tanks. The underground fuel and LPG tanks are sited to comply with AS/NZ S1596 and AS1940. These tanks carry a manufacturer warranty against internal and external corrosion of 40 years.</p> <p>Fuel variances are carefully monitored for signs of leakage. We utilise automatic tank gauging (ATG) which automatically detects discrepancies in the levels in the tanks, thereby allowing the operator to respond proactively to any anomalies.</p> <p>Our fuel lines are double walled and in respect of the fuel lines from the underground storage tanks to the dispensers, these fuel lines are fitted with a mechanical pressure leakage detection mechanism. The system tests the pressure within the fuel lines when the dispensers are not in use and should the system detect pressure anomalies, it will automatically shut off the fuel pump to prevent fuel from being pumped from the tanks and minimize any potential for fuel leakage.</p> <p>The fuel line from the tanker fill box to the underground storage tank is single walled and is not fitted with pressure leakage detection. We monitor the potential for leakage and spillage through visual inspection at the time that the fuel is dispensed from the fuel delivery vehicle to the tanker loading box and by submitting our daily fuel reconciliation</p>

PRIVATE AND CONFIDENTIAL
PEREGRINE CORPORATION

6 of 8

31/10/2018

<p>Environmental Practices (cont.)</p>	<p>data for Statistical Inventory Reconciliation Analysis, which is completed by a qualified third party.</p> <p>These measures enable us to identify and manage any potential risks of leakage.</p> <p>We understand that all equipment installed at our sites is classified as Level 1 equipment pursuant to section 3, Table 3.1 of Australia Standard 4897: 2008.</p>
<p>Stormwater</p>	<p>Stormwater from high-risk areas will be diverted through a Class 1 full retention system comprising an Aquator oil separator T50 or approved equivalent, with no bypass and alarm.</p> <p>Sludge collected by the Class 1 full retention system will be pumped out on an annual maintenance schedule and disposed of by a qualified contractor.</p> <p>We submit that civil engineering plans and calculations dealing with how stormwater will be managed as part of the proposed development can be made subject to a condition on any Development Plan Consent which issues in respect of the proposed development.</p>
<p>Food Odour</p>	<p>The proposal will not generate any nuisance for neighbours through food odour or other air pollution impacts of food preparation or service. At present, Peregrine operates 44 Subway, 9 Oporto, 5 Krispy Kreme, 8 Hungry Jacks, 20 Brumby's and 15 Wok in a Box outlets in South Australia. To date we have not received any food odour complaints from the EPA.</p> <p>The mechanical design of canopies and kitchen extraction systems will be designed by a qualified engineer and will comply with the Building Code of Australia and the Australian Standard AS 1668.2:2012 (which is a building rules certification requirement). We adopt best industry practices in this regard to maintain the integrity of our franchise brands.</p> <p>Having regard to the EPA Guidelines for Separation Distances (December 2007), we note that this proposal will not generate the volume of deep frying and other food processing activities set by the Guidelines (30kg of deep frying per hour), such that any air separation distances apply.</p>

PRIVATE AND CONFIDENTIAL
PEREGRINE CORPORATION

7 of 8

31/10/2018

Locality

The site is within the Commercial Zone. No Policy Areas or Precincts apply to the site. Land bordering the site to the north-west and south-west is also within the Commercial Zone. To the north-east and south-east, the site's road boundaries (Park Terrace and Cross Keys Road) separate the site from land within the Residential Zone. The site also has a short boundary (approximately 19 metres) directly with a single allotment in the Residential Zone, immediately to the west of the site.

The locality is of a mixed commercial and residential nature. South-westwards from the site along Cross Keys Road, a detached residential dwelling adjoins the site, but further along automotive workshops and equipment hire outlets front Cross Keys Road. North-westwards along Park Terrace from the site are an office building and an automotive parts outlet.

In other directions the locality is more generally residential in nature with predominantly single-storey detached dwellings and wide landscaped setbacks from the street.

The site is approximately 1 kilometre south-east of the Salisbury Town Centre, and 1 kilometre north-west of Main North Road, the main freight and passenger vehicle route between Adelaide, Gawler and places further north.



Figure 1: View of the site from the Park Terrace looking west
 (Google Streetview)

Planning Assessment

This section assesses the proposal against relevant provisions of the Salisbury Council Development Plan, consolidated 15 December 2016. Consideration has been given to the key aspects of the assessment below.

Land Use category

An Integrated Service Station Complex is an undefined land use, in respect of procedural requirements for the Commercial Zone as well as for the purposes of Schedule 1 of the Development Regulations 2008. We submit that the application should be assessed as a merit form of development.

Commercial Zone

Objectives for the Commercial Zone include:

- A zone accommodating a range of commercial and business land uses (Objective 1).

- Development that minimises any adverse impacts upon the amenity of the locality within the zone (Objective 2).
- Development that contributes to the desired character of the zone (Objective 3).

No Desired Character statement exists in relation to the area that includes the site.

Principle of Development Control (PDC) 3 under the Commercial Zone provides that retail development in the zone should not hinder the development or function of any centre zone.

The proposed development complies with the Commercial Zone by:

- Providing modern, high-standard convenience shopping in the form of the OTR outlet.
- Serving residents of nearby residential areas without hindering the development or function of any land within the Urban Core Zone or any other centre zone.
- Being designed to minimise in its operation any adverse impacts on the amenity of the locality.

Design and Appearance

The control building comprises a mix of architectural elements, materials, colours and finishes which will add interest to the building. Differing articulation, with both vertical and horizontal components incorporated into the building, will achieve a human scale for pedestrians while allowing drivers to easily interpret the use and address of the building.

The high standard of presentation will be reinforced through high-quality, architecturally designed canopies, the incorporation of signage into building facades, visible public car parking and site landscaping.

Signage

The proposed development will add one new 9 metre BP OTR pylon sign within the site's Cross Keys Road frontage, to the existing approved 9 metre BP OTR pylon sign within the site's Park Terrace frontage. The two 9 metre pylon signs together will give pedestrians, cyclists and motorists clear advance guidance as to the services offered on the site. The new Cross Keys Road pylon sign will assist motorists on that road to locate the new crossover entry to the site.

The signage is appropriate having regard to the guidance and site identification it will provide and to the position of the proposed signage, which will prevent it from having any impact on nearby sensitive land uses.

Transport, Access and Parking

Objective 2(a) of the General Section – Transportation and Access of the Development Plan supports development that provides safe and efficient movement for motorised and non-motorised transport modes.

The proposed development has been designed to meet OTR's standard access and traffic operational standards, including in relation to car parking provision and layout, provision of disability parking and shared space and location of access points. Sufficient queuing space for vehicles waiting to fuel has been provided. The site has been designed to accommodate the safe movement of a 19 metre articulated fuel tanker for fuel deliveries.

A Site Traffic Compliance Statement (TCS) is being prepared by GTA Consultants and will be provided as soon as possible following lodgement of this application. It will demonstrate how the proposed development complies with applicable standards in relation to access points, queuing, turn paths and car parking requirements. It will also assess the expected traffic impact generation of the proposed development.

PRIVATE AND CONFIDENTIAL
PEREGRINE CORPORATION

9 of 8

31/10/2018

Amenity

Within the General Section – Interface between Land Uses, the Development Plan aims to prevent adverse impact and conflict between land uses. Controlling the noise output from the proposal will ensure that noise does not detrimentally affect the amenity of the locality or cause unreasonable interference.

The proposed development will comply with the *Environment Protection (Noise) Policy*, in the context of the existing relatively high level of background noise generated by traffic and commercial uses in the locality.

An Environmental Noise Assessment Report is being prepared by Sonus to accompany this application and will be lodged as soon as possible. It will assess the noise impacts of the proposed development on nearby residential areas.

The Development Plan requires that any development should not detrimentally affect the amenity of the locality or cause nuisance by the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants. The proposed development will be operated to ensure that no such material detrimental impacts occur.

The proposal will not generate any nuisance for adjoining land uses by way of food odour or other air pollution on account of the foods sold through the co-branded food offering and associated drive-thru. The mechanical design of canopies and kitchen extraction systems will be designed by a qualified engineer and will comply with the Building Code of Australia and the Australian Standard AS 1668.2:2012.

Landscaping

Landscaping buffers are designed into the site to meet the requirements of the Development Plan and to enhance the amenity of the site and the locality. We will shortly submit a landscaping plan by Oxigen in support of the application.

Conclusion

On balance and taking into consideration the site and its association with surrounding land uses, it is unlikely the proposal will significantly and detrimentally impact upon the attainment of the objectives of the Commercial Zone. Potential impacts on adjacent properties and the locality including noise generation, access and parking are being assessed and are expected to be acceptable. Specialist transport and acoustic reports are under preparation and will be provided to accompany this application.

The proposed development is not seriously at variance with the provisions of the Salisbury Council Development Plan. Given that it furthers relevant objectives and principles under the Development Plan as outlined in this letter, the proposed development merits approval.

We trust that the information provided in this letter will assist in assessment of the proposed development. If you require any further information, please do not hesitate to contact me on (08) 8331 6856 or by email at a.caspar@peregrine.com.au.

Yours Sincerely



Andrew Caspar
Senior Town Planner
Peregrine Corporation



Product	Register Search (CT 6181/7)
Date/Time	17/04/2018 02:58PM
Customer Reference	OTR Salis Park Tce
Order ID	20180417009636
Cost	\$28.25



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 6181 Folio 7

Parent Title(s)	CT 5068/87, CT 5715/787		
Creating Dealing(s)	RTC 12590597		
Title Issued	26/09/2016	Edition	1
		Edition Issued	26/09/2016

Estate Type

FEE SIMPLE

Registered Proprietor

OTR 127 PTY. LTD. (ACN: 163 650 388)
OF 270 THE PARADE KENSINGTON PARK SA 5068

Description of Land

ALLOTMENT 100 DEPOSITED PLAN 113199
IN THE AREA NAMED SALISBURY
HUNDRED OF YATALA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12565084	MORTGAGE TO WESTPAC BANKING CORPORATION (ACN: 007 457 141)

Notations

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

**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 PEREGRINE CORPORATION
Address PO BOX 322
KENSINGTON PARK SA 5068
Phone No (08) 8331 6856 Mobile _____

DATE OF APPLICATION 31 OCTOBER 2018

LOCATION OF PROPOSED DEVELOPMENT

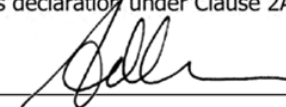
House No 105-109 Lot No _____ Street PARK TERRACE
Town/Suburb SALISBURY
Section No (full/part) _____ Hundred _____
Volume 6181 Folio 7

NATURE OF PROPOSED DEVELOPMENT

DEMOLISH AND REBUILD INTEGRATED SERVICE STATION COMPLEX

I *(insert full name)* ANDREW CASPAR

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

SIGNED  **DATE** 31 OCTOBER 2018

PLEASE NOTE THAT THE FORM CONTINUES OVER

Item 5.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

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

Note 1

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

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

Note 2

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

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

Note 3

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

Note 4

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

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

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

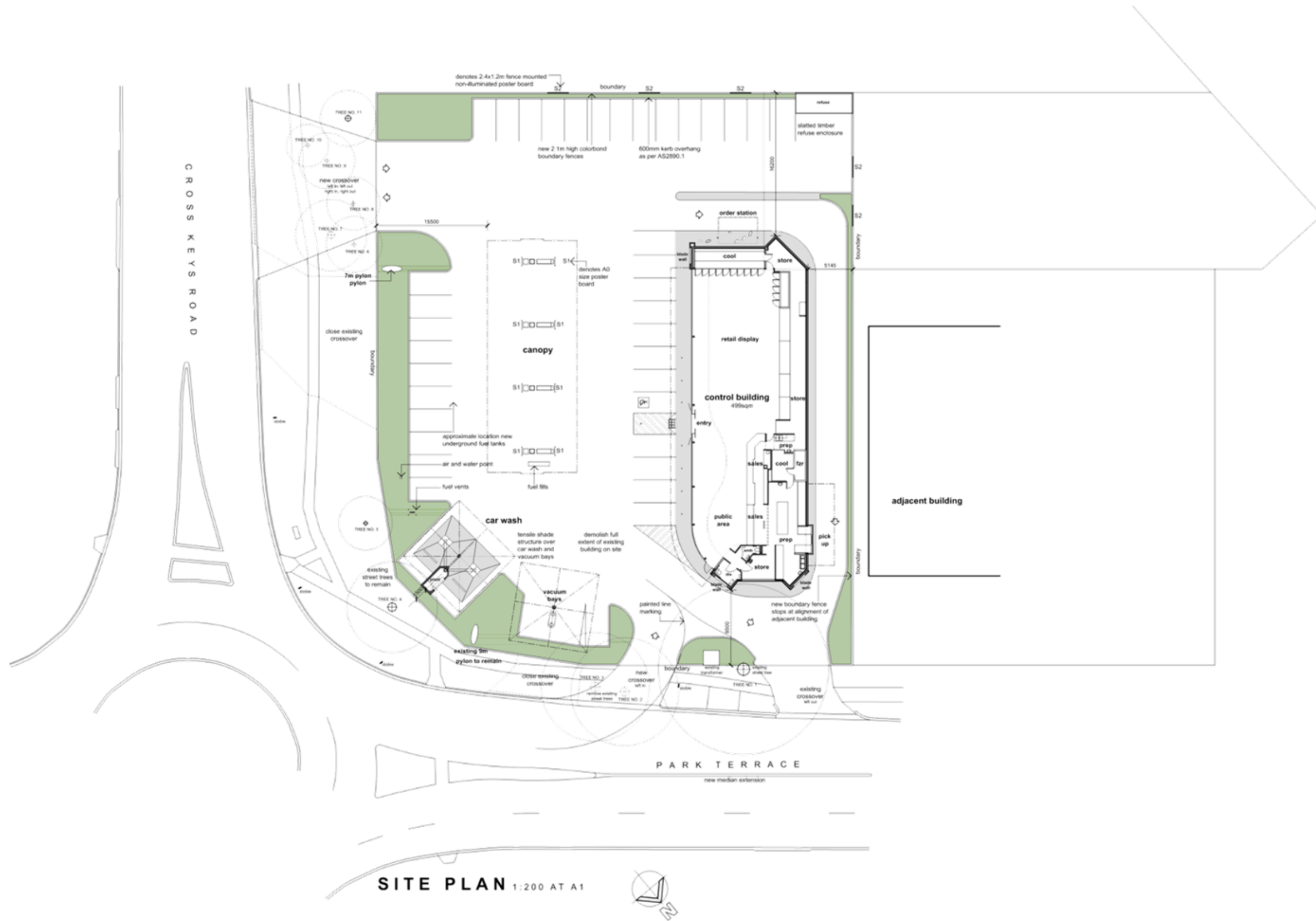
Note 5

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

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

Note 6

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



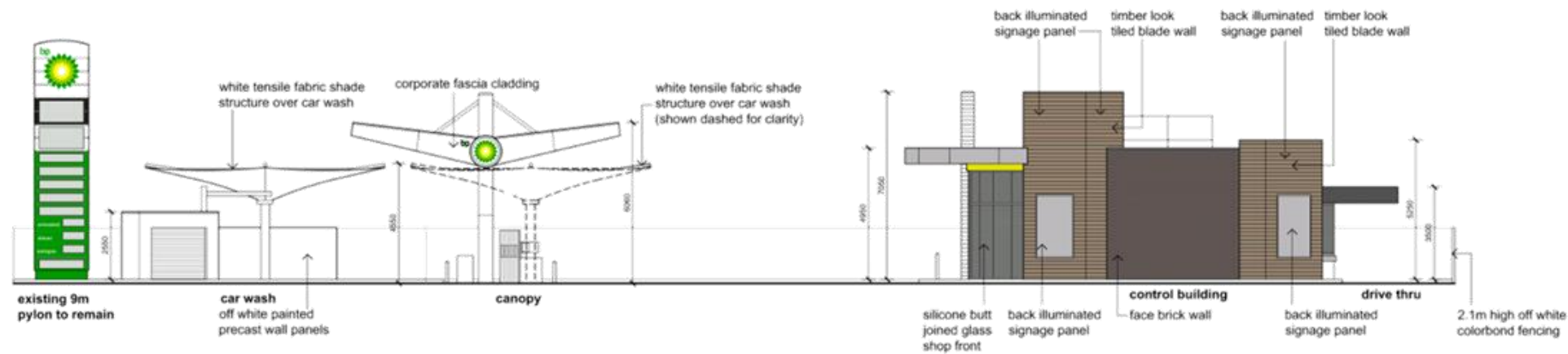
BP SALISBURY REFURBISHMENT
105 Park Terrace Salisbury

0 1 2 5 10 15m
Scale 1:200 at A1

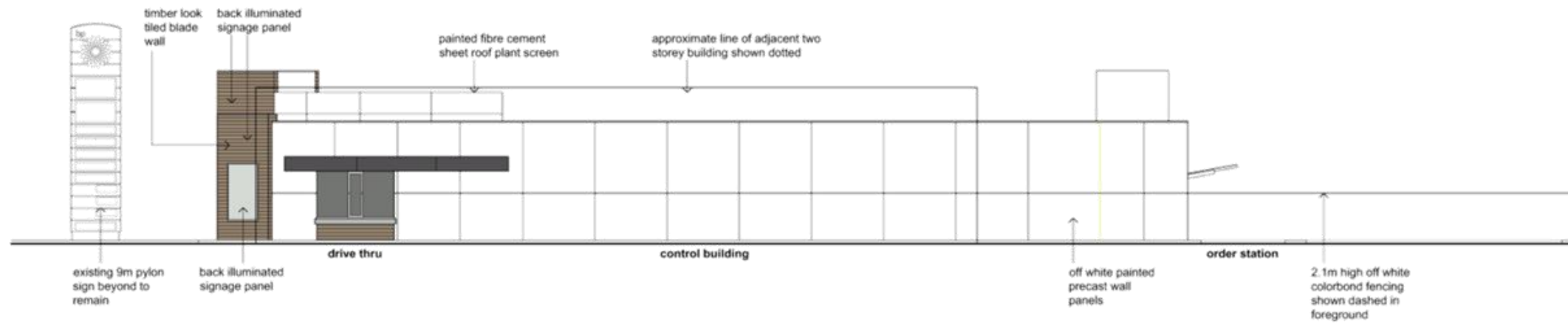
ADS Architects
42 NORTH BRIDGE AVENUE SA 5000 T 8222 2244

Date: 10/08/20
14/JN1188&011
PLANNING APPLICATION

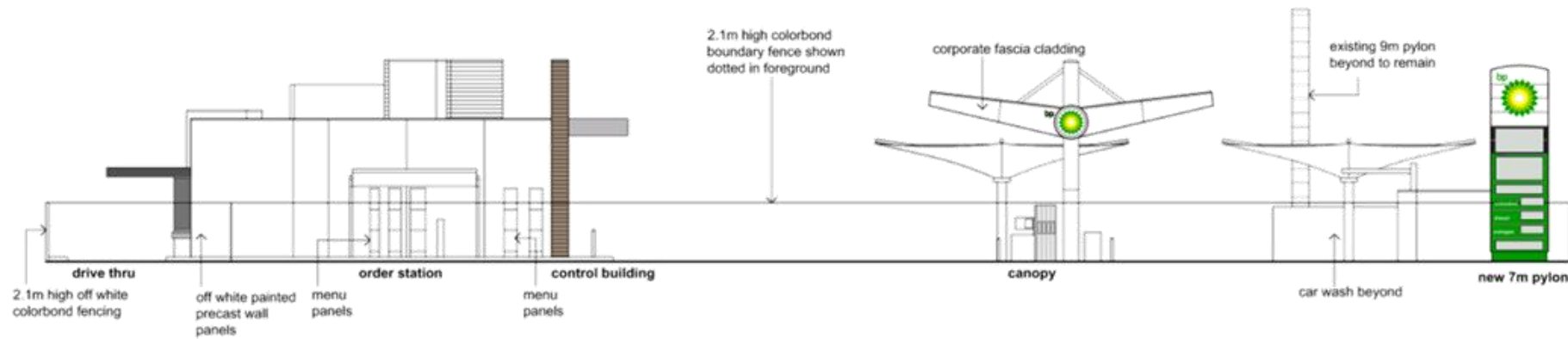
Item 5.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation



NORTH - EAST ELEVATION 1:100 AT A1



NORTH - WEST ELEVATION 1:100 AT A1

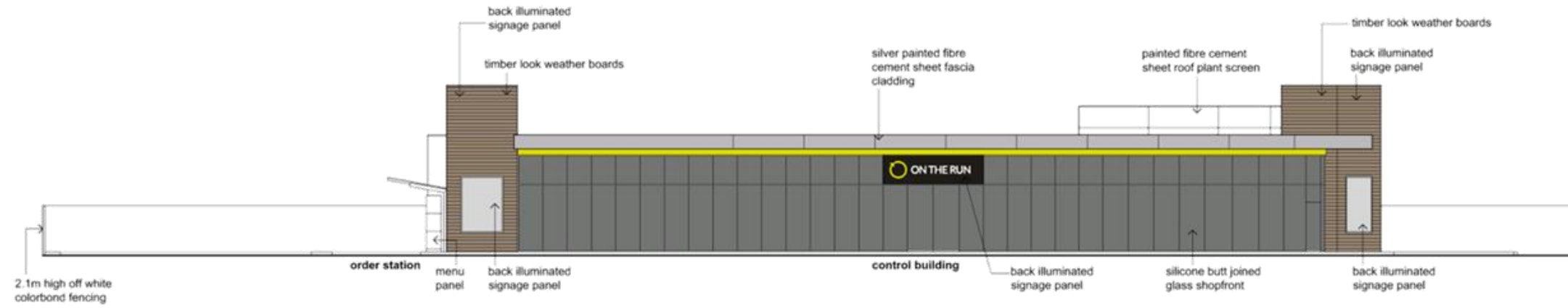


SOUTH - WEST ELEVATION 1:100 AT A1
BP SALISBURY REFURBISHMENT
 105 Park Terrace Salisbury

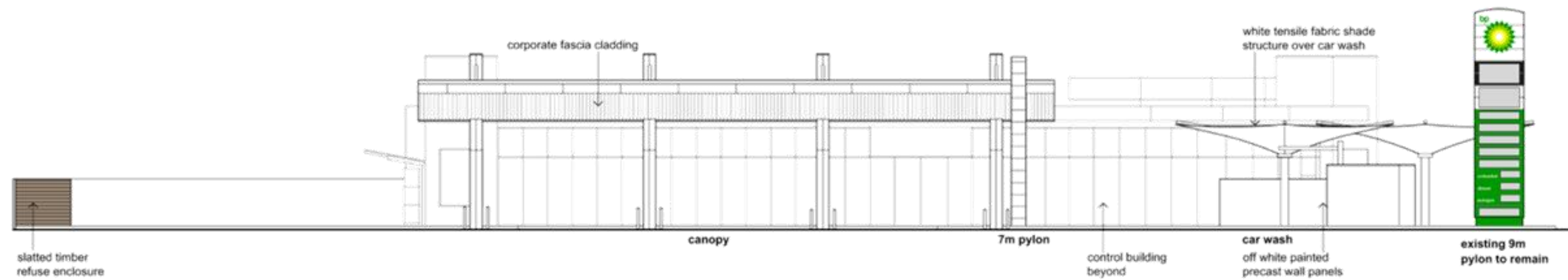


ADS Architects
WE BRING YOUR VISION TO LIFE

Date: 10/08/20
 14/JN1188SK02b
 PLANNING APPLICATION



SOUTH - EAST ELEVATION 1:100 AT A1



SOUTH - EAST ELEVATION 1:100 AT A1

BP SALISBURY REFURBISHMENT
105 Park Terrace Salisbury

Date: 10/08/20
14/JN1188SK03b

PLANNING APPLICATION



ADS Architects
WE DESIGN YOUR VISIONS TO BECOME REALITY



7 December 2018

Mr A Curtis
City of Salisbury
PO Box 8
SALISBURY SA 5108

By email

Dear Aaron,

Response to Request for Further Information (DA 361/1923/2018/3B) 105-109 Park Terrace, Salisbury

The following correspondence relates to the proposed demolition and replacement of an existing service station comprising a new control building, fuel canopy and petrol bowzers, car wash, vacuum bays, pylon sign, fuel tanks, boundary fencing, modified car parking and access arrangements, landscaping and removal of 1 significant tree.

Salisbury Council correspondence dated 7 November 2018 requested further clarification of several issues following a review of application documents submitted by the applicant on 31 October 2018.

A response to each issue has been provided under heading below:

Size of retail component and impact on centres

The total area of the control building is 499 square metres, of which approximately 274 square metres comprises retail display and public access areas. The balance, some 225 square metres, is used for cool rooms, storage, food preparation, sales counters and toilets, all of which are areas not involved in the display of retail goods for sale.

The nearest centre zones to the subject land are:

- Land in the Urban Core (Salisbury) Zone, approximately 200 metres north-west of the subject land at its closest. This is assumed to be a "centre zone" because of Objective 1 which describes it as "a district level centre".
- Land in the Local Centre Zone, approximately 650 metres south-west of the subject land, at the corner of Amanda Street and Ronald Street
- Land in the Local Centre Zone, approximately 820 metres south-east of the subject land, at the corner of Dorothy Street and The Strand
- Land in the Neighbourhood Centre Zone, approximately 820 metres south of the subject land, at the Gregory Street and Oxford Street.

No other "centre zone" is within one kilometre of the subject land.

270 The Parade, Kensington Park, South Australia 5068 P.O. Box 322, Kensington Park, South Australia 5068
Tel: 08 8333 9777 Fax: 08 8333 9788 E: email@perecorp.com.au

The operating model of the proposed OTR integrated service station, as for all OTR developments, is built on ubiquity, convenience, speed and reliability. OTRs are easy to find, fast to access and use, and provide a consistent range of well-stocked and presented products in a familiar environment. They are located on sites which are easily accessible to motorists who are passing by on the arterial road network, as well as to residents of residential areas within close walking or cycling range. They meet the frequent day-to-day needs of these customers, many of whom attend on an unplanned, ad-hoc basis as their other daily activities bring them close to or past an OTR site.

This model is in contrast to the operation of speciality retailers located in the Urban Core (Salisbury) Zone, who rely significantly on pre-planned, occasional shopping visits by customers who are drawn to the urban core by the combined attraction of multiple supermarkets, cafés, banks, discount department stores and cinemas, among other goods and services.

The role and function of OTR also differs substantially from the function of retailers within the Local Centre and Neighbourhood Centre zones, which typically include retailers such as hairdressers and chemists which meet the specific, pre-planned needs of the surrounding local areas. Where day-to-day retailers do exist in Local Centre and Neighbourhood Centre zones, they differ from OTR's model, in that they almost entirely serve the immediate local catchment with a small range of food and grocery items, and restricted trading hours, without the range and quantity of stock, the 24-hour operation and the competitive pricing that enables OTR to serve a wider catchment including users of the arterial road network as well as nearby residents who are likely to view OTR as an alternative to a larger national supermarket chain for the acquisition of groceries and other day-to-day needs including fuel.

It follows that the effects of the proposed OTR on turnover and on the development and function of any centre zone will be minor and of no material adverse impact. The proposed OTR will provide only limited direct competition to the goods and services provided in those centres, as there are no businesses operating in the same retail "space" as the proposed OTR. The proposed OTR will be a "higher order" retail operation than the businesses operating in the centre zones, in terms of its innate capacity to attract significant customer patronage and to generate substantial retail sales, and to satisfy customers' needs on a 24-hour per day basis. Given this differentiation, the proposed OTR will complement rather than compete with the existing and likely future offerings in the Local Centre and Neighbourhood Centre zones. It will also provide limited competition to retailers within the Urban Core (Salisbury) Zone, which serve more to satisfy the pre-planned weekly shopping market or to provide speciality or comparison goods and services, areas in which the proposed OTR will not compete.

Environmental Noise Assessment

It is noted that the existing service station complex consists of fuel filling bays, a control building, on-site car parking bays, a trailer storage and hire area, a vacuum unit and a (currently out of operation) car wash. The existing service station currently trades 24 hours. The proposed redevelopment of the site will effectively provide all of the same service in a new and upgraded facility over a 24 hour period with the addition of a drive through.

The noise generating activities associated with the proposed development have been assessed by Sonus Acoustic Engineers who have concluded that the operations of the site will comply with the EPA's Noise Policy. The proposal will not detrimentally affect the amenity of the locality or provide unreasonable interference through the emission of noise, thereby achieving the relevant provisions of the City of Salisbury Development Plan.

Sonus have concluded that the predicted noise levels from the development will achieve the relevant requirements of the Environmental Protection (Noise) Policy 2007 subject to the following treatments and operational management procedures:

- Operation of the manual car wash and vacuum units are to be limited to daytime hours between 7am and 10pm;
- Waste collection should only occur between the hours of 9am and 7pm on Sundays or public holidays, and between 7am and 7pm on any other day in accordance with Division 3 of the Environmental (Noise) Policy 2007;
- Mechanical services plant to be located on the roof of the control building should be installed behind mechanical plant screens in accordance with the Sonus report;
- Noise from alarms produced by equipment (such as tyre filling stations, car wash pay station and vacuum bays) should be reduced as far as practical; and
- Ensure that the ground surface is smooth and all inspection points, grated trenches, etc. are correctly fixed to remove the potential for impact noise being generated when driven over.

A copy of the Environmental Noise Assessment prepared by Sonus has been included with this correspondence.

Lighting impacts

In response to Council's concerns regarding lighting impacts the applicant confirms all external lighting is designed with the use of spill guards to direct light within the site and away from residential properties abutting the south western boundary and adjacent the site on the opposite side of Park Terrace and Cross Keys Road.

Impact on amenity out to be assessed having regard to the existing factors which arise on account of the locality of the site, such as lighting generated by street lighting and other commercial properties which operate throughout the night along Park Terrace and Cross Keys Road, which creates an ambient lighting conditions that is higher than one would expect to occur within other parts of a Residential Zone.

The overhead drone photo taken at night at the Tailern Bend OTR site and included as photo 1 below, highlights the effectiveness of LED down lighting and spill guards in containing light spill within the boundaries of a service station site.

Regulated Trees

Arborman Tree Solutions have been engaged by the applicant to undertake a survey of all trees to be removed both on the site and in the adjacent verge. A suitably qualified arborist has been engaged and a report is being prepared which identifies the species type, circumference at 1m above ground level, age, structure and general appearance of any trees which are impacted by the proposed development. The report will be submitted to Council as soon as it has been finalised.

Traffic Compliance Statement and car park design

It is noted that the site layout, parking and access arrangements have been designed following extensive consultation with DPTI's traffic engineers and GTA Traffic Consultants. The proposed layout will result in the safe and efficient circulation through the site of fuel tankers, service vehicles and customer cars.

A Traffic Compliance Statement (TCS) has been prepared by GTA Consultants and has been included with this correspondence. The TCS concluded the proposed development has been designed with consideration of Austroads Guidelines and Australian Standards, and Traffic Code applicable to the design of traffic management

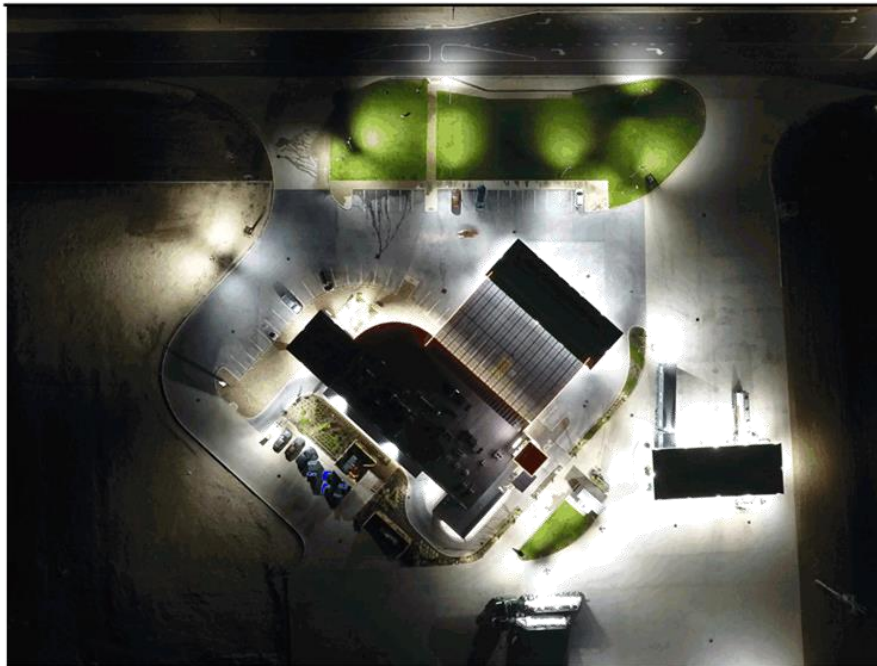


Photo 1: Drone photo taken at OTR Taillem Bend (Motorsport Park)

and parking in South Australia. The detailed design will meet the requirements of the relevant guidelines, standards and code.

In addition, the TCS demonstrates the following:

- The 36 car parking spaces which more than exceeds the 12 spaces required at an applicable rate of 2.5 spaces per 100m² of floor area;
- The layout of site access points and car parking spaces, including the 1 disabled car parking spaces and the shared space, conforms with applicable Australian standards;
- The fuel bowzers have been positioned to provide sufficient space for queuing vehicles;
- The site accommodates the movement of a 16.4 metre semi-trailer fuel tanker vehicle, as well as a 10.0 metre vehicle for waste collection and an 8.8 metre MRV for deliveries. The drive-thru and manual car wash accommodate a B99 light vehicle. Sweep paths of heavy and light vehicles are provided as part of the TCS; and
- The proposed drive-thru will generate a significantly lower volume of traffic than the 120 trips per hour indicated. This rate outlined is based on rates for a Hungry Jacks drive-thru (a Tier 1 fast food outlet). It is anticipated the proposed drive-thru will be a Tier 2 facility. The trip rate GTA has adopted for the drive-thru therefore represents a worst-case scenario.

Advertisements

The application proposes the establishment of a 9 metre freestanding signage pylon, in the site's southern corner fronting Cross Keys Road and the refurbishment of an

existing 9 metre freestanding pylon sign within the site's Park Terrace frontage, towards the Cross Keys Road intersection.

The additional 9 metre signage pylon is considered appropriate and can be justified for the following reasons:

- The two freestanding signage elements perform different functions. The existing 9 metre pylon is the primary free-standing advertisement on the site and will alert customers to fuel offerings and daily fuel prices;
- The proposed 9 metres pylon specifically relates to the proposed quick service restaurant (a new element to be introduced to the site) and will perform the secondary function of alerting customers to site specific food offerings that are unique to that quick service restaurant;
- The proposed signage is considered to be of an appropriate scale and size and will be compatible with the redevelopment of the site. The subject land enjoys considerable frontages to both Park Terrace and Cross Keys Road and the pylons will be sited to alert motorists traveling along each road; and
- OTR integrated service station complexes offer a far greater range of products and services than the existing service station. Many of these products and services, unique to OTR, are sold under trademarked brands such as "C Coffee". The additional signage pylon is an integral part of OTR branding and is required to inform customers of the products available within each OTR.

Landscaping

A landscaping plan prepared by Oxigen Landscape Architects has been included with this correspondence.

Trailer hire

There is no express designation within the proposal for trailer hire to continue from the subject land. However the Traffic Compliance Statement prepared by GTA Consultants indicates a substantial overprovision of carparking spaces. The site layout provides 36 car parking spaces, some 24 more than would be required by the Development Plan at a rate of 2.5 spaces per 100m² of floor area. Any trailer hire established in the future would occur in a manner which does not adversely impact on car parking, vehicle manoeuvring and pedestrian movement.

Siteworks and civil plan

Should the application be ultimately supported and consent granted a suitably qualified engineer will be engaged to prepare detailed siteworks and a civil plan. The applicant is happy for this information to be provided at the detailed design stage as per point 10 of Council's RFI.

Use of land at rear of 101 Park Terrace

The applicant confirms part of the semi-sealed area, approximately 60 metres long and 20 metres wide, at the rear of 95 and 101 Park Terrace is licensed non-exclusively to the occupier of land at 101 Park Terrace for use for access and egress. There is no intention, as part of the proposed development, to change the use of or to undertake any development on the licensed part, or any other part, of this semi-sealed area.

We trust that the information provided above will assist Council in completing its assessment of the proposed development. Please let me know if there is any further information we can provide.

Should Council require any further details or clarification please contact the undersigned by phone on 0431 294 012.

PEREGRINE CORPORATION

6 of 6

7/12/2018

Yours faithfully



Tim Beazley MPIA
Consultant Planner
Peregrine Corporation

Item 5.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

BP Salisbury Refurbishment

105 Park Terrace, Salisbury

Environmental Noise Assessment

S5070.5C3

November 2018

sonus.

Sonus Pty Ltd
17 Ruthven Avenue
Adelaide 5000 SA
Phone: +61 (8) 8231 2100
www.sonus.com.au



Document Title : BP Salisbury Refurbishment – Environmental Noise Assessment
Document Reference : S5070.5C3
Date : November 2018
Prepared by : Jason Turner, MAAS
Reviewed by : Chris Turnbull, MAAS

© Sonus Pty Ltd. All rights reserved.

This report may not be reproduced other than in its entirety. The report is for the sole use of the client for the particular circumstances described in the report. Sonus accepts no responsibility to any other party who may rely upon or use this report without prior written consent.

TABLE OF CONTENTS

1 INTRODUCTION..... 3
2 ASSESSMENT CRITERIA..... 4
 2.1 Development Plan..... 4
 2.2 Environment Protection (Noise) Policy 2007 5
3 ASSESSMENT..... 7
4 CONCLUSION 10
APPENDIX A: SITE LOCALITY 11
APPENDIX B: NOISE SOURCES AND ASSOCIATED NOISE LEVEL DATA 12
APPENDIX C: EXTENT OF ACOUSTIC TREATMENT 13

BP Salisbury Refurbishment
Environmental Noise Assessment
S5070.5C3
November 2018

sonus.

1 INTRODUCTION

An environmental noise assessment has been made of the proposed refurbishment of the BP Salisbury facility at 105 Park Terrace, Salisbury.

The existing facility consists of fuel filling bays, a control building, on-site car parking bays, a trailer storage and hire area, a vacuum unit and a (currently out of operation) car wash. The existing facility is open 24 hours.

The proposal is to redevelop the site to effectively provide all of the same services in new and upgraded facilities over a 24 hour period with the addition of a drive through.

The assessment considers the noise impact at the surrounding noise sensitive locations (residences), as shown in Appendix A, from the following noise sources and activities at the site:

- mechanical plant serving the control building;
- vehicle movements and car park activity;
- activity at the fuel filling bays;
- use of the car wash bays and associated plant room;
- use of the standalone vacuum units
- use of the drive-through facility; and,
- waste collection.

The assessment provides acoustic recommendations to ensure that the noise from the development will not cause unreasonable interference on the amenity at the surrounding residences.

The assessment has been based on:

- ADS Architects drawing "14/JN1188SK01a", dated 16 October 2017;
- an inspection of the existing facility and observations of the acoustic ambient environment of the locality, conducted on 7 November 2016;
- previous noise measurements of car park activity, vehicle movements, drive through use, car wash use and mechanical plant operation at other similar facilities; and,
- an understanding that the site will operate 24 hours, with an exception to the manual car wash and vacuum units which will only be used during daytime hours between 7am and 10pm.

BP Salisbury Refurbishment
Environmental Noise Assessment
S5070.5C3
November 2018

sonus.

2 ASSESSMENT CRITERIA

2.1 Development Plan

The subject site is located within a Commercial Zone in the Salisbury Council Development Plan¹, whilst the surrounding residences are located either within the Commercial Zone or a Residential Zone in the same Development Plan. The Development Plan has been reviewed and particular regard has been given to the following:

Council Wide Interface between Land Uses provisions:

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.*

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.*
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.*

Commercial Zone provisions:

OBJECTIVES

2. *Development that minimises any adverse impacts upon the amenity of the locality within the zone.*

¹ Consolidated 15 December 2016.

BP Salisbury Refurbishment
Environmental Noise Assessment
S5070.5C3
November 2018

sonus.

2.2 Environment Protection (Noise) Policy 2007

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

The Policy provides objective criteria for the assessment of environmental noise which are based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. It is therefore assumed that compliance with the Policy will also satisfy the subjective provisions in the Development Plan which are related to environmental noise.

Noise from General Activity

The Policy establishes goal noise levels (L_{eq}) to be achieved at the noise receivers (the residences), based on the Development Plan Zones in which the noise source (the facility) and the noise receivers are located, and the land use that the zones principally promote.

A “compliance” goal noise level is applied to an existing or approved noise source, such as the operation of mechanical plant, the vacuum unit and car wash facility, the use of fuel filling bays, vehicle movements and car park activity at the site.

In recognition of the increased sensitivity to such activity, the Policy applies a more onerous “development” goal noise level (by a margin of 5 dB(A)) for new noise sources, such as the proposed drive-through facility. In addition, a maximum instantaneous noise level (L_{max}) of 60 dB(A) at night is also applied to new noise sources when assessed at a residence within an area which principally promotes residential land use.

Based on the above, the new noise sources to the site will be assessed against the “development” criteria, which include the customer order device (COD) and driveway associated with the drive-through facility. It will also be ensured that the combined operation of the new and modified existing noise sources at the redeveloped facility will achieve the “compliance” goal noise level of the Policy.

When measuring or predicting noise levels for comparison with the Policy, penalties may be applied to the average goal noise level for each characteristic of tone, impulse, low frequency and modulation of the noise source. In order to apply a penalty, the characteristic must be dominant when considered within the context of the existing acoustic environment at the residences. Due to influence of traffic during the day, a penalty for modulation is unlikely to be applicable, however has been applied to all periods of operation for conservatism.

Table 1 summarises the assessment criteria which includes a 5 dB(A) penalty for modulation.

BP Salisbury Refurbishment
Environmental Noise Assessment
S5070.5C3
November 2018

sonus.

Table 1: Goal noise levels of the Policy.

Residence Location	Policy Goal Noise Levels			
	New Noise Sources		All Noise Sources (New and Existing)	
	Day	Night	Day	Night
Commercial Zone	52 dB(A) L_{eq}	45 dB(A) L_{eq}	57 dB(A) L_{eq}	50 dB(A) L_{eq}
Residential Zone	47 dB(A) L_{eq}	40 dB(A) L_{eq} 60 dB(A) L_{max}	52 dB(A) L_{eq}	45 dB(A) L_{eq}

Noise from Waste Collection

The Policy deals with waste collection by effectively limiting the hours to the least sensitive period of the day. Division 3 of the Policy requires waste collection to only occur between the hours of 9am and 7pm on Sundays or public holidays, and between 7am and 7pm on any other day, except where it can be shown that the maximum (L_{max}) noise level from such activity is less than 60 dB(A).

BP Salisbury Refurbishment
Environmental Noise Assessment
S5070.5C3
November 2018

sonus.

3 ASSESSMENT

Noise levels at the residences in the vicinity of the development have been predicted based on a range of noise measurements, manufacturer's data and observations at other similar facilities, which include:

- mechanical plant serving the control building;
- car park and fuel filling bay activity such as vehicle movements, the opening and closing of vehicle doors and getting in and out of cars;
- use of car wash bays and the associated plant room;
- operation of a standalone vacuum unit; and,
- drive-through activity such as people ordering at the customer order device, queuing and idling while waiting for an order, collecting and paying for orders at the window, and vehicle movements through the drive-through.

The sound power levels for the noise sources and activities above are provided in Appendix B.

The predictions have been based on the operational assumptions for the level of activity that occur in any 15 minute² period provided in Table 2.

Table 2: Operational assumptions for noise predictions.

Day Time (7am to 10pm)	Night Time (10pm to 7am)
<ul style="list-style-type: none"> • continuous operation of mechanical plant; • continual use of the drive through facility; • car park activity associated with one vehicle in each of the fuel filling bays, the designated car park bays and the vacuum bays; • continual car idling at each of the fuel filling bays whilst awaiting turn to fill up; • continual use of the high pressure spray in both car wash bays; • continual use of the vacuum units. 	<ul style="list-style-type: none"> • continuous operation of mechanical plant; • continual use of the drive through facility; • car park activity associated with one vehicle in each of fuel filling bays; • car park activity associated with one vehicle in half of the designated car park bays.

² Default assessment period of the Policy.

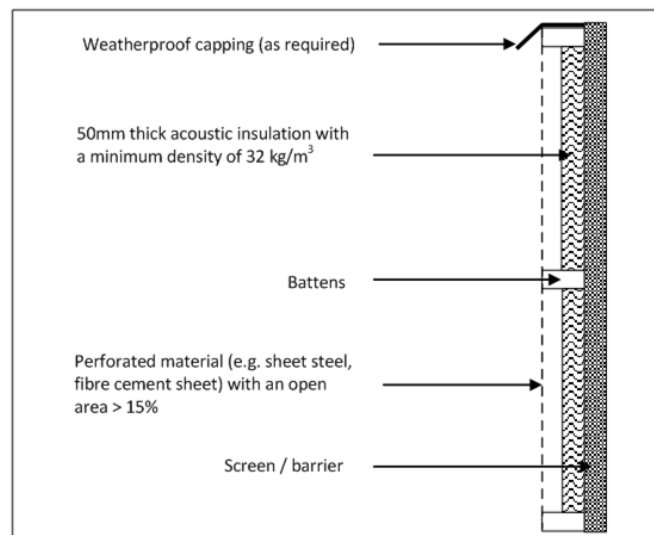
BP Salisbury Refurbishment
Environmental Noise Assessment
S5070.5C3
November 2018

sonus.

Based on the predictions, the following acoustic treatment measures are recommended for the site in order to achieve the noise criteria of the Policy:

Mechanical Services Plant

- Locate all mechanical services plant and equipment within the designated area on the control building roof, behind the mechanical plant screen (as indicated by the shaded yellow area on the figure in Appendix C).
- Ensure that the mechanical plant screen (indicated as blue on the figure in Appendix C) is constructed to a height that is at least equivalent to the tallest piece of equipment it surrounds. The screen should be sealed airtight along all vertical joints and be constructed from sheet steel or a material with an equivalent or greater surface density. The bottom of the screen should continue as close as practicable to the roof deck below. It is noted that a small gap may be left between the bottom of the screen and the roof deck, as may be required for drainage.
- Incorporate acoustic insulation on the plant side of the screen, for the extent indicated by green on the figure in Appendix C, in accordance with Detail 1.



Detail 1: Acoustic insulation on screens / barriers (section view).

- Ensure a proprietary in-line attenuator is incorporated to the discharge side of any significant exhaust fan.

It is noted that the above extent of treatment has been based on typical equipment selection at other similar OTR facilities, as listed in Appendix B. These treatment measures should be reviewed during the detailed design phase of the project, once final equipment selections have been made.

BP Salisbury Refurbishment
Environmental Noise Assessment
S5070.5C3
November 2018

sonus.

Waste Collection

- Restrict the hours for rubbish collection from the site to the hours of Division 3 of the Environment Protection (Noise) Policy 2007. That is, only between the hours of 9am and 7pm on a Sunday or public holiday, and 7am and 7pm on any other day.

Others

- Reduce noise from alarms produced by equipment (such as tyre filling stations, car wash pay station and vacuum bays) as far as practical.
- Ensure that the ground surface is smooth and all inspection points, grated trenches, etc. are correctly fixed to remove the potential for impact noise being generated when driven over.

With the above acoustic measures in place, the highest predicted noise levels at any residence, summarised in Table 3, achieve the relevant requirements of the Policy (refer Table 1).

Table 3: Highest predicted noise levels at any residence.

Noise Source	Highest Predicted Noise Level, dB(A)	
	Day	Night
New noise source (drive-through facility)	40	40
All noise sources	52	42
<i>Maximum instantaneous event (L_{max})</i>	-	58

Based on Table 3, the goal noise levels of the Policy, as summarised in Table 1 of this assessment, are achieved at all residences.

BP Salisbury Refurbishment
Environmental Noise Assessment
S5070.5C3
November 2018

sonus.

4 CONCLUSION

An environmental noise assessment has been made of the proposed refurbishment of the BP Salisbury facility at 105 Park Terrace, Salisbury.

The assessment considers noise at the closest residences from:

- the new noise sources at the facility, comprising the customer order device and driveway associated with the drive through facility; and,
- the modified existing noise sources at the facility, comprising the mechanical plant, the fuel filling bays, the car wash facility and plant room, the standalone vacuum units, vehicle movements and car park activity within the site and waste collection.

Noise predictions have been made and assessed against criteria developed in accordance with the *Environment Protection (Noise) Policy 2007*.

Acoustic treatment measures have been recommended for noise sources at the facility, utilising specific design features that have been incorporated at other operational sites. With the recommended acoustic treatment measures in place, the noise from the development at the surrounding residences is predicted to achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007*.

Based on the above, it is considered that the proposal will not cause unreasonable interference or impair the amenity of the locality, thereby achieving the relevant provisions of the Salisbury Council Development Plan.

BP Salisbury Refurbishment
Environmental Noise Assessment
S5070.5C3
November 2018

sonus.

APPENDIX A: SITE LOCALITY



- Development site
- Residence in Commercial Zone
- Residence in Residential Zone

BP Salisbury Refurbishment
Environmental Noise Assessment
S5070.5C3
November 2018

sonus.

APPENDIX B: NOISE SOURCES AND ASSOCIATED NOISE LEVEL DATA

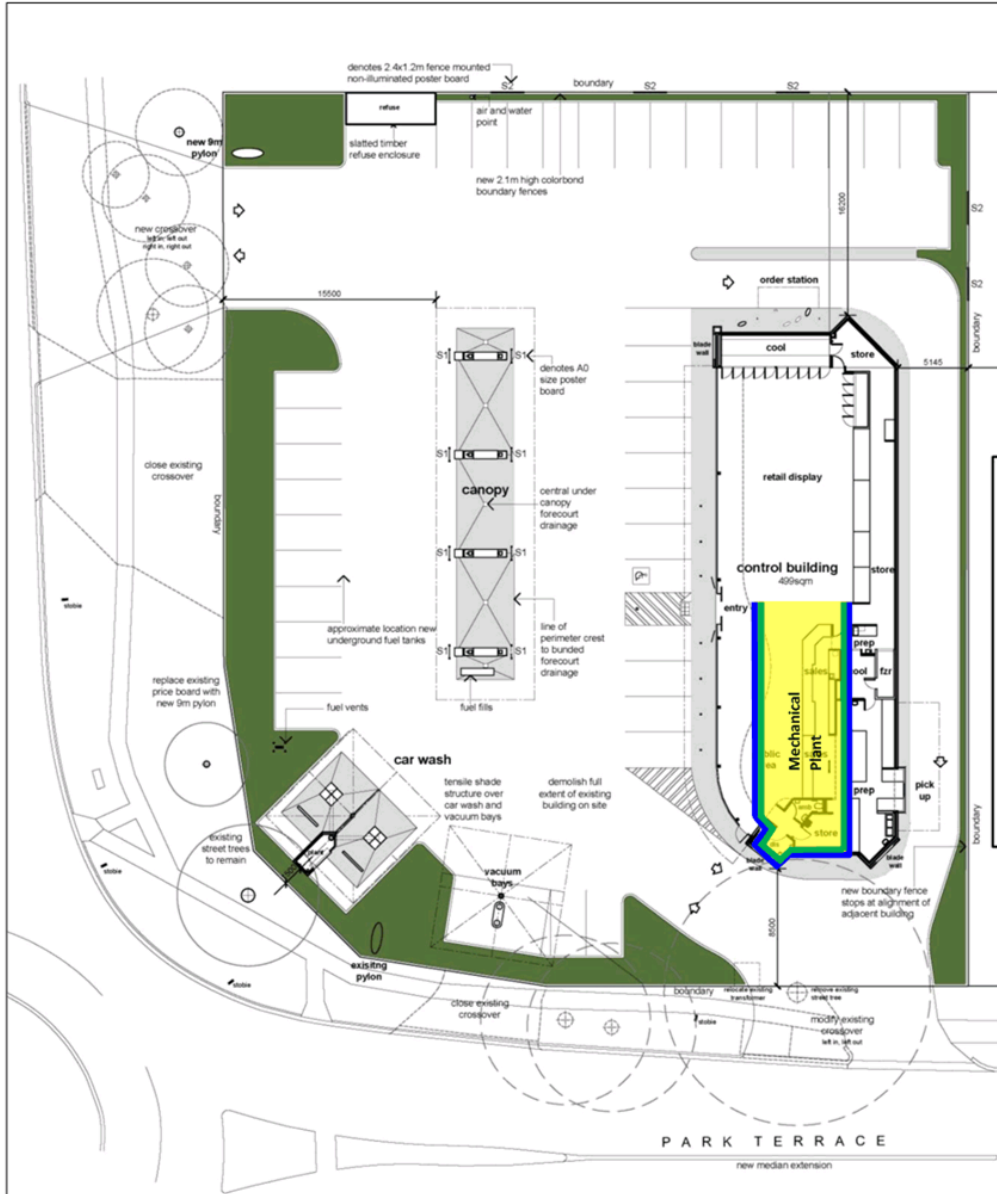
Equipment/Activity		Noise Level
Site Vehicle Activity	General car park activity	83 dB(A) L_w
	Idling car	75 dB(A) L_w
	Moving car	82 dB(A) L_w
Mechanical Plant	Kitchen exhaust fan with attenuator - AP0714AP10/14	80 dB(A) L_w
	Kitchen exhaust fan with attenuator - AP0312AP10/22	80 dB(A) L_w
	Air conditioning unit - OPA186RKTGH	76 dB(A) L_w
	Air conditioning unit - OPA201RKTGH x 2 units	76 dB(A) L_w
	Air conditioning unit - OPA370RKTBH	81 dB(A) L_w
	Evaporative cooling unit - RPA400	73 dB(A) L_w
	Refrigeration condenser unit – SCA300C	76 dB(A) L_w
	Refrigeration condenser unit – PPH028LA1-2	71dB(A) L_w
	Refrigeration condenser unit – PPH050LA1-2 x 4 units	75 dB(A) L_w
	Amenities exhaust fan – CE284V	66 dB(A) L_w
Drive-through	Customer ordering device	78 dB(A) L_w
	Pickup window	75 dB(A) L_w
Carwash	Manual carwash – high pressure spraying	93 dB(A) L_w
	Plant room	78 dB(A) $L_{p,inside}$
Vacuum	Vacuum no load	87 dB(A) L_w
	Vacuum loaded	82 dB(A) L_w

$L_{p,opening/inside}$ – noise level at opening or inside enclosure; L_w – sound power level.

BP Salisbury Refurbishment
Environmental Noise Assessment
S5070.5C3
November 2018



APPENDIX C: EXTENT OF ACOUSTIC TREATMENT



Item 5.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation



OTR Service Station Generic Parking and Traffic Management Report (updated July 2017)

Client // OTR
Office // SA
Reference // S1177712
Date // 29/11/2017

OTR Service Station Generic
Parking and Traffic Management
Report (updated July 2017)

Issue: 3 29/11/2017

Client: OTR
Reference: S1177712
GTA Consultants Office: SA

Quality Record


Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
1	27/06/2017	Final	Paul Morris	Paul Morris	Paul Morris	PMO
2	13/07/2017	Minor text changes	Lydia Kairi	Paul Morris	Paul Morris	PMO
3	29/11/17	Minor text changes	Paul Morris	Paul Morris	Paul Morris	

Table of Contents

1. Introduction	1
1.1 Purpose	1
1.2 Methodology	1
1.3 Scope and Limitations	1
2. Site Selection and Characteristics	2
2.1 OTR Fullarton	2
2.2 OTR Surrey Downs	4
2.3 OTR Thorngate	6
2.4 Site Summary	7
3. Car Parking	8
3.1 Car Parking Supply	8
3.2 Car Parking Demand	8
3.3 Temporal Car Parking Profiles	8
3.4 Summary	10
4. Traffic Generation	11
4.1 Traffic Generation	11
4.2 Temporal Traffic Profile	11
4.3 Drive-Thru Traffic Generation	12
4.4 Summary	15
5. Queuing Characteristics	16
5.1 Introduction	16
5.2 OTR Fullarton	16
5.3 OTR Surrey Downs	17
5.4 OTR Thorngate	18
5.5 Drive-Thru Queuing	19
5.6 Summary	19
6. Conclusions	20
6.1 Parking	20
6.2 Traffic	20
6.3 Drive-Thru	21
6.4 Bowser Queueing	21

Figures

Figure 2.1:	OTR Fullarton Site and Surrounds	2
Figure 2.2:	OTR Fullarton Site Layout	3
Figure 2.3:	OTR Surrey Downs Site and Surrounds	4
Figure 2.4:	OTR Surrey Downs Site Layout	5
Figure 2.5:	OTR Thorngate Site and Surrounds	6
Figure 2.6:	OTR Thorngate Site Plans	7
Figure 3.1:	Car Parking Demand Profiles	9
Figure 4.1:	Temporal Traffic Profile	12
Figure 4.2:	Drive-Thru Temporal Demand – Every 15mins	13
Figure 5.1:	“Starter gate” fuel pump arrangement	16
Figure 5.2:	“Domino” fuel pump arrangement	16

Tables

Table 2.1:	Land Use Details	7
Table 2.2:	Services at Each Site	7
Table 3.1:	Car Parking Supply	8
Table 3.2:	Peak Car Parking Demand	8
Table 3.3:	Peak Car Parking Rates	8
Table 3.4:	Car Parking Rate Comparison	10
Table 4.1:	Surveyed Traffic Generation	11
Table 4.2:	Oporto Drive-Thru Traffic Generation	13
Table 4.3:	Hungry Jacks Drive-Thru Traffic Generation	14
Table 4.4:	Subway Drive-Thru Traffic Generation	14
Table 5.1:	OTR Fullarton Queuing	17
Table 5.2:	OTR Surrey Downs Queuing	17
Table 5.3:	OTR Thorngate Queuing	18

1. Introduction

1.1 Purpose

The purpose of this report is to provide an update to traffic and parking demands for OTR Integrated Service Station sites from the previous Traffic Management Report (GHD, 23 December 2014).

The Traffic Management Report (2014) provided recommendations based on data collected at the time of that study as well as relevant guidelines including Austroads and best engineering knowledge at the time.

This report will supersede the previous report and inform development applications for new sites and provide guidance on appropriate levels of parking and access arrangements for each site. This report will be based on new surveys of recently developed OTR sites to provide a comparison to the previous traffic and parking demands, and determine if revised application rates should be considered.

This report considers three different OTR petrol station sites in Fullarton, Surrey Downs and Thorngate.

1.2 Methodology

1.2.1 Objectives

- Review the parking demand at each site and subsequent peak parking demand rates
- Review the traffic movements and subsequent generation rates at each site
- Review the degree of queuing

1.2.2 Site Inspections

Observations of the sites were made on Thursday 25th May 2017 with video recordings of each site by AusTraffic. These observations over a 24-hour period enable a record of:

- Parking demand at each site;
- Traffic movements to and from the site at each access point;
- Use of the drive-thru lane (where present);
- Queuing at the bowlers.

1.3 Scope and Limitations

The following report sets out the results of the analysis of three sites – Fullarton, Surrey Downs and Thorngate. Surrey Downs site is further from the Adelaide CBD whereas Fullarton and Thorngate sites are in reasonably similar proximity to the CBD. The opinions, conclusions and any recommendations in this report are based on the conditions encountered at each of these sites and the information reviewed for the preparation of this report. Three sites are not generally considered sufficient to draw conclusions regarding trends or patterns of car parking behaviour, traffic generation or queuing characteristics.

These surveys and analysis are based on metropolitan sites which may have a different operation to regional sites.

2. Site Selection and Characteristics

Three sites have been selected to be analysed as part of this assessment. Details of the three sites are set out in the following sections.

2.1 OTR Fullarton

OTR Fullarton is located at 390 Fullarton Road in Fullarton, on the north-eastern corner of Fullarton Road and Fisher Street. The location of the Fullarton site and its surrounds is shown in Figure 2.1 and layout shown in Figure 2.2.

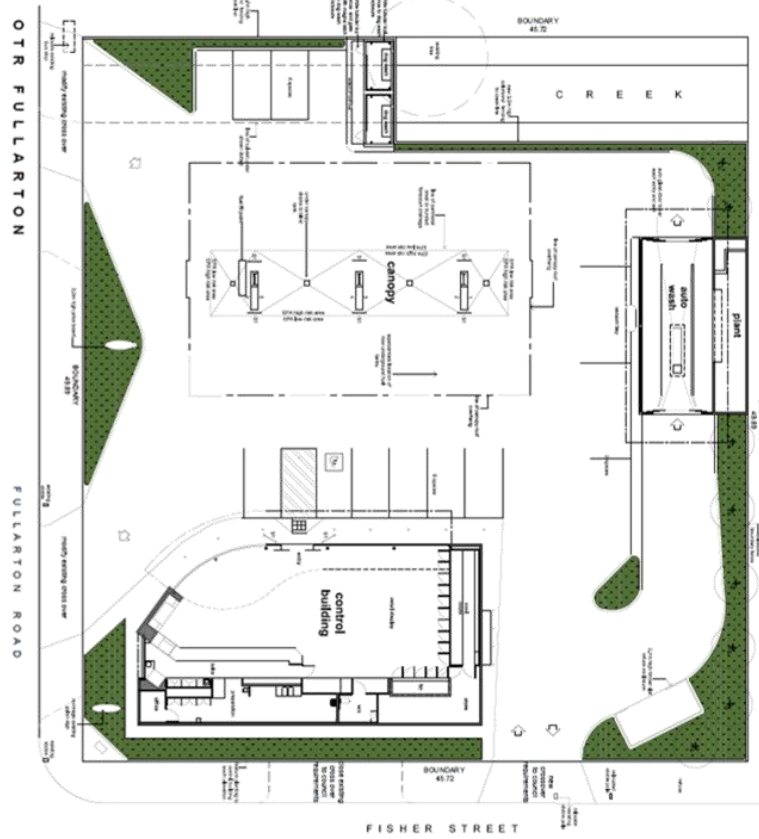
Figure 2.1: OTR Fullarton Site and Surrounds



Access to the site is via two one-way crossovers to Fullarton Road (one ingress and one egress) and one two-way crossover to Fisher Street. The site includes a Brumby's, Moe's Dog and Shake, Happy Wash and C Coffee.

The site is configured as a three pump "starter gate" parallel to Fullarton Road providing six petrol filling positions under one canopy area, as shown on the site plans (Figure 2.2). Six parking spaces are provided immediately adjacent the control building, with another four spaces available adjacent the dog wash on the northern edge of the site. The site also includes an auto carwash with vacuum bays on the eastern boundary.

Figure 2.2: OTR Fullarton Site Layout



Fullarton Road carries approximately 25,500 vehicles per day (DPTI Annual Average Daily Traffic Volumes, dated 14 September 2015).

2.2 OTR Surrey Downs

OTR Surrey Downs is located at 665 Golden Grove Road in Surrey Downs on the eastern side of Golden Grove Road to the north of Grenfell Road. The location of the Surrey Downs site and its surrounds is shown in Figure 2.3 with the site layout shown in Figure 2.4.

Figure 2.3: OTR Surrey Downs Site and Surrounds

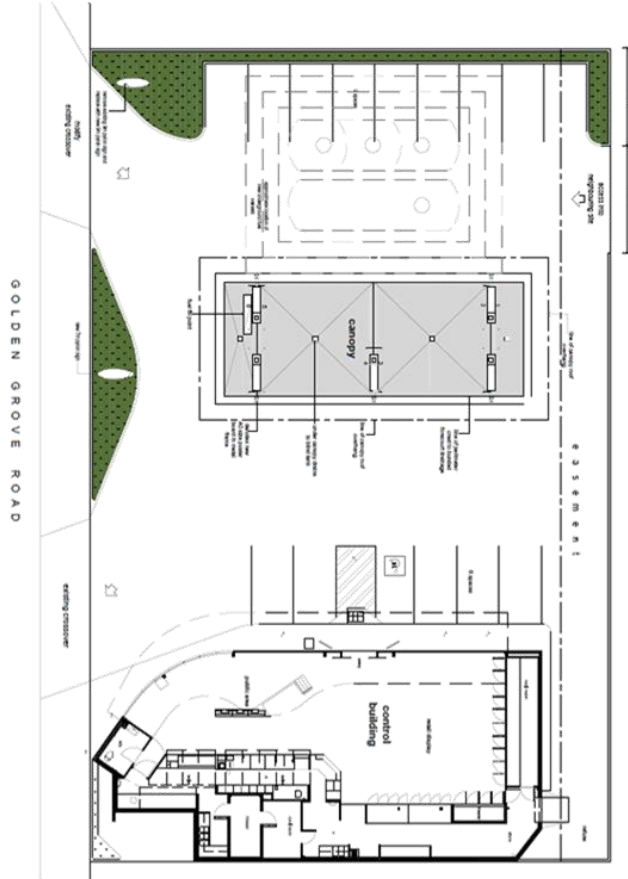


This site includes a Wok in a box (QSR), Moe's Dog & Shake, EAT Bakery, C Coffee and CHILL. Access to the site is via two one-way crossovers to Golden Grove Road (one ingress and one egress).

The site is configured as a six pump "starter gate" perpendicular to Golden Grove Road providing twelve petrol filling positions under one canopy area, as shown on the site layout.

A total of 15 parking spaces are provided with six parking spaces are provided immediately adjacent the control building, with another nine spaces available on the north-eastern edge of the site.

Figure 2.4: OTR Surrey Downs Site Layout



Golden Grove Road carries approximately 15,800 vehicles per day (DPTI Annual Average Daily Traffic Volumes, dated 14 September 2015).

2.3 OTR Thorngate

OTR Surrey Downs is located at 20A Main North Road in Thorngate on the western side of Main North Road on the corner of Carter Street. The location of the Thorngate site and its surrounds is shown in Figure 2.5 with the site layout shown in Figure 2.6.

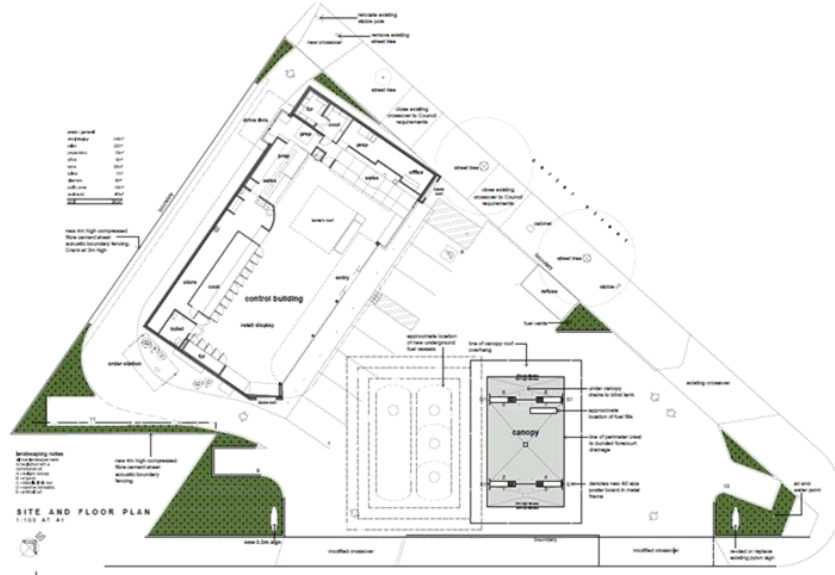
Figure 2.5: OTR Thorngate Site and Surrounds



This site includes an Oporto (Drive-thru, QSR), C Coffee, Moe's and EAT. Access to the site is via two one-way crossovers to Main North Road (one ingress and one egress) and one two-way crossover and one one-way egress (drive-thru) crossover to Carter Street.

The site is configured as a four pump "domino" perpendicular to Main North Road providing eight petrol filling positions under one canopy area, as shown on the site layout. Eight parking spaces are provided immediately adjacent the control building, with another two spaces singularly placed in landscaping areas. The site includes a drive-thru (for Oporto) which exits onto Carter Street.

Figure 2.6: OTR Thorngate Site Plans



Main North Road carries approximately 52,900 vehicles per day (DPTI Annual Average Daily Traffic Volumes, dated 14 September 2015).

2.4 Site Summary

Table 2.1 and Table 2.2 summarise the site details for each of the three sites.

Table 2.1: Land Use Details

Site Location	Retail Floor Area	Total Floor Area	Site Area	No Refilling Positions	Parking Spaces
OTR Fullarton	150 sq.m	276 sq.m	2,050 sq.m	6	12
OTR Surrey Downs	164 sq.m	310 sq.m	1,575 sq.m	6	15
OTR Thorngate	143 sq.m	363 sq.m	1,600 sq.m	8	10

Table 2.2: Services at Each Site

Site Location	Brumby's	Moe's Dog and Shake	Happy Wash	C Coffee	EAT Bakery	CHILL	Wokinabox (QSR)	Oporto (with Drive-Thru) (QSR)
OTR Fullarton	•	•	•	•				
OTR Surrey Downs		•		•	•	•	•	
OTR Thorngate		•		•	•	•		•

3. Car Parking

3.1 Car Parking Supply

The car parking provision, as well as the different areas of the site for comparison, at each of the three OTR sites is summarised in Table 3.1.

Table 3.1: Car Parking Supply

Site Location	Floor Areas			No Refilling Positions	Car Parking Supply		
	Retail Floor Area	Total Floor Area	Site Area		Retail	Vacuum Bays	Total
OTR Fullarton	150 sq.m	276 sq.m	2,050 sq.m	6	10	2	12
OTR Surrey Downs	164 sq.m	310 sq.m	1,575 sq.m	6	15	0	15
OTR Thorngate	143 sq.m	363 sq.m	1,600 sq.m	8	10	0	10

3.2 Car Parking Demand

Based on the surveys undertaken Table 3.2 summarises the peak parking demands observed at each site.

Table 3.2: Peak Car Parking Demand

Site Location	Spaces Available	Peak Parking Demand	Surplus Spaces	Peak Parking Time	Parking Occupancy
OTR Fullarton	12	9	3	8:15 AM	75%
OTR Surrey Downs	15	10	5	7:00 PM	67%
OTR Thorngate	10	6	4	12:00 PM	60%

Based on the above peak parking rates Table 3.3 sets out the peak parking demand rates based on these survey results. Rates have been calculated for spaces per 100sq.m of retail floor, gross floor and site area.

Table 3.3: Peak Car Parking Rates

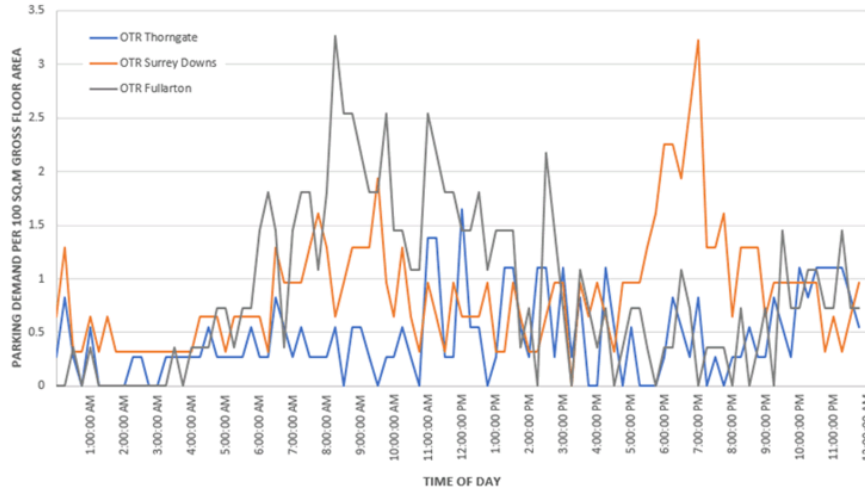
Site Location	Spaces per 100sq.m Retail Floor Area	Spaces per 100sq.m Total Floor Area	Spaces per 100sq.m Site Area
OTR Fullarton	6.0	3.3	0.4
OTR Surrey Downs	6.1	3.2	0.6
OTR Thorngate	4.2	1.7	0.4

3.3 Temporal Car Parking Profiles

3.3.1 Demand Profiles

Figure 3.1 compares the car parking rates for the three sites across the 24-hour period surveyed.

Figure 3.1: Car Parking Demand Profiles



The above shows that the daytime period is generally busier than the very late night and very early morning for all sites. The Fullarton site sees a large peak in the morning at around 8:25am which coincides with the morning commuter peak hour.

The Surrey Downs site has a significant evening peak at 7:00pm likely due to the fact this site also contains a Wokinabox which would provide a dinner service.

While Thorngate has Oporto, this offers a drive-thru option which Wokinabox does not.

Thorngate does not have a significant spike in parking.

3.3.2 Car Parking Demand Rate

By way of comparison the GHD report considering 8 different OTR sites resulted in the following car parking generation rate;

- o 2.5 spaces per 100sq.m GFA for sites < 300sq.m without quick service restaurant
- o 3.3 spaces per 100sq.m GFA for sites between 300sq.m and 400sq.m with quick service restaurant
- o 1.8 spaces per 100sq.m GFA for sites > 400sq.m with quick service restaurant

The above was based off a 99th percentile parking generation rate but excluded staff parking.

Table 3.4 summarises the comparison of the above rates when applied to the three sites assessed within this report.

Table 3.4: Car Parking Rate Comparison

Site Location	Total Floor Area (sq.m)	No. Fuel Points	Peak Demand (spaces)	Spaces per 100sq.m Total Floor Area
OTR Fullarton	276	6	9	3.3
OTR Surrey Downs	310	6	10	3.2
OTR Thorngate	363	8	6	1.7

Table 3.4 shows how the Thorngate sites peak parking demand differs significantly from the other 2 sites when relating simply to Total Floor Area.

3.4 Summary

Peak parking was recorded at each site as follows:

- o **OTR Fullarton** peak parking demand 9 spaces of 12 at 8:15am
- o **OTR Surrey Downs** peak parking demand 10 spaces of 15 at 7:00pm
- o **OTR Thorngate** peak parking demand 6 spaces of 10 at 12:00pm

Peak parking was calculated at each site as the following parking rates:

- o OTR Fullarton
 - o 3.3 spaces per 100sq.m Total Floor Area
- o OTR Surrey Downs
 - o 3.2 spaces per 100sq.m Total Floor Area
- o OTR Thorngate
 - o 1.7 spaces per 100sq.m Total Floor Area

Given the available sample, it is recommended to use apply peak parking rates of:

3.3 spaces per 100sq.m Total Floor Area for sites without drive-thru, and

2.5 spaces per 100sq.m Total Floor Area for sites with drive-thru.

4. Traffic Generation

These sections set out the observed traffic generation relating to the operation of petrol pumps and facilities, excluding drive through. Drive-thru is considered in Section 4.3 for the one site that had drive-thru facilities.

4.1 Traffic Generation

Table 4.1 sets out the recorded traffic generation for each site. This includes daily volumes (24 hour), the AM and PM road network peak hours (approximately 8:00am to 9:00am and 5:00pm to 6:00pm respectively) as well as the site AM and PM site peak periods where they differ from the network peaks.

Table 4.1: Surveyed Traffic Generation

Site Location	Daily	Road Network AM Peak Hour	Road Network PM Peak Hour	AM Site Peak Hour		PM Site Peak Hour	
				Time	Trips	Time	Trips
OTR Fullarton	2260	230	165			2:30-3:30pm	179
OTR Surrey Downs	1953	144	166				
OTR Thorngate	1550	56	80	11am-12pm	107	2:30-3:30pm	141

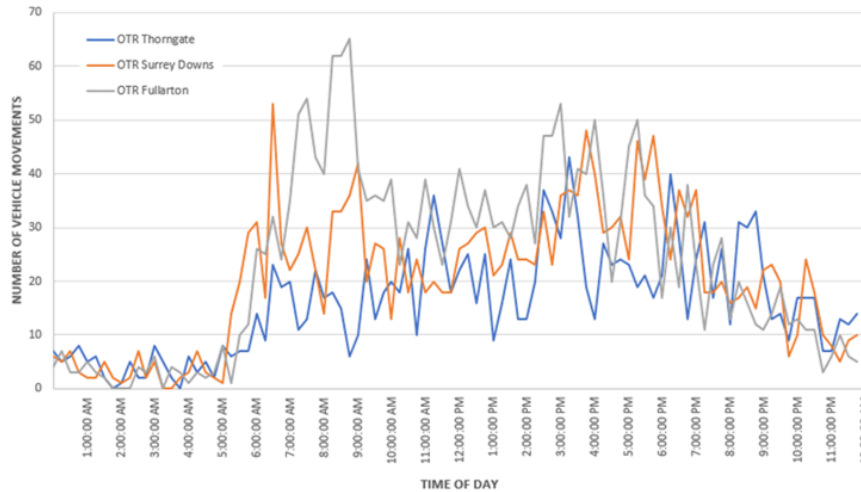
Based on the above survey results the following is noted;

- o daily traffic generation ranges from 1,550 vehicles per day to 2,260 vehicles per day for the sites surveyed;
- o the AM road network peak ranges from 56 to 230 vehicles per hour;
- o This correlates to a maximum PM peak hour generation of 0.83 trips per square metre of total floor area;
- o the PM road network peak ranges from 80 to 165 vehicles per hour;
- o this correlates to a maximum PM peak hour generation of 0.6 trips per square metre of total floor area;
- o Thorngate had a peak in the AM between 11:00am and 12:00pm;
- o Fullarton and Thorngate both had a peak in the PM with up to 179 vehicles per hour between 2:30pm to 3:30pm.

4.2 Temporal Traffic Profile

Figure 4.1 shows the temporal traffic profile across the 24-hour period surveyed, in 15 minute intervals for the three sites surveyed.

Figure 4.1: Temporal Traffic Profile



The above shows that while the overall trend is similar across all three sites, the Fullarton site has a clear peak between 8am and 9am, which corresponds to the commuter peak period. The Surrey Downs site has a peak during the network peak, but also has a substantial peak at 6:30am.

4.2.1 Traffic Generation Rate Comparison

The Traffic Management Report (2014) referred to the RTA Guide for traffic generation rates for service stations (petrol stations) as follows;

$$\text{Evening peak hour vehicle trips} = 0.04 A(S) + 0.3 A(F)$$

$$\text{Or Evening peak hour vehicle trips} = 0.66 A(F)$$

Where $A(S)$ = area of site (m^2) and $A(F)$ = Total Floor Area of convenience store (m^2).

Hence, a typical OTR store has been previously calculated to generate in the order of 260 trips in the evening peak hour based on the RTA Guide.

Analysis of the highest PM Network Peak (165 trips) for OTR Fullarton suggests a similar relationship to the RTA Guide based on Total Floor Area ($A(F)$ below) of 276 sq.m:

$$\text{OTR evening peak hour vehicle trips} = 0.6 A(F)$$

Based on the analysis across three sites, it was established that a similar relationship to the RTA Guide exists with the sites ranging from 0.22 to 0.6 times the Total Floor Area. All three sites were recorded as lower than the RTA Guide calculations.

4.3 Drive-Thru Traffic Generation

The below drive-thru traffic analysis has been undertaken based on surveys conducted by AusTraffic at the OTR Thorngate site's Oporto drive-thru, as well as data provided by OTR for the number of customers served through the drive through window on an hourly basis for the 12 June 2017. GTA notes these consider number of vehicles utilising the drive-thru, which corresponds to two trips per vehicle (one entry and one exit movement per vehicle).

4.3.1 Oporto

Table 4.2 summarises the traffic generation of Oporto drive-thru sites based on the surveyed Thorngate site and three other sites provided by OTR.

Table 4.2: Oporto Drive-Thru Traffic Generation

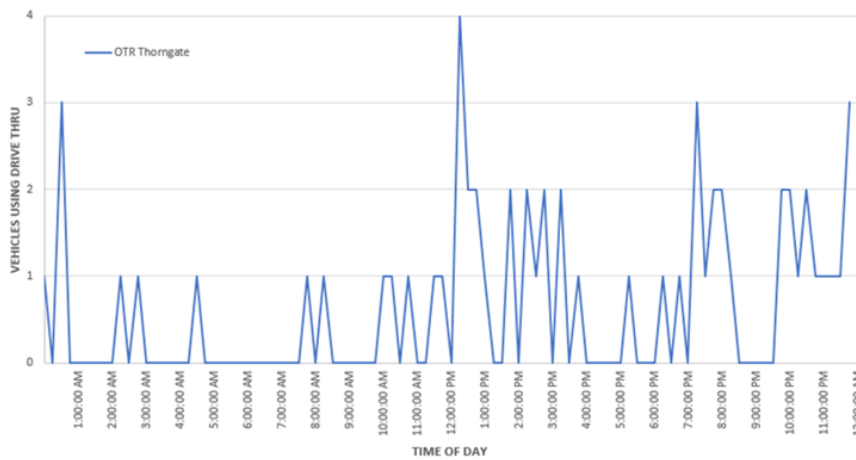
Site Location	Daily Volume	Network Peak Volume		Site Peak Volume	
		8:00am to 9:00am	5:00pm to 6:00pm	Time	Peak Volume
Thorngate	118	1	1	12:15pm-1:15pm	9
Glenside	123	1	10	4:00pm-5:00pm	13
Mawson Lakes	125	0	10	6:00pm-7:00pm	12
Pulteney Street	134	0	7	12:00pm-1:00pm	14
MAXIMUM	134	1	10		14
AVERAGE	125	1	7		12

Based on the above the use of Oporto drive-thru's are very low, particularly in the network peak periods. Of the sites two peaked during the lunchtime period, and the other two around the evening period but just outside of the typical network peak.

Temporal Use

Figure 4.2 shows the temporal traffic profile across the 24-hour period surveyed for the Thorngate Oporto drive-thru, in 15-minute intervals.

Figure 4.2: Drive-Thru Temporal Demand – Every 15mins



4.3.2 Hungry Jacks

Table 4.3 summarises the traffic generation of Hungry Jacks drive-thru sites based on information provided by OTR.

Table 4.3: Hungry Jacks Drive-Thru Traffic Generation

Site Location	Daily Volume	Network Peak Volume		Site Peak Volume	
		8:00am to 9:00am	5:00pm to 6:00pm	Time	Peak Volume
Nuriootpa	373	8	33	12:00pm-1:00pm	53
Aldinga	450	5	46	5:00pm-6:00pm	46
Dry Creek	215	7	14	12:00pm-1:00pm	25
Glen Osmond	360	14	29	12:00pm-1:00pm	33
Murray Bridge Adelaide Road	314	9	28	12:00pm-1:00pm & 1:00pm-2:00pm	38
Renmark	176	3	14	1:00pm-2:00pm	18
MAXIMUM	450	14	46		53
AVERAGE	315	8	27		36

The above shows that the traffic generation for a Hungry Jacks is significantly more than that of an Oporto, in the order of 3 times the traffic generation. The above also indicates that Hungry Jacks drive-thru's typically peak during the lunchtime period (somewhere between 12:00pm and 2:00pm), although typically still have a reasonable spike in usage during the PM peak.

4.3.3 Subway

Table 4.4 summarises the traffic generation of Subway drive-thru sites, based on information provided by OTR.

Table 4.4: Subway Drive-Thru Traffic Generation

Site Location	Daily Volume	Network Peak Volume		Site Peak Volume	
		8:00am to 9:00am	5:00pm to 6:00pm	Time	Peak Volume
South Plympton	336	7	16	12:00pm-1:00pm	30

Given information for only one Subway drive-thru site was provided the conclusions that can be drawn are limited. The above data suggests that while the daily volume is relatively high (compared to Oporto and Hungry Jacks) the peak periods have lower volumes.

4.3.4 Conclusion

The traffic generation of the drive-thru is much less than suggested by the RTA Guide (typically in the order of 180 trips (90 vehicles) per hour in the PM peak), and as used in current assessments.

The above analysis suggests Oporto drive-thru's have up to 135 vehicles use them per day, and up to 14 vehicles per hour in the site peak hour (10 in the PM peak). For the Hungry Jacks sites, higher volumes were indicated but these still fall well short of the RTA Guide (180vph). Daily Hungry Jacks volumes were recorded up to 450 vehicles per day, with up to 53 in the site peak hour recorded (46 in the PM peak). These volumes are well below the RTA Guide (and current assessment rate) of 180 trips in the PM peak hour.

Based on the above it is recommended that 60 vehicles entering and exiting per hour (corresponding to 120 trips per hour) be used to test the drive-thru facilities in the overall traffic generation of the site. For some uses this may be particularly conservative and is thus an appropriate sensitivity analysis.

4.4 Summary

The traffic surveys indicate that the traffic generation recommended in the Traffic Management Report 2014 are still applicable (based on the RTA Guide) from the sample of sites surveyed for the PM network peak hour. Hence, the calculation of **0.6 trips x (Total Floor Area sq.m)** should be applied for testing the traffic impacts of OTR sites for the PM road network peak hour. During the AM road network peak hour, a calculation of **0.83 trips x (Total Floor Area sq.m)** should be applied.

The recorded traffic generation of drive-thru's is much less than calculated using the RTA Guide rates, and as used in current assessments. Typical development applications for OTR sites with fast food outlets are assessed based on in the order of 180 trips in the evening peak. This is significantly higher than observed use. Hence it is recommended that a sensitivity analysis of **120 vehicles per hour (two-way trips) based on 60 vehicles entering and exiting could be used to test drive-thru facilities.**

Further data should be collected to provide a metropolitan sample suitable for more detailed analysis with regards to traffic generation.

5. Queuing Characteristics

5.1 Introduction

At the same time as the traffic and parking surveys the queues at each bowser were recorded for all three sites. GTA notes that the Fullarton and Surrey Downs sites have their fuel pumps arranged in a "starter gate" arrangement, while the Thorngate site fuel pumps are in a "domino" arrangement.

Figure 5.1 and Figure 5.2 show the two arrangements of fuel pumps.

Figure 5.1: "Starter gate" fuel pump arrangement

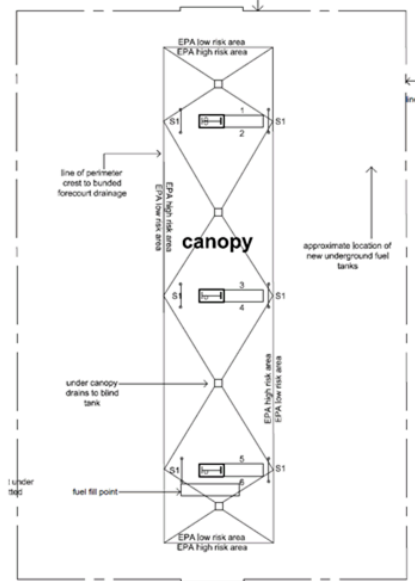
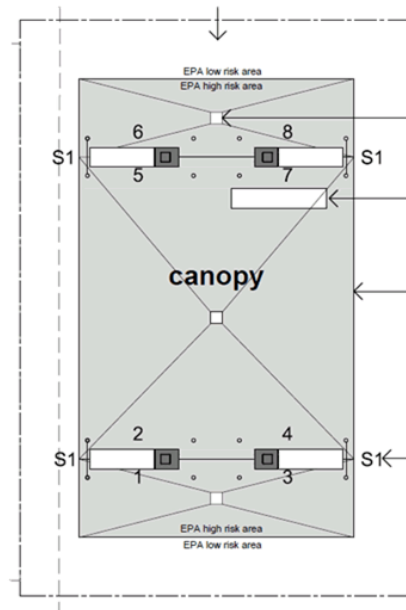


Figure 5.2: "Domino" fuel pump arrangement



5.2 OTR Fullarton

OTR Fullarton's fuel pumps are set out in a starter gate arrangement. Table 5.1 sets out the peak queues observed at each fuel bowser at the Fullarton site and the number of times the peak queue occurred across the 24-hour survey period.

Table 5.1: OTR Fullarton Queuing

Fuel Pump	Peak Queue at Bowser (not including vehicle using fuel pump)	Number of times this length queue occurred
Bowser 1	1	16
Bowser 2	1	5
Bowser 3	1	15
Bowser 4	1	3
Bowser 5	2	1
Bowser 6	1	4

Queue capacity would be technically counted as 1, although would be possible depending on bowser and direction for a second car to queue without blocking access to other bowsers.

The occurrence of queuing was relatively infrequent. Not every bowser had someone waiting to access it at the same time as all the other bowsers had a queue. GTA notes that some queuing would have occurred even when there were free bowsers, given the preference of drivers to have the fuel pump on the same side of the vehicle as the vehicle fill point.

During the AM Network Peak of the 122 inbound vehicles into the site, 19 queued for a pump, meaning 16% of vehicles queued. During the PM Network Peak of the 80 inbound vehicles into the site, 2 queued for a pump, meaning 2.5% of vehicles queued. The queues were not observed reaching the roadway at any point during the 24-hour period surveyed.

5.3 OTR Surrey Downs

OTR Surrey Downs' fuel pumps are set out in a starter gate arrangement. Table 5.2 sets out the peak queues observed at each fuel bowser at the Surrey Downs site and the number of times the peak queue occurred across the 24-hour survey period.

Table 5.2: OTR Surrey Downs Queuing

Fuel Pump	Peak Queue at Bowser (not including vehicle using fuel pump)	Number of times this length queue occurred
Bowser 1	0	-
Bowser 2	2	1
Bowser 3	0	-
Bowser 4	2	1
Bowser 5	0	-
Bowser 6	1	1
Bowser 7	0	-
Bowser 8	0	-
Bowser 9	0	-
Bowser 10	1	6
Bowser 11	0	-
Bowser 12	0	-

Queue capacity would be technically counted as 1, although would be possible depending on bowser and direction for a second car to queue without blocking access to other bowsers.

The occurrence of queuing was infrequent and minor. At this site, many of the bowzers did not have a queue at any point across the day. GTA notes that some queuing would have occurred even when there were free bowzers, given the preference of drivers to have the fuel pump on the same side of the vehicle as the vehicle fill point.

During the AM Network Peak of the 50 inbound vehicles into the site, 0 queued for a pump, meaning 0% of vehicles queued. During the PM Network Peak of the 78 inbound vehicles into the site, 5 queued for a pump, meaning 6.4% of vehicles queued. The queues were not observed reaching the roadway at any point during the 24-hour period surveyed, which was expected given the very low amount of queuing observed.

5.4 OTR Thorngate

OTR Thorngate's fuel pumps are set out in a domino arrangement. Table 5.3 sets out the peak queues observed at each fuel bowser at the Thorngate site and the number of times the peak queue occurred across the 24-hour survey period

Table 5.3: OTR Thorngate Queuing

Fuel Pump	Peak Queue at Bowser (not including vehicle using fuel pump)	Number of times this length queue occurred
Bowser 1	1	1
Bowser 2	2	3
Bowser 3	2	2
Bowser 4	2	1
Bowser 5	0	-
Bowser 6	0	-
Bowser 7	0	-
Bowser 8	1	1

Queue capacity would be technically counted as 1, although would be possible depending on bowser and direction for a second car to queue without blocking access to other bowzers. Queueing into the crossover would be plausible depending on direction of access and how vehicles park in queue, generally though 2 car queues should not spill into crossover/onto adjacent road network.

The occurrence of queuing was infrequent. At this site, several of the bowzers did not have a queue at any point across the day. GTA notes that some queuing would have occurred even when there were free bowzers, given the preference of drivers to have the fuel pump on the same side of the vehicle as the vehicle fill point.

During the AM Network Peak of the 29 inbound vehicles into the site, 0 queued for a pump, meaning 0% of vehicles queued. During the PM Network Peak of the 46 inbound vehicles into the site, 9 queued for a pump, meaning 20% of vehicles queued. The queue was not observed reaching the roadway at any point during the 24-hour period surveyed.

5.5 Drive-Thru Queuing

Peak queues of 3 vehicles queuing in the Thorngate Oporto drive-thru occurred in the following 15 minute blocks:

- o 12:15pm-12:30pm
- o 7:15pm-7:30pm
- o 12:15am-12:45am

A queue length of 3 vehicles is considered minor and was not observed impacting the function of the rest of the site or the road network.

5.6 Summary

In the AM peak period between 0% and 16% of vehicles queued to use a fuel pump. In the PM peak period between 2.5% and 20% of vehicles queued to use a fuel pump.

At all three sites the peak queue was two vehicles waiting for a fuel pump. At the Fullarton site this peak queue occurred once, at Surrey Downs twice and 6 times at Thorngate. As such there was very minimal queuing observed, and at no point was the queue observed impacting upon the surrounding road network.

Based on the above analysis and discussion, a peak bowser queue of **one vehicle should be assessed in the design of OTR sites with a "starter gate" arrangement** of fuel points. A peak bowser queue of **two vehicles should be assessed in the design of OTR sites with a "domino" arrangement** of fuel points.

6. Conclusions

6

The following conclusions are made from the analysis contained in this report:

6.1 Parking

- i Peak parking was observed at each site as follows:
 - o **OTR Fullarton** peak parking demand 9 spaces of 12 at 8:15am
 - o **OTR Surrey Downs** peak parking demand 10 spaces of 15 at 7:00pm
 - o **OTR Thorngate** peak parking demand 6 spaces of 10 at 12:00pm
- ii Peak parking was calculated at each site as the following parking rates:
 - o **OTR Fullarton:** 3.3 spaces per 100sq.m Total Floor Area
 - o **OTR Surrey Downs:** 3.2 spaces per 100sq.m Total Floor Area
 - o **OTR Thorngate:** 1.7 spaces per 100sq.m Total Floor Area

Given the available sample, it is recommended to use apply peak parking rates of:

3.3 spaces per 100sq.m Total Floor Area for sites without drive-thru, and

2.5 spaces per 100sq.m Total Floor Area for sites with drive-thru.

6.2 Traffic

- i Daily Traffic generation was observed as follows for each site;
 - o OTR Fullarton: 2260 trips
 - o OTR Surrey Downs: 1953 trips
 - o OTR Thorngate: 1550 trips
- ii AM network peak hour traffic generation was observed as follows for each site;
 - o OTR Fullarton: 230 trips
 - o OTR Surrey Downs: 144 trips
 - o OTR Thorngate: 56 trips
- iii PM network peak hour traffic generation was observed as follows for each site;
 - o OTR Fullarton: 165 trips
 - o OTR Surrey Downs: 166 trips
 - o OTR Thorngate: 80 trips
- iv The OTR Thorngate site has an AM peak outside of the Network peak;
 - o 11:00am-12:00pm 107 trips
- v The OTR Fullarton and OTR Thorngate sites have a PM peak outside of the Network peak;
 - o OTR Fullarton 2:30-3:30pm 179 trips
 - o OTR Thorngate 2:30-3:30pm 141 trips

The traffic surveys indicate that the traffic generation recommended in the Traffic Management Report 2014 are still applicable (based on the RTA Guide) from the sample of sites surveyed for the network PM peak hour.

Hence, the calculation of **0.6 trips x (Total Floor Area in sq.m)** should be applied for testing the traffic impacts of OTR sites during the PM road network peak hour. During the AM road network peak hour, a calculation of **0.83 trips x (Total Floor Area sq.m)** should be applied.

6.3 Drive-Thru

It is recommended that **120 vehicles per hour (two-way trips from 60 vehicles) be applied to the drive-thru** component of an OTR site for a sensitivity analysis, based on assessment of a variety of Oporto, Hungry Jacks and one Subway drive-thru at various OTR sites that revealed the actual generation is significantly lower than assessed in typical traffic impact statements.

6.4 Bowser Queueing

- i OTR Fullarton
 - o "Starter gate" arrangement of fuel points
 - o 16% and 2.5% of vehicles queued in the AM and PM peak respectively
 - o Peak queue of 2 vehicles waiting occurred once
- ii OTR Surrey Downs
 - o "Starter gate" arrangement of fuel points
 - o 0% and 6.4% of vehicles queued in the AM and PM peak respectively
 - o Peak queue of 2 vehicles waiting occurred twice
- iii OTR Thorngate
 - o "Domino" arrangement of fuel points
 - o 0% and 20% of vehicles queued in the AM and PM peak respectively
 - o Peak queue of 2 vehicles waiting occurred 6 times

Therefore, site designs should allow sufficient space for at least to **1 vehicles to queue at each pump aisle where the fuel pumps are in a "starter gate" arrangement**, and at least to **2 vehicles to queue at each pump aisle where the fuel pumps are in a "domino" arrangement**.

<p>Melbourne A Level 25, 55 Collins Street PO Box 24055 MELBOURNE VIC 3000 P +613 9851 9600 E melbourne@gta.com.au</p>	<p>Brisbane A Ground Floor, 283 Elizabeth Street BRISBANE QLD 4000 GPO Box 115 BRISBANE QLD 4001 P +617 3113 5000 E brisbane@gta.com.au</p>	<p>Adelaide A Suite 4, Level 1, 136 The Parade PO Box 3421 NORWOOD SA 5067 P +618 8334 3600 E adelaide@gta.com.au</p>	<p>Townsville A Level 1, 25 Sturt Street PO Box 1064 TOWNSVILLE QLD 4810 P +617 4722 2765 E townsville@gta.com.au</p>
<p>Sydney A Level 6, 15 Help Street CHATSWOOD NSW 2067 PO Box 5254 WEST CHATSWOOD NSW 1515 P +612 8448 1800 E sydney@gta.com.au</p>	<p>Canberra A Tower A, Level 5, 7 London Circuit Canberra ACT 2600 P +612 6243 4826 E canberra@gta.com.au</p>	<p>Gold Coast A Level 9, Corporate Centre 2 Box 37, 1 Corporate Court BUNDALL QLD 4217 P +617 5510 4800 F +617 5510 4814 E goldcoast@gta.com.au</p>	<p>Perth A Level 2, 5 Mill Street PERTH WA 6000 PO Box 7025, Cloisters Square PERTH WA 6850 P +618 6169 1000 E perth@gta.com.au</p>

www.gta.com.au



SITE TRAFFIC COMPLIANCE STATEMENT

Proposed OTR Integrated Service Station

Site: OTR Salisbury	GTA Reference: S140680	Date Issued: 29/11/2018
----------------------------	-------------------------------	--------------------------------

Site Layout

Location	105 Park Terrace, Salisbury
Description of Subject Site	<ul style="list-style-type: none"> 3,345 sq.m total site area. 499 sq.m total floor area. 8 fuelling points in Starter Gate layout Air and water facilities Manual Car Wash and vacuum facilities Quick Service Restaurant with drive thru facilities
Relevant Documents (attached)	<ul style="list-style-type: none"> ADS Drawing 14/JN1188sk01a, dated 16/10/17 GTA Sketch S140680-AT01 to S14080-AT04, dated 20/11/18

Technical Layout Review

This review should be read in conjunction with the GTA 'Generic Parking and Traffic Updated Traffic Management Report', Issue 3, dated 29/11/2017.

Parking Provision	Applicable Rates	Required Spaces	Provided Spaces	Complies
Proposed layout provides adequate parking in accordance with the 'Generic Parking and Traffic Updated Traffic Management Report', Issue 3, dated 29/11/2017?	2.5/100sq.m (with drive-thru facilities)	12	36	✓
	3.3/100sq.m (without drive-thru facilities)	N.A	N.A	N.A

Additional Comments:

Parking Layout	Parking Space	Typical Dimensions	Complies
Proposed car parking layout conforms with Australian Standard/New Zealand Standard for Off Street Car parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009)?	Parking	Seven spaces at 2.6m wide, 4.8m long (with 600mm overhang), set within a minimum 5.8m wide aisle. Remaining spaces at 2.6m wide, 4.8m long (with 600mm overhang), set within a minimum 6.6m wide aisle.	✓
	Disability Parking and Shared Space	2.4m wide, 4.8m long (with 600mm overhang), set within a minimum 6.6m wide aisle.	✓

Additional Comments:

VIC | NSW | QLD | SA | WA
 Level 5, 75 Hindmarsh Square
 ADELAIDE SA 5000
 PO Box 119
 RUNDLE MALL SA 5000
 t// +618 8334 3600
 www.gta.com.au

Access Points	Comments			Complies
The proposed access arrangements comply with Figure 3.1 in AS/NZS2890.1:2004?	Existing access points to be closed.			✓
	New all turning movements access provided approximately 35m from the roundabout on Cross Keys Road (at south-eastern extent of the site).			
	New left in, left out access provided approximately 38m from the roundabout on Park Terrace (at north-western extent of the site).			
Additional Comments:				
Queuing	Fuelling Layout	Required Queue Space	Provided Queue Space	Complies
Proposed fuelling layout provides sufficient queue spaces as per the 'Generic Parking and Traffic Updated Traffic Management Report', Issue 3, dated 29/11/2017?	Starter Gate	1	1	✓
	Domino	2	N.A	N.A
Additional Comments:	The fuel bowsers are positioned approximately parallel to Park Terrace, with a minimum of 7.8 metres from closest bowser to the nearest parking space. The site layout allows for vehicles to access the site without being impacted queuing vehicles.			
Turn Paths	Vehicle	Design Vehicle	Complies	
Design vehicles able to traverse through the proposed layout? Swept paths of the heavy vehicles are enclosed at the end of the checklist	Fuel Delivery	10.2m Rigid Vehicle	N.A	
		16.4m Semi Trailer	✓	
		26.0m B Double	N.A	
	Waste Collection	10.0m Refuse Vehicle	✓	
		8.8m MRV	N.A	
	Deliveries	12.5m HRV	N.A	
		8.8m MRV	✓	
	Drive Thru	B99 Light Vehicle	✓	
	Car Wash	B99 Light Vehicle	N.A	
Additional Comments:				

Traffic Generation What is the expected traffic generation of the proposed development?	Traffic Generator	Applicable Rate (per hr)	Traffic Generation (trips per hr)
	Control Building/Browsers	0.6 trips × 499 sq.m (Total Floor Area)	299
	Drive-Thru	120 trips	120
	Subtracting Existing OTR Generation	0.6 trips × 186 sq.m (Total Floor Area)	-101
	Total PM Peak Period		318

Additional Comments: Given the access arrangements and location on the corner of Park Terrace and Cross Keys Road, it is anticipated that most traffic will be from passing trade.

It is noted that an existing OTR operates on the subject site, with a control building of approximately 186 sq.m (based on aerial imagery). Given the existing operation of an OTR on the existing site, there will be no significant change in traffic volumes at the site (that is much of the traffic is already using the site). Hence, a nett increase of 318 vehicle trips per hour is anticipated across Park Terrace and Cross Keys Road.

The proposed drive-thru traffic generation rate outlined above is based on rates for a Hungry Jacks drive-thru (a Tier 1 fast food outlet) associated with an OTR site. It is anticipated that the proposed drive-thru will be a Tier 2 facility and will therefore generate a lower volume of traffic than indicated above. The trip rate GTA has adopted for the drive-thru therefore represents a worst-case scenario.

Traffic Impact What is the expected traffic impact that the traffic generated by the proposed development will have on the surrounding road network?	Traffic Impact
	<p>Petrol stations are typically located to capture passing trade based on a convenient location and access arrangement.</p> <p>Due to the location of the proposed development on the corner of Park Terrace and Cross Keys Road, it is expected that a high proportion of the traffic generated by the subject site will be passing trade already present on the local network.</p> <p>Given the expected high proportion of passing trade, and the existing land uses on the subject site, the proposed development is not anticipated to have an adverse impact on the safety or operation of the adjacent road network.</p>

Additional Comments:

DPTI Comments and Response

No formal comments received



TRAFFIC COMPLIANCE STATEMENT CERTIFICATION

It is hereby certified that the proposed development described in this document and shown on the attached drawings is in accordance with the "On the Run" Service Stations Generic Parking and Traffic – Updated Traffic Management Report (updated July 2017) with regards to the parking and traffic operation specified.

The proposed development has been designed with consideration of Austroads Guidelines and Australian Standards, and Traffic Code applicable to the design of traffic management and parking in South Australia.

GTA verifies that the detailed design will be able to meet the requirements of the relevant guidelines, standards and code.

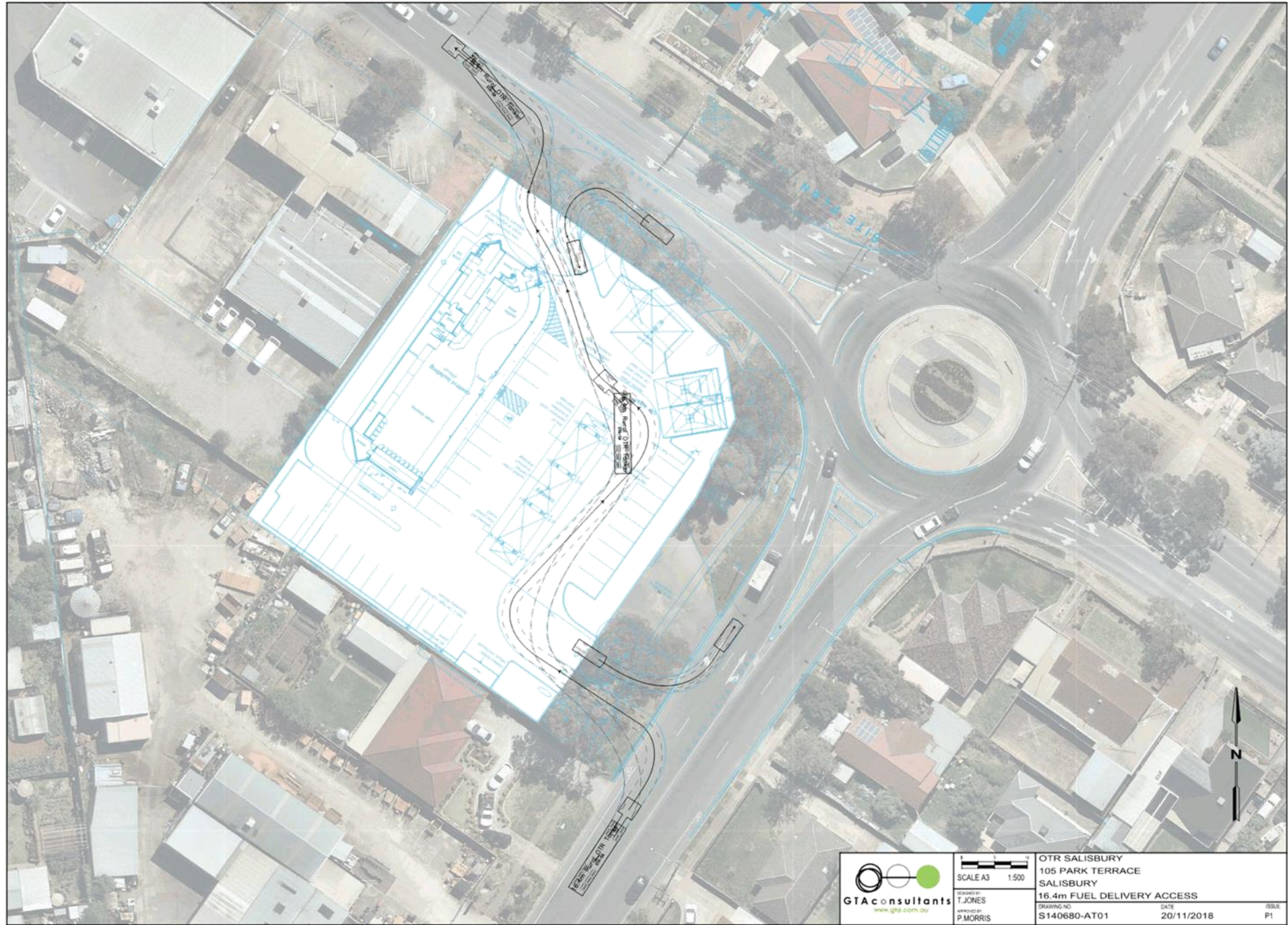
GTA CONSULTANTS

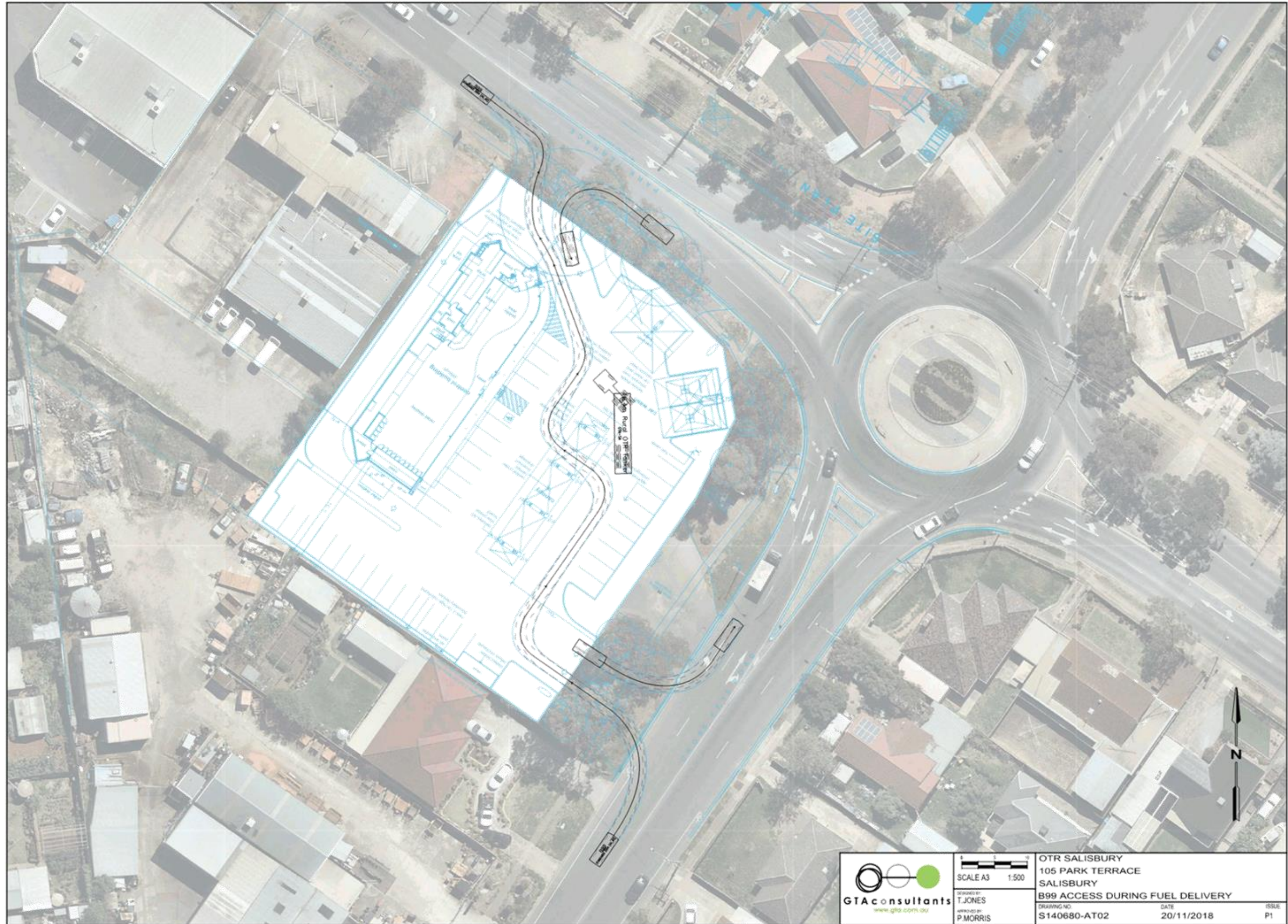


Paul Morris
Director
M.TransTraff, MAITPM



Site Traffic Compliance Statement: OTR Salisbury
ID: 181129tcs-S140680-OTR Salisbury TCS FINAL .docx

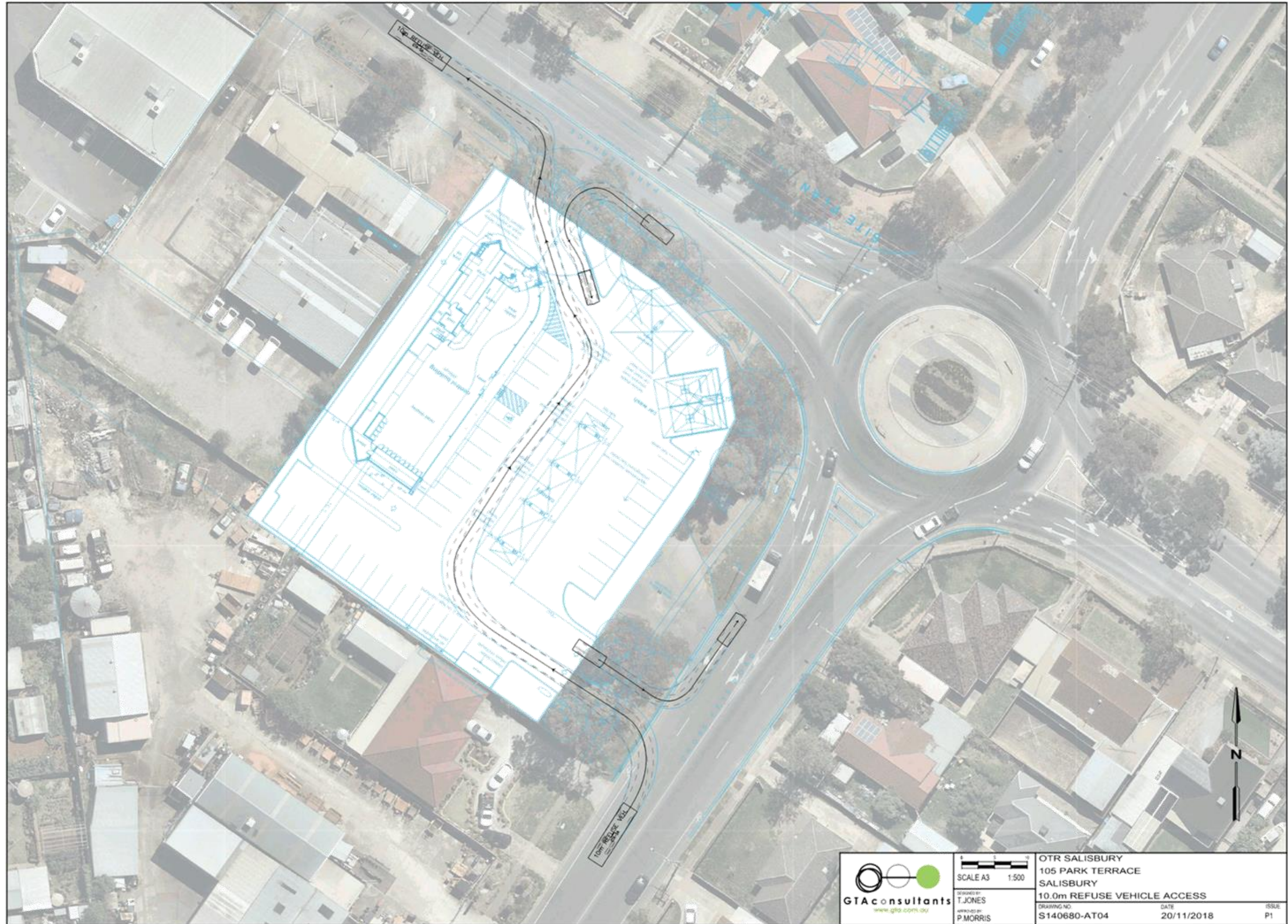


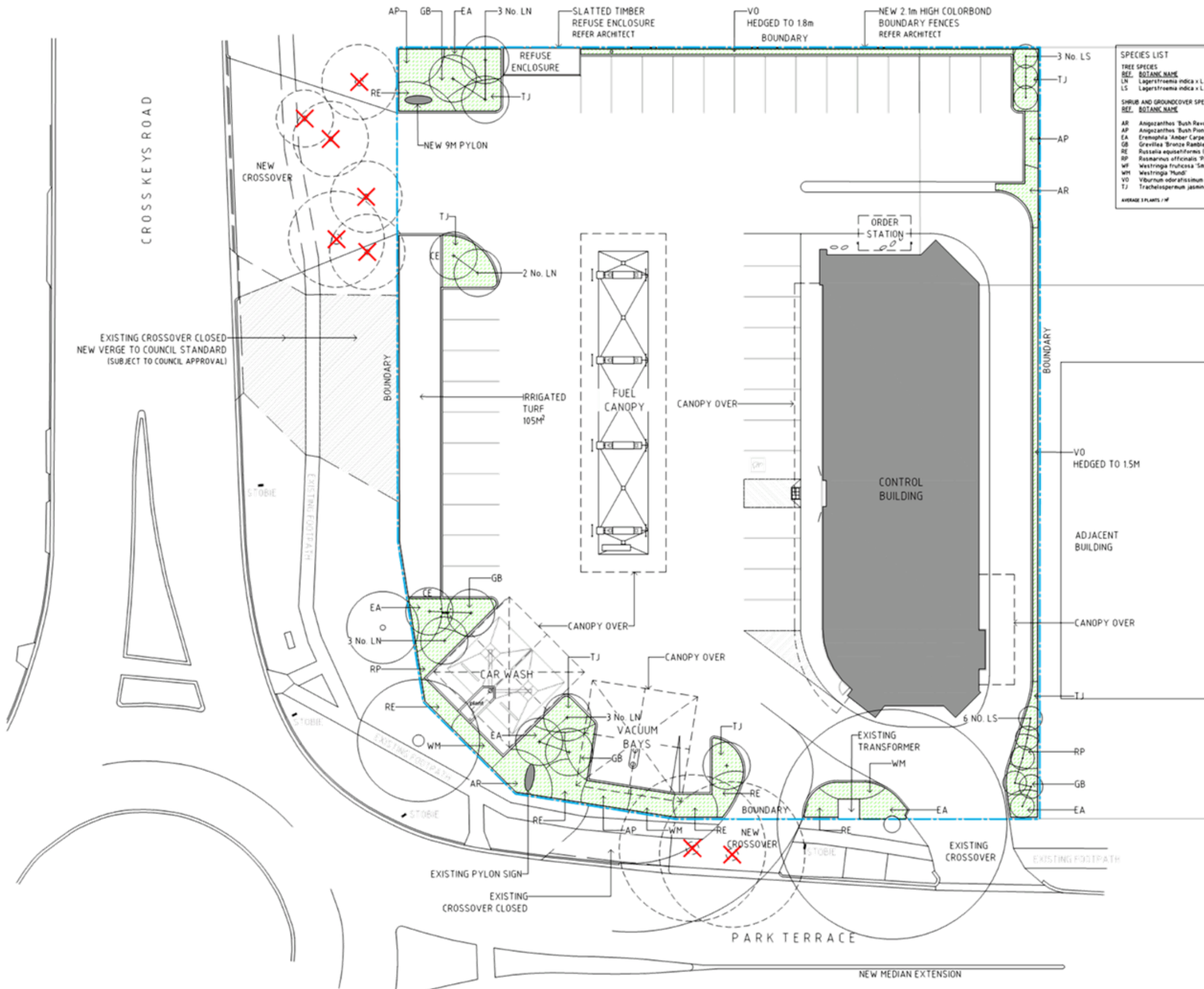


Item 5.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation



Item 5.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation





SPECIES LIST

TREE SPECIES

REF.	BOTANIC NAME
LN	Lagerstroemia indica x L. fauriei 'Natchez'
LS	Lagerstroemia indica x L. fauriei 'Sioux'

SHRUB AND GROUND COVER SPECIES

REF.	BOTANIC NAME
AR	Anagallis 'Bush Revolution'
AP	Anagallis 'Bush Pioneer'
EA	Eremophila 'Amber Carpet'
GB	Grevillea 'Bronze Rambler'
RE	Ruscus aquatilis (Dwarf)
RP	Ruscus officinalis 'Prostratus'
WF	Westringia fruticosa 'Smokey'
WH	Westringia 'Hundi'
VO	Viburnum odoratissimum
TJ	Trachelospermum jasminoides

AVERAGE 3 PLANTS / M²

SCALE
1:500 (A4, 1:1000 (A3))

- LEGEND**
- NEW TREE
 - IRRIGATED TURF
 - PLANTING
 - CONCRETE EDGE
 - PROPERTY BOUNDARY
 - EXISTING TREE
 - EXISTING TREE FOR REMOVAL

NOTES

EXISTING SERVICES
THE CONTRACTOR MUST LOCATE AND MARK ALL UNDERGROUND SERVICES BEFORE COMMENCING WORK ON SITE.

TREE PLANTING
PREPARE TREE HOLES TO A MINIMUM SIZE OF THE DEPTH OF THE ROOTBALL x 30% WIDE AND BREAK THE SUBGRADE TO A MINIMUM DEPTH OF 200MM BELOW. TAKE PARTICULAR CARE TO BREAK UP ANY GLAZING TO SIDES OF TREE HOLE. FINISH THE ROOTBALL LEVEL WITH THE FINAL SURROUNDING SOIL LEVEL AND BACKFILL THE PLANTING HOLE WITH SITE TOPSOIL BLENDED WITH 20% HT COMPASS ORGANIC MIX. PROVIDE A 100MM DIAMETER MULCHED WATERING BOWL TO THE BASE OF THE TREE. STAKE TREES WITH 2 No. 2500X50X50 HARDWOOD STAKES AND TIE WITH 50mm HESSIAN TIES SECURELY STAPLED TO THE STAKES. ENSURE STAKES AND TIES REMAIN CLEAR OF BRANCHES, FOLIAGE AND ROOTBALL.

PLANTING BEDS
CULTIVATE EXISTING GROUND TO A MINIMUM DEPTH OF 300MM AND PLACE 300mm IMPORTED HT COMPASS ORGANIC MIX. PLACE PLANTS IN THE CENTRE OF THE PLANTING HOLE AND FINISH THE TOP OF THE ROOT BALL LEVEL WITH THE FINISHED SURFACE OF THE SURROUNDING SOIL. APPLY TERRACOTTE FERTILISER TO MANUFACTURERS RATES AT TIME OF PLANTING AND AFTER PLANTING PLACE A 100mm MINIMUM DEPTH OF PEAT'S COTTAGE MULCH. THOROUGHLY WATER PLANTS BEFORE AND IMMEDIATELY AFTER PLANTING, AND AS REQUIRED TO MAINTAIN HEALTH AND VIGOUR. AVERAGE 3 PLANTS/M².

GRASSING - TURF
CULTIVATE ALL AREAS TO BE GRASSED TO A MINIMUM DEPTH OF 300MM. PLACE A MINIMUM DEPTH OF 100MM OF IMPORTED HT COMPASS ORGANIC MIX. MOW THOROUGHLY BY ROTARY MOWER. APPLY 100MM SUPERSTAR OR EQUIVALENT LAWN FERTILISER ON THE FINISHED SOIL. TURF-BED AT THE RATE RECOMMENDED BY THE MANUFACTURER. PLACE KIKUYU TURF IN A STRETCHER PATTERN WITH STAGGERED JOINTS. FILLING ANY GAPS. WATER IN TURF THOROUGHLY AND ROLL ONCE SUFFICIENTLY DRAINED. APPLY LAWN FERTILISER AT THE COMPLETION OF THE FIRST AND LAST MOWINGS, AND AT OTHER TIMES AS REQUIRED TO MAINTAIN HEALTHY GRASS COVER.

IRRIGATION
PROVIDE AN AUTOMATIC IRRIGATION SYSTEM TO ALL PLANTING BEDS, TREES AND LAWN AREAS COMPRISING POP-UP SPRINKLERS IN LAWNS AND IN-LINE DRIP IRRIGATION IN PLANTING BEDS AND TREES.
DRIP IRRIGATION SPECIFIED AS NETAFIM TECHLINE IN POLY TUBE 16LPH @ 8.5M SPACINGS OR SIMILAR APPROVED. FOR ALL TREE PLANTING INSTALL AT BASE OF TREE AND 4LPH PC DRIP EMITTERS ON 100MM POLY LOOP 100 IN-LINE EQUIVALENT.
ALL POLY TUBING TO BE LAID ON SURFACE AND COVERED WITH MULCH. ALL POLYETHYLENE PRESSURE PIPES MUST CONFORM TO AS/NZS 4108. PROVIDE PRESSURE APPLICATIONS AND BE INSTALLED TO AS2033. PROVIDE BACKFLOW PREVENTION. AUTOMATIC CONTROLLER AND OTHER DEVICES AS REQUIRED. ALL BACKFLOW PREVENTION DEVICES MUST BE INSTALLED BY A LICENSED PLUMBING CONTRACTOR AND MUST COMPLY WITH AS/NZS3501.1. THE PLUMBING CODE OF AUSTRALIA AND OFFICE OF THE TECHNICAL REGULATOR (OTR) REQUIREMENTS. WATER SUPPLY TO AS/NZS 3500.1.

oxygen
URBAN DESIGN
LANDSCAPE ARCHITECTURE
PLANNING
11-41/11 25/24 ROAD
DESIGN@OXYGEN.NET.AU

CLIENT
PEREGRINE CORPORATION

ARCHITECTS
ADS ARCHITECTS

PROJECT
SALISBURY OTR

drawing title
LANDSCAPE PLAN

15.04.2015

ISSUE
DRAFT

ISSUE	DATE	ISSUE	DWN	CHK	APP
A	04.11.14	DRAFT	WB	JBU	-
B	23.11.14	DRAFT	ZC	JBU	JH
C	28.02.15	DRAFT	ZC	WB	JH



Arboricultural Impact Assessment and Development Impact Report

Site: 105-109 Park Terrace, Salisbury

Date: Friday, 3 May 2019
ATS5313-105-109ParTceDIR



Contents

Executive Summary	1
Brief	2
Documents and Information Provided	2
Site Location	2
Discussion	4
Photos	6
Recommendation	7
Glossary	9
References	9
Appendix A Tree Assessment Methodology	
Appendix B Tree Assessment Findings	
Appendix C Mapping	
Appendix D Tree Findings Summary Table	
Appendix E Tree Protection Zone Guidelines	

Report Reference Number: ATS5313-105-109ParTceDIR

Report prepared for
Andrew Caspar
PC Infrastructure Pty Ltd.

Author
Peter Oates, Consulting Arborist,
Arborman Tree Solutions Pty Ltd



Executive Summary

Arborman Tree Solutions has assessed the potential impacts to eleven trees (Trees 1-11) from the proposed redevelopment and supporting infrastructure. The assessment has determined the impacts to the trees and recommended mitigation strategies in accordance with Australian Standard AS4970-2009 *Protection of trees on development sites* (AS4970-2009) and/or Australian Standard AS4373-2007 *Pruning of amenity trees* (AS4373-2007) where appropriate.

The encroachments within the Tree Protection Zone (TPZ) of Trees 1, 4 and 5 have been calculated as 'Minor' encroachments, (See Appendix C, Mapping). Additional root investigations are not warranted in this instance and have not been recommended. However, within AS4970-2009 there are clauses that indicate these trees will not be impacted by the redevelopment as listed under 3.3.4 TPZ encroachment considerations. Additionally, Tree 1 requires Selective Pruning (Photo 1) to accommodate the proposal. This is unlikely to impact the tree's overall condition and should be undertaken in accordance with AS4373-2007 by suitably qualified Arborists.

The remaining eight trees (Trees 2-3 and 6-11) are in direct conflict with the proposal. Design change and tree-friendly methodologies have been considered; however, these trees are still unable to be retained whilst achieving the proposal.

As Trees 1-11 are all assets of the City of Salisbury, approval from this council is required prior to any tree damaging activities occurring. The trees to be retained and protected, (Trees 1, 4 and 5), during this development are unlikely to be negatively impacted if the recommendations within this document and the guidelines of AS4970-2009 are closely adhered to.

Brief

This assessment will determine the potential impacts the proposal may have on the eleven trees adjacent to the site and to recommend impact mitigation strategies in accordance with Australian Standard AS4970-2009 *Protection of trees on development sites* (AS4970-2009) for the trees to be retained. The proposed development includes the demolition of the existing service station and the construction of a new service station complex and associated infrastructure.

In accordance with section 2.2 of AS4970-2009 the following information is provided:

- Assessment of the general condition and structure of the subject trees.
- Identification of the legislative status of the trees on site as defined in the *Development Act 1993*.
- Identify and define the Tree Protection Zone for each tree.
- Identify potential impacts the redevelopment may have on tree health and/or stability.
- Recommend impact mitigation strategies in accordance with AS4970-2009 for the trees to be retained.
- Provide information in relation to the management of trees.

Documents and Information Provided

The following information was provided for the preparation of this assessment

- Design Drawings – Revision 2 #118sk01b

Site Location

Figure 1: Survey site location - 105-109 Park Terrace, Salisbury





Methodology

The proposed design was reviewed in association with the information supplied in the Design Drawings and CAD files as supplied by PC Infrastructure.

The potential impact of the proposed works on tree condition is considered in accordance with the guidelines in AS4970-2009 *Protection of trees on development sites* (AS4970-2009). When determining potential impacts of an encroachment in to a Tree Protection Zone (TPZ), the following should be considered as outlined in section 3.3.4 of AS4970-2009 section 3.3.4;

- a) Location of roots and root development.
- b) The potential loss of root mass from the encroachment.
- c) Tree species and tolerance to root disturbance.
- d) Age, vigour and size of the tree.
- e) Lean and stability of the tree.
- f) Soil characteristics and volume, topography and drainage.
- g) The presence of existing or past structures or obstacles affecting root growth.
- h) Design factors.

Impacts are classified into the following categories: -

- No Impact - no encroachment into the TPZ has been identified.
- Low <10% - the identified encroachment is less than 10% of the TPZ area.
- Low >10% - the identified encroachment is greater than 10% of the TPZ area however there are factors that indicate the proposed development will not negatively impact tree viability.
- High >10% - the identified encroachment is greater than 10% of the TPZ area but does not impact the Structural Root Zone (SRZ) or the trunk.
- Substantial - the identified encroachment is greater than 20% of the TPZ area but does not impact the SRZ or the trunk.
- Conflicted - the identified encroachment impacts the SRZ and/or the trunk.

Trees with calculated encroachments greater than 10% and with an Impact identified as 'Low' have features or considerations identified in clauses in AS4970-2009 3.3.4 which indicate these trees should be sustainable.

Trees with calculated encroachments greater than 10% and with an Impact identified as 'High' do not have any features or considerations identified in clauses in AS4970-2009 3.3.4 and therefore non-destructive excavation and/or tree sensitive construction is required to minimise potential impacts.

Trees with an Impact identified as 'Substantial' have calculated encroachments greater than 20% and therefore alternative design solutions, additional root investigations and/or tree sensitive construction measures are required, in some instances tree removal may be required to accommodate the development.

Trees with an Impact identified as 'Conflicted' directly impact upon the SRZ or the trunk of the tree, additional root investigations or tree sensitive construction measures are not available, and the only option is alternative designs or tree removal.

Regulatory Status, Tree Protection Zones and Development Impacts are shown in Appendix B.



Discussion

Arborman Tree Solutions was engaged by PC Infrastructure to undertake an Arboricultural Impact Assessment on eleven trees (Trees 1-11) located adjacent and within 105-109 Park Terrace, Salisbury. The purpose of the Arboricultural Impact Assessment and Development Impact Report is to identify potential impacts the proposed redevelopment will have on the trees. This assessment provides recommendations in accordance with Australian Standard AS4970-2009 *Protection of trees on development sites* (AS4970-2009). The proposed redevelopment includes the demolition of the existing service station and the construction of a new service station complex and associated infrastructure.

The tree population presented both native and indigenous eucalypt species such as *Eucalyptus camaldulensis*, *sideroxylon*, *intertexta* and *leucoxyton*. *E. camaldulensis* is widespread throughout the majority of Australia and is considered one of the hardiest species of eucalypt. It is well suited to the growing conditions within South Australia and along with, *E. leucoxyton* is indigenous to the area. *E. sideroxylon* and *E. intertexta*, whilst being native, are not indigenous to the area and are not as well suited to the hot dry climate of the Adelaide Plains. Tree 1 was identified as a Significant Tree, whilst Trees 2, 4 and 6 were identified as Regulated Trees; the remainder were classed as unregulated, as defined within the *Development Act 1993*. Additionally, the entire tree population are deemed assets of the City of Salisbury. Development Approval must be granted before any work is undertaken to these trees. Further information on individual findings can be seen within Appendix B Tree Assessment Findings.

Trees 2-3 and 6-11 have been recommended for removal as they are in direct conflict with the design and to accommodate two new crossovers. Substantial design change has been undertaken to minimise potential impacts to the tree condition, therefore, further design change is not warranted, and the trees are restricting development of the site. Comments from DPTI regarding the closure of the existing crossover adjacent to Cross Keys Road have further contributed to the option to remove and replace these trees.

Consideration has also been given to the environmental benefit, character, and amenity the trees provide. As the majority are semi-mature species, their removal can be undertaken with minimal impacts to the surrounding biodiversity of the site. No hollows were identified within any of the crowns and although these trees are reasonably consistent with the character of the area, they do not provide an important contribution to either the amenity or the character of the area. It is recommended that replacement trees be planted to compensate for the loss of these trees. Specimens selected should be suitable for their location and in keeping with the character of the area.

Within AS4970-2009 relevant information is provided to assist with redeveloping within proximity to trees. Any tree that requires protection should be retained whilst remaining viable during and post development. Further guidance on how to suitably manage any proposed or encountered encroachments is identified in AS4970-2009. When assessing potential impacts, a Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) are the principle means of protecting a tree and are provided in accordance with AS4970-2009 section 1.4.5 and 3.2. This standard has been applied to ensure Trees 1, 4 and 5 remain viable and the redevelopment is achievable.

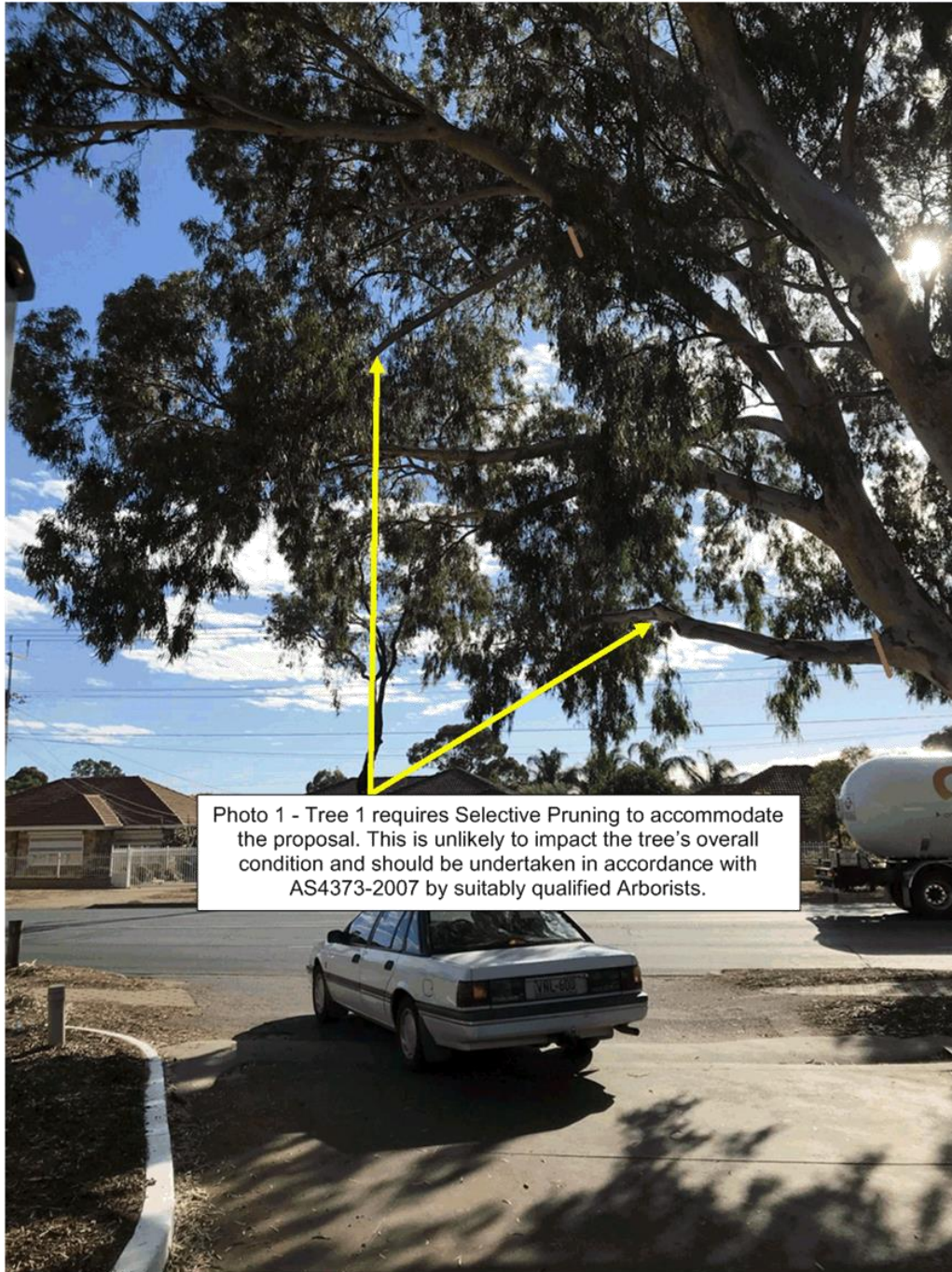
The encroachment for Trees 1, 4 and 5 has been calculated less than 10% of the total TPZ area and does not impact upon the trees' Structural Root Zone, this type of encroachment is recognised as 'Minor' under AS4970-2009 (See Appendix C, Mapping). Additional root investigations are not warranted in this instance and have not been recommended. However, within AS4970-2009 there are clauses that indicate these trees will not be impacted by the redevelopment as listed under 3.3.4 TPZ encroachment considerations. These considerations include;

- 3.3.4 (c), 'Tree species and tolerance to root disturbance'.
The species (*Eucalyptus camaldulensis*) has a good tolerance to root disturbance as its dimorphic root system has evolved to be able to exploit water at great depths. A dimorphic root system is an adaptation of evolutionary and environmental conditioning which essentially consists of two rooting systems, a lateral rooting system and a deep rooting system. The tree's TPZ is therefore able to tolerate considerable encroachment. This clause applies to Tree 1.

- 3.3.4 (d), '*Age, vigour and size of the tree*'.
The tree's overall good condition and viability indicate that it can tolerate the proposed level of encroachment without noticeable impacts. Healthy and vigorous trees can manage pruning, demolition of existing structures, soil compaction and other root zone encroachments as they have adapted to their environment and conditions through appropriate physiological responses. Furthermore, healthy trees are able to adapt to the new site conditions once the redevelopment phase has been completed. This clause applies to Tree 1.
- 3.3.4 (g), '*The presence of existing or past structures or obstacles affecting root growth*'.
The existing sealed surfaces, (there is a vast expanse of concrete, footpaths and two adjacent carriageways), have been in situ or used for more than 40 years and were in place before the subject trees achieved maturity or were planted. This would therefore restrict root development in this area due to the poor growing environment created by compaction. The removal and installation of the service station complex is therefore unlikely to impact upon any roots or impact the trees' long-term viability within the local environment. However, it is recommended that extra precautions are taken when removing the hardstand within the TPZ of Trees 1, 4 and 5. This may require the supervision of the Project Arborist and the use of light machinery and/or hand tools.
- 3.3.4 (h), '*Design factors*'.
Low impact methodologies and materials have been recommended to ensure Trees 1, 4 and 5 are not impacted in any way by the proposal. Substantial design change has been undertaken to ensure Trees 1, 4 and 5 are not impacted by the proposal. Permeable Paving has also been recommended to be installed at the existing grade, (within the TPZ of Tree 1 for the additional crossover), this will allow for water and oxygen filtration to penetrate the soil and allow nutrient, water and gaseous exchange to occur. Additionally, mulch and irrigation have been recommended to be implemented within the landscaping plan for the garden beds. Tree 1 requires Selective Pruning (Photo 1) to accommodate the proposal. This is unlikely to impact the tree's overall condition and should be undertaken in accordance with AS4373-2007 *Pruning of amenity trees* by suitably qualified Arborists.

This document has been provided to ensure the balance between development and Arboricultural management has been addressed and considered. If the recommendations within this document and the guidelines of AS4970-2009 are closely adhered to, Trees 1, 4 and 5 are not expected to be compromised by this development.

Photos



Recommendation

The following recommendations are presented based on the Arboricultural Impact Assessment and have been provided to appropriately manage the eleven identified trees:

Trees 2, 3, 6, 7, 8, 9, 10 and 11

- Should be removed to accommodate the proposal. This should be carried out by qualified Arborist prior to the commencement of the development works. A Development Application is to be submitted to the City of Salisbury and written approval is required.

Trees 1, 4 and 5

Pre- Development

- Appoint a Project Arborist to be consulted on all matters relating to the care and maintenance of the trees and each Tree Protection Zone (TPZ).
- Tree 1 requires Selective Pruning (Photo 1) to accommodate the proposal. This is unlikely to impact the tree's overall condition and should be undertaken in accordance with AS4373-2007 by suitably qualified Arborists.
- A Tree Protection Plan (TPP) is required to provide guidance and clarification of the demolition and construction phase within the trees' TPZ.
- Erect a protective fence to protect as much of the TPZs' as practical of each tree to be retained to prevent unauthorised entry, ensure the area is clearly signed TREE PROTECTION ZONE - NO ACCESS. The fence must be constructed with sturdy temporary fencing, 1.8 metres high. An example of this is shown in Appendix E Tree Protection Zone Guidelines. This sign and fence can be removed once the development has concluded. The fences are to be installed prior to the removal of any of the hardstand and concrete surfaces.
- The demolition of the existing hardstand within the TPZ of Trees 1, 4 and 5 are to be managed with care to ensure any roots that may have grown around the concrete edges are managed and protected appropriately. All material is to be extracted with caution utilising light machinery and/or hand tools. No material is to be left within the TPZ.

Development

- No storage of material, equipment or temporary building is permitted within the cordoned off TPZ's.
- Nothing is to be attached to the trees, including temporary service wires, nails, screws, signs or any other fixing device.
- The cordoned off area of each TPZ should have mulch installed and additional water applied during the development phase. This is to reduce any potential shock or decline to the trees that may occur due to the minor changes in their environment.
- Permeable Paving at the existing grade has been recommended within the new crossover location within the TPZ of Tree 1.

TPZ Compliance

- Certificates of compliance should be attained from the Project Arborist at specified development intervals (see Appendix E Tree Protection Zone Guidelines).

Post Construction

The Project Arborist should inspect the trees once the development has concluded. This is to verify the trees' condition has not declined and to identify any potential remediation, if required, for the trees.



Thank you for the opportunity to provide this report. Should you have any questions or require further information, please contact me and I will be happy to be of assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read "P. Oates".

PETER OATES
Consulting Arboriculturist
Australian Arborist Tier 1 License AL2959
Arboriculture Australia - Registered Consulting Arborist
Diploma of Arboriculture
International Society of Arboriculture (ISA) – Tree Risk Assessment
Quantified Tree Risk Assessment (QTRA) Licensee – 5774
VALID Tree Risk Assessment (VALID) – 2018





Glossary

Size:	approximate height and width of tree in metres.
Age:	identification of the maturity of the subject tree.
Useful Life Expectancy:	expected number of the years that the subject specimen will remain alive and sound in its current location and/or continues to achieve the relevant Principles of Development Control.
Health:	visual assessment of tree health.
Structure:	visual assessment of tree structure.
Circumference:	trunk circumference measured at one metre above ground level. This measurement is used to determine the status of the tree in relation to the <i>Development Act 1993</i> .
Diameter at Breast Height (DBH):	trunk diameter measured at 1.4 metres above ground level used to determine the Tree Protection Zone as described in Australian Standard AS4970-2009 <i>Protection of trees on development sites</i> .
Diameter at Root Buttress (DRB):	trunk diameter measured just above the root buttress as described in Australian Standard AS4970-2009 <i>Protection of trees on development sites</i> and is used to determine the Structural Root Zone.
Tree Damaging Activity	Tree damaging activity includes those activities described within the <i>Development Act 1993</i> such as removal, killing, lopping, ringbarking or topping or any other substantial damage such as mechanical or chemical damage, filling or cutting of soil within the TPZ. Can also include forms of pruning above and below the ground.
Tree Protection Zone:	area of root zone that should be protected to prevent substantial damage to the tree's health.
Structural Root Zone:	calculated area within the tree's root zone that is considered essential to maintain tree stability.
Project Arborist	A person with the responsibility for carrying out a tree assessment, report preparation, consultation with designers, specifying tree protection measures, monitoring and certification. The Project Arborist must be competent in arboriculture, having acquired through training, minimum Australian Qualification Framework (AQTF) Level 5, Diploma of Horticulture (Arboriculture) and/or equivalent experience, the knowledge and skills enabling that person to perform the tasks required by this standard.

References

Australian Standard AS4970–2009 *Protection of trees on development sites*: Standards Australia.

Matheny N. Clark J. 1998: *Trees and Development a Technical Guide to Preservation of Trees During Land Development*. International Society of Arboriculture, Champaign, Illinois, USA.



Appendix A - Tree Assessment Methodology



Tree Assessment Form (TAF©)

Record	Description
Tree	A perennial woody plant with a mature height of greater than 5 metres and life expectancy of more than 10 years.
Genus and Species	Trees are identified using normal field plant taxonomy techniques. Due to hybridisation and plant conditions available on the day of observation it may not always be possible to identify the tree to species level; where species cannot be ascertained <i>sp.</i> is used.
Height	Tree height is observed and recorded in the following ranges; <5m, 5-10m, 10-15m and >20m.
Spread	Crown width (projection) diameter is recorded by the following fields <5m, 5-10m, 10-15m, 15-20m, >20m.
Tree Health	Tree health was assessed using the Arborman Tree Solutions - Tree Health Assessment Method that is based on international best practice.
Tree Structure	Tree structure was assessed using Arborman Tree Solutions - Tree Structure Assessment Method that is based on international best practice.
Tree Risk Assessment	Trees were assessed using the International Society of Arboriculture Level 1 Tree Assessment method. The person conducting the assessment has acquired the International Society of Arboriculture Tree Risk Assessment Qualification (TRAQ).
Legislative Status	Legislation status was identified through the interpretation of the <i>Development Act 1993</i> , and the <i>Natural Resource Management Act 2004</i> as well as other relevant legislation, therefore determining regulatory status of the subject tree.
Mitigation	Measures to reduce tree risk may be recommended in the form of pruning and this listed in the Tree Assessment Findings (Appendix C). Tree pruning is recommended in accordance with AS4373-2007 <i>Pruning amenity trees</i> where practicable. Where measures to mitigate risk is not possible and the risk is unacceptable, then tree removal or further investigation is recommended.

Useful Life Expectancy (ULE)

ULE Rating	Definition
Surpassed	The tree has surpassed its Useful Life Expectancy.
<10 years	The tree displays either or both Poor Health and/or Structure and is considered to have a short Useful Life Expectancy of less than ten years.
>10 years	The tree displays Fair Health or Structure and Good Health and Structure and is considered to have a Useful Life Expectancy of more than ten years.
>20 years	The tree displays Good Health and Structure and is considered to have an extended Useful Life Expectancy of more than twenty years.

Maturity (Age)

Age Class	Definition
Senescent	The tree has surpassed its optimum growing period and is declining and/or reducing in size. May be considered as a veteran in relation to its ongoing management. Tree will have generally reached greater than 80% of its expected life expectancy.
Mature	A tree which has reached full maturity in terms of its predicted life expectancy and size, the tree is still active and experiencing cell division. Tree will have generally reached 20-80% of its expected life expectancy.
Semi Mature	A tree which has established, but has not yet reached maturity. Normally tree establishment practices such as watering will have ceased. Tree will generally not have reached 20% of its expected life expectancy.
Juvenile	A newly planted tree or one which is not yet established in the landscape. Tree establishment practices such as regular watering will still be in place. Tree will generally be a newly planted specimen up to five years old; this may be species dependant.



Tree Health Indication (THI©)

Category	Description
Good	Tree displays high vigour, uniform leaf colour, no or little dieback (<5%), crown density (>85%) and or healthy axillary buds and typical internode length. The tree has little to no pest and/or disease infestation.
Fair	Tree displays low vigour, dull leaf colour, little dieback (<15%), crown density (>70%) and/or reduced axillary buds and internode length. Minor pest and/or disease infestation potentially impacting on tree health.
Poor	Tree displays no vigour, chlorotic or dull leaf colour, moderate to high crown dieback (>15%), low crown density (<70%) and/or few or small axillary buds and shortened internode length. Pest and or disease infestation is evident and/or widespread.
Dead	The tree has died and has no opportunity for recovery.

Tree Structural Assessment (TSA©)

Category	Description
Good	Little to no branch failure observed within the crown, well-formed unions, no included bark, good branch and trunk taper present, root buttressing and root plate are typical.
Fair	History of minor branch failure observed in crown, well-formed unions, no included bark, acceptable branch and trunk taper present, root buttressing and root plate are typical.
Poor	History of significant branch failure observed in crown, poorly formed unions, included bark present, branch and trunk taper absent, root buttressing and root plate are atypical.
Failed	The structure of the tree has or is in the process of collapsing.



Tree Retention Rating (TRR)

The Tree Retention Rating is based on a number of factors that are identified as part of the standard tree assessment criteria including Condition, Size, Environmental, Amenity and Special Values. These factors are combined in a number of matrices to provide a Preliminary Tree Retention Rating and a Tree Retention Rating Modifier which combine to provide a Tree Retention Rating that is measurable, consistent and repeatable

Preliminary Tree Retention Rating

The Preliminary Tree Retention Rating is conducted assessing Tree Health and Structure to give an overall Condition Rating and Height and Spread to give an overall Size Rating. The following matrices identify how these are derived.

Condition Matrix				
Structure	Health			
	Good	Fair	Poor	Dead
Good	C1	C1	C3	C4
Fair	C1	C2	C3	C4
Poor	C3	C3	C4	C4
Failed	C4	C4	C4	C4

Size Matrix					
Spread	Height				
	>20	15-20	10-15	5-10	<5
>20	S1	S1	S1	S2	S3
15-20	S1	S1	S2	S3	S3
10-15	S1	S2	S2	S3	S4
5-10	S2	S3	S3	S4	S5
<5	S3	S3	S4	S5	S5

The results from the Condition and Size Matrices are then placed in the Preliminary Tree Retention Rating Matrix.

Preliminary Tree Retention Rating				
Size	Condition			
	C1	C2	C3	C4
S1	High	High	Low	Low
S2	High	Moderate	Low	Low
S3	Moderate	Moderate	Low	Low
S4	Moderate	Moderate	Low	Low
S5	Low	Low	Low	Low

The Preliminary Tree Retention Rating gives a base rating for all trees regardless of other environmental and/or amenity factors and any Special Value considerations. The Preliminary Tree Retention Rating can only be modified if these factors are considered to be of high or low enough importance to warrant increasing or, in a few cases, lowering the original rating.



Tree Retention Rating Modifier

The Preliminary Tree Retention Rating is then qualified against the recognised Environmental and Amenity benefits that trees present to the community thereby providing a quantitative measure to determine the overall Tree Retention Rating. Data is collected in relation to Environmental and Amenity attributes which are compared through a set of matrices to produce a Tree Retention Rating Modifier.

Environmental Matrix				
Origin	Habitat			
	Active	Inactive	Potential	No Habitat
Indigenous	E1	E1	E2	E3
Native	E1	E2	E3	E3
Exotic	E2	E3	E3	E4
Weed	E3	E3	E4	E4

Amenity Matrix				
Character	Aesthetics			
	High	Moderate	Low	None
Important	P1	P1	P2	P3
Moderate	P1	P2	P3	P3
Low	P2	P3	P3	P4
None	P3	P3	P4	P4

Tree Retention Rating Modifier				
Amenity	Environment			
	E1	E2	E3	E4
P1	High	High	Moderate	Moderate
P2	High	Moderate	Moderate	Moderate
P3	Moderate	Moderate	Moderate	Moderate
P4	Moderate	Moderate	Moderate	Low

Tree Retention Rating

The results of the Preliminary Tree Retention Rating and the Tree Retention Rating Modifier matrices are combined in a final matrix to give the actual Tree Retention Rating.

Tree Retention Rating Matrix			
Tree Retention Rating Modifier	Preliminary Tree Retention Rating		
	High	Moderate	Low
High	Important	High	Moderate
Moderate	High	Moderate	Low
Low	Moderate	Low	Low



Special Value Trees

There are potentially trees that have Special Value for reasons outside of normal Arboricultural assessment protocols and therefore would not have been considered in the assessment to this point; to allow for this a Special Value characteristic that can override the Tree Retention Rating can be selected. Special Value characteristics that could override the Tree Retention Rating would include factors such as the following:

Cultural Values

Memorial Trees, Avenue of Honour Trees, Aboriginal Heritage Trees, Trees planted by Dignitaries and various other potential categories.

Environmental Values

Rare or Endangered species, Remnant Vegetation, Important Habitat for rare or endangered wildlife, substantial habitat value in an important biodiversity area and various other potential categories.

Where a tree achieves one or more Special Value characteristics the Tree Retention Rating will automatically be overridden and assigned the value of Important.

Tree Retention Rating Definitions

- Important** These trees are considered to be important and will in almost all instances be required to be retained within any future development/redevelopment. It is highly unlikely that trees that achieve this rating would be approved for removal or any other tree damaging activity. Protection of these trees should as a minimum be consistent with Australian Standard AS4970-2009 *Protection of trees on development sites* however given the level of importance additional considerations may be required.
- High** These trees are considered to be important and will in most instances be required to be retained within any future development/redevelopment. It is unlikely that trees that achieve this rating would be approved for removal or any other tree damaging activity. Protection of these trees should be consistent with Australian Standard AS4970-2009 *Protection of trees on development sites*.
- Moderate** These trees are considered to be suitable for retention however they achieve less positive attributes than the trees rated as Important or High and as such their removal or other tree damaging activity is more likely to be considered to be acceptable in an otherwise reasonable and expected development. The design process should where possible look to retain trees with a Moderate Retention Rating. Protection of these trees, where they are identified to be retained, should be consistent with Australian Standard AS4970-2009 *Protection of trees on development sites*.
- Low** These trees are not considered to be suitable for retention in any future development/redevelopment; trees in this category do not warrant special works or design modifications to allow for their retention. Trees in this category are likely to be approved for removal and/or other tree damaging activity in an otherwise reasonable and expected development. Protection of these trees, where they are identified to be retained, should be consistent with Australian Standard AS4970-2009 *Protection of trees on development sites*.



Appendix B - Tree Assessment Findings

Eucalyptus camaldulensis

Tree No: 1

River Red Gum

Inspected: 4 March 2019
Height: >15 metres
Spread: >15 metres
Health: Good
Structure: Good
Form: Fair

Trunk Circumference: >3 metres
Useful Life Expectancy: >20 years
Tree Protection Zone: 15.00 metres
Structural Root Zone: 3.92 metres



Legislative Status	Significant
---------------------------	-------------

This tree is identified as a Significant Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than three metres and is not subject to any exemption from regulation.

Retention Rating	Moderate
-------------------------	----------

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

Development Impact	Low
---------------------------	-----

The identified encroachment is less than 10% of the TPZ area and the proposed redevelopment is not expected to have a noticeable impact on the viability of the tree.

Observations

This tree is an asset of the City of Salisbury.

Recommendation	Apply TPZ
-----------------------	-----------

This tree should be protected in accordance with AS4970-2009.



Published 29/04/2019

Development Impact Report - ATS5313-105-109ParTceDIR

Page 1 of 11

1-5-109 Park Terrace, Salisbury

Eucalyptus sideroxylon

Tree No: 2

Mugga or Red Ironbark

Inspected: 4 March 2019
 Height: >10 metres
 Spread: >10 metres
 Health: Good
 Structure: Fair
 Form: Fair

Trunk Circumference: >2 metres
 Useful Life Expectancy: >20 years
 Tree Protection Zone: 7.80 metres
 Structural Root Zone: 2.81 metres



Legislative Status	Regulated
---------------------------	------------------

This tree is identified as a Regulated Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation.

Retention Rating	Low
-------------------------	------------

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Development Impact	Conflicted
---------------------------	-------------------

This tree is in direct conflict with the proposal.

Observations

This tree is an asset of the City of Salisbury.

Recommendation	Remove
-----------------------	---------------

Tree removal is required to support the proposed development.



Published 29/04/2019

Development Impact Report - ATS5313-105-109ParTceDIR

Page 2 of 11

1-5-109 Park Terrace, Salisbury

Eucalyptus sideroxylon

Tree No: 3

Mugga or Red Ironbark

Inspected: 4 March 2019
Height: >10 metres
Spread: >10 metres
Health: Good
Structure: Good
Form: Fair

Trunk Circumference: <2 metres
Useful Life Expectancy: >20 years
Tree Protection Zone: 6.48 metres
Structural Root Zone: 2.63 metres



Legislative Status	Unregulated
---------------------------	--------------------

This tree is not regulated by the Development Act 1993. This tree does not achieve a regulated trunk circumference.

Retention Rating	Low
-------------------------	------------

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Development Impact	Conflicted
---------------------------	-------------------

This tree is in direct conflict with the proposal.

Observations

This tree is an asset of the City of Salisbury.

Recommendation	Remove
-----------------------	---------------

Tree removal is required to support the proposed development.



Published 29/04/2019

Development Impact Report - ATS5313-105-109ParTceDIR

Page 3 of 11

1-5-109 Park Terrace, Salisbury

Eucalyptus sideroxylon

Tree No: 4

Mugga or Red Ironbark

Inspected: 4 March 2019
Height: >5 metres
Spread: >5 metres
Health: Good
Structure: Good
Form: Fair

Trunk Circumference: >2 metres
Useful Life Expectancy: >20 years
Tree Protection Zone: 7.80 metres
Structural Root Zone: 2.93 metres



Legislative Status Regulated

This tree is identified as a Regulated Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation.

Retention Rating Moderate

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

Development Impact Low

The identified encroachment is less than 10% of the TPZ area and the proposed redevelopment is not expected to have a noticeable impact on the viability of the tree.

Observations

This tree is an asset of the City of Salisbury.

Recommendation Apply TPZ

This tree should be protected in accordance with AS4970-2009.



Eucalyptus intertexta

Tree No: 5

Smooth Barked Coolibah

Inspected: 4 March 2019
 Height: >10 metres
 Spread: >5 metres
 Health: Fair
 Structure: Fair
 Form: Fair

Trunk Circumference: <2 metres
 Useful Life Expectancy: >20 years
 Tree Protection Zone: 6.36 metres
 Structural Root Zone: 2.65 metres



Legislative Status Unregulated

This tree is not regulated by the Development Act 1993. This tree does not achieve a regulated trunk circumference.

Retention Rating Moderate

This tree has a Moderate Retention Rating and could be considered for retention in any future development.

Development Impact Low

The identified encroachment is less than 10% of the TPZ area and the proposed redevelopment is not expected to have a noticeable impact on the viability of the tree.

Observations

This tree is an asset of the City of Salisbury.

Recommendation Apply TPZ

This tree should be protected in accordance with AS4970-2009.



Eucalyptus sideroxylon

Tree No: 6

Mugga or Red Ironbark

Inspected: 4 March 2019
Height: >10 metres
Spread: >10 metres
Health: Fair
Structure: Fair
Form: Good

Trunk Circumference: >2 metres
Useful Life Expectancy: >20 years
Tree Protection Zone: 8.16 metres
Structural Root Zone: 2.93 metres



Legislative Status	Regulated
---------------------------	-----------

This tree is identified as a Regulated Tree as defined in the Development Act 1993. This tree has a trunk circumference greater than two metres and is not subject to any exemption from regulation.

Retention Rating	Low
-------------------------	-----

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Development Impact	Conflicted
---------------------------	------------

This tree is in direct conflict with the proposal.

Observations

This tree is an asset of the City of Salisbury.

Recommendation	Remove
-----------------------	--------

Tree removal is required to support the proposed development.



Published 29/04/2019

Development Impact Report - ATS5313-105-109ParTceDIR

Page 6 of 11

1-5-109 Park Terrace, Salisbury

Eucalyptus sideroxylon

Tree No: 7

Mugga or Red Ironbark

Inspected: 4 March 2019
Height: >5 metres
Spread: >5 metres
Health: Fair
Structure: Fair
Form: Poor

Trunk Circumference: <2 metres
Useful Life Expectancy: >20 years
Tree Protection Zone: 4.68 metres
Structural Root Zone: 2.37 metres



Legislative Status	Unregulated
---------------------------	--------------------

This tree is not regulated by the Development Act 1993. This tree does not achieve a regulated trunk circumference.

Retention Rating	Low
-------------------------	------------

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Development Impact	Conflicted
---------------------------	-------------------

This tree is in direct conflict with the proposal.

Observations

This tree is an asset of the City of Salisbury.

Recommendation	Remove
-----------------------	---------------

Tree removal is required to support the proposed development.



Published 29/04/2019

Development Impact Report - ATS5313-105-109ParTceDIR

Page 7 of 11

1-5-109 Park Terrace, Salisbury

Eucalyptus sideroxylon

Tree No: 8

Mugga or Red Ironbark

Inspected: 4 March 2019
 Height: >5 metres
 Spread: <5 metres
 Health: Fair
 Structure: Fair
 Form: Poor

Trunk Circumference: <2 metres
 Useful Life Expectancy: >20 years
 Tree Protection Zone: 3.48 metres
 Structural Root Zone: 2.05 metres



Legislative Status Unregulated

This tree is not regulated by the Development Act 1993. This tree does not achieve a regulated trunk circumference.

Retention Rating Low

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Development Impact Conflicted

This tree is in direct conflict with the proposal.

Observations

This tree is an asset of the City of Salisbury.

Recommendation Remove

Tree removal is required to support the proposed development.



Eucalyptus sideroxylon

Tree No: 9

Mugga or Red Ironbark

Inspected: 4 March 2019
Height: >10 metres
Spread: >5 metres
Health: Good
Structure: Good
Form: Good

Trunk Circumference: <2 metres
Useful Life Expectancy: >20 years
Tree Protection Zone: 5.16 metres
Structural Root Zone: 2.43 metres



Legislative Status Unregulated

This tree is not regulated by the Development Act 1993. This tree does not achieve a regulated trunk circumference.

Retention Rating Low

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Development Impact Conflicted

This tree is in direct conflict with the proposal.

Observations

This tree is an asset of the City of Salisbury.

Recommendation Remove

Tree removal is required to support the proposed development.



Published 29/04/2019

Development Impact Report - ATS5313-105-109ParTceDIR

Page 9 of 11

1-5-109 Park Terrace, Salisbury

Eucalyptus leucoxylon

Tree No: 10

South Australian Blue Gum

Inspected: 4 March 2019
Height: >10 metres
Spread: >5 metres
Health: Good
Structure: Good
Form: Good

Trunk Circumference: <2 metres
Useful Life Expectancy: >20 years
Tree Protection Zone: 4.08 metres
Structural Root Zone: 2.23 metres



Legislative Status **Unregulated**

This tree is not regulated by the Development Act 1993. This tree does not achieve a regulated trunk circumference.

Retention Rating **Low**

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Development Impact **Conflicted**

This tree is in direct conflict with the proposal.

Observations

This tree is an asset of the City of Salisbury.

Recommendation **Remove**

Tree removal is required to support the proposed development.



Eucalyptus intertexta

Tree No: 11

Smooth Barked Coolibah

Inspected: 4 March 2019
Height: >10 metres
Spread: >5 metres
Health: Good
Structure: Good
Form: Good

Trunk Circumference: <2 metres
Useful Life Expectancy: >20 years
Tree Protection Zone: 3.60 metres
Structural Root Zone: 2.08 metres



Legislative Status **Unregulated**

This tree is not regulated by the Development Act 1993. This tree does not achieve a regulated trunk circumference.

Retention Rating **Low**

This tree has a Low Retention Rating and should not form a material constraint to any future development.

Development Impact **Conflicted**

This tree is in direct conflict with the proposal.

Observations

This tree is an asset of the City of Salisbury.

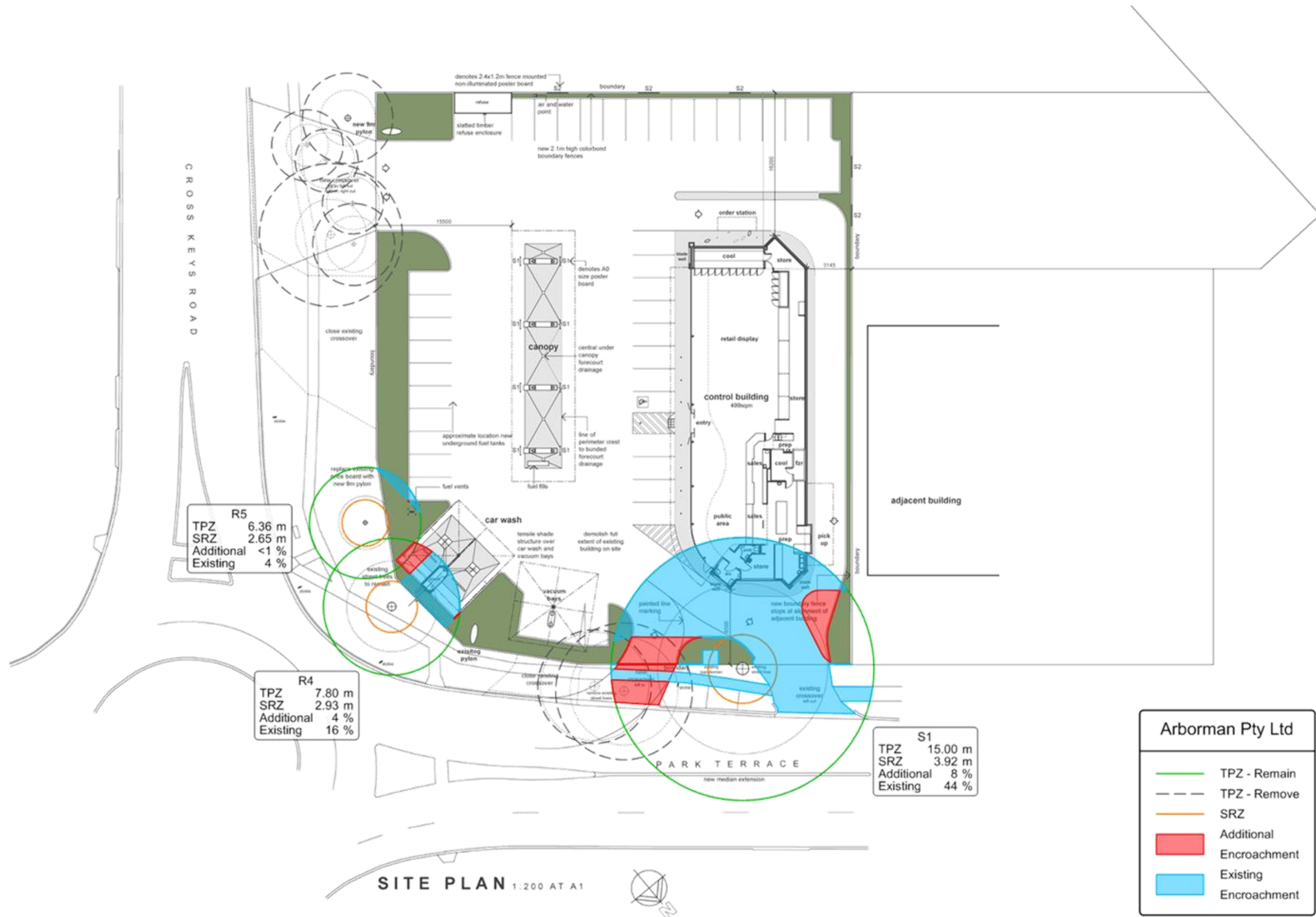
Recommendation **Remove**

Tree removal is required to support the proposed development.





Appendix C - Mapping



BP SALISBURY REFURBISHMENT
105 Park Terrace Salisbury

Date: 20/03/19
14/LN/18864/01b
PLANNING APPLICATION

0 1 2 5 10 15m
Scale 1:200 at A1

ADS Architects
45 GUYA STREET, PERTH WA 6000 T: 9225 2244



Appendix D - Tree Assessment Summary



Tree Assessment Summary

Tree No.	Botanic Name	Legislative Status	Retention Rating	Development Impact	TPZ Radius	Observations	Recommendations
1	<i>Eucalyptus camaldulensis</i>	Significant	Moderate	Low	15.00 metres	This tree is an asset of the City of Salisbury.	This tree should be protected in accordance with AS4970-2009.
2	<i>Eucalyptus sideroxylon</i>	Regulated	Low	Conflicted	7.80 metres	This tree is an asset of the City of Salisbury.	Tree removal is required to support the proposed development.
3	<i>Eucalyptus sideroxylon</i>	Unregulated	Low	Conflicted	6.48 metres	This tree is an asset of the City of Salisbury.	Tree removal is required to support the proposed development.
4	<i>Eucalyptus sideroxylon</i>	Regulated	Moderate	Low	7.80 metres	This tree is an asset of the City of Salisbury.	This tree should be protected in accordance with AS4970-2009.
5	<i>Eucalyptus intertexta</i>	Unregulated	Moderate	Low	6.36 metres	This tree is an asset of the City of Salisbury.	This tree should be protected in accordance with AS4970-2009.
6	<i>Eucalyptus sideroxylon</i>	Regulated	Low	Conflicted	8.16 metres	This tree is an asset of the City of Salisbury.	Tree removal is required to support the proposed development.
7	<i>Eucalyptus sideroxylon</i>	Unregulated	Low	Conflicted	4.68 metres	This tree is an asset of the City of Salisbury.	Tree removal is required to support the proposed development.
8	<i>Eucalyptus sideroxylon</i>	Unregulated	Low	Conflicted	3.48 metres	This tree is an asset of the City of Salisbury.	Tree removal is required to support the proposed development.
9	<i>Eucalyptus sideroxylon</i>	Unregulated	Low	Conflicted	5.16 metres	This tree is an asset of the City of Salisbury.	Tree removal is required to support the proposed development.
10	<i>Eucalyptus leucoxydon</i>	Unregulated	Low	Conflicted	4.08 metres	This tree is an asset of the City of Salisbury.	Tree removal is required to support the proposed development.
11	<i>Eucalyptus intertexta</i>	Unregulated	Low	Conflicted	3.60 metres	This tree is an asset of the City of Salisbury.	Tree removal is required to support the proposed development.



Appendix E - Tree Protection Zone Guidelines

Tree Protection Zone General Specifications and Guidelines

The Tree Protection Zone(s) is identified on the site plan. The TPZ is an area where construction activities are regulated for the purposes of protecting tree viability. The TPZ should be established so that it clearly identifies and precludes development/construction activities including personnel.

If development activities are required within the TPZ then these activities must be reviewed and approved by the Project Arborist. Prior to approval, the Project Arborist must be certain that the tree(s) will remain viable as a result of this activity.

Work Activities Excluded from the Tree Protection Zone:

- a) Machine excavation including trenching;
- b) Excavation for silt fencing;
- c) Cultivation;
- d) Storage;
- e) Preparation of chemicals, including preparation of cement products;
- f) Parking of vehicles and plant;
- g) Refuelling;
- h) Dumping of waste;
- i) Wash down and cleaning of equipment;
- j) Placement of fill;
- k) Lighting of fires;
- l) Soil level changes;
- m) Temporary or permanent installation of utilities and signs, and
- n) Physical damage to the tree.

Protective Fencing

Protective fencing must be installed around the identified Tree Protection Zone (See Figure1). The fencing should be chain wire panels and compliant with AS4687 - 2007 *Temporary fencing and hoardings*. Shade cloth or similar material should be attached around the fence to reduce dust, other particulates and liquids entering the protected area.

Temporary fencing on 28kg bases are recommended for use as this eliminates any excavation requirements to install fencing. Excavation increase the likelihood of root damage therefore should be avoided where possible throughout the project.

Existing perimeter fencing and other structures may be utilised as part of the protective fencing.

Any permanent fencing should be post and rail with the set out determined in consultation with the Project Arborist.

Where the erection of the fence is not practical the Project Arborist is to approve alternative measures.

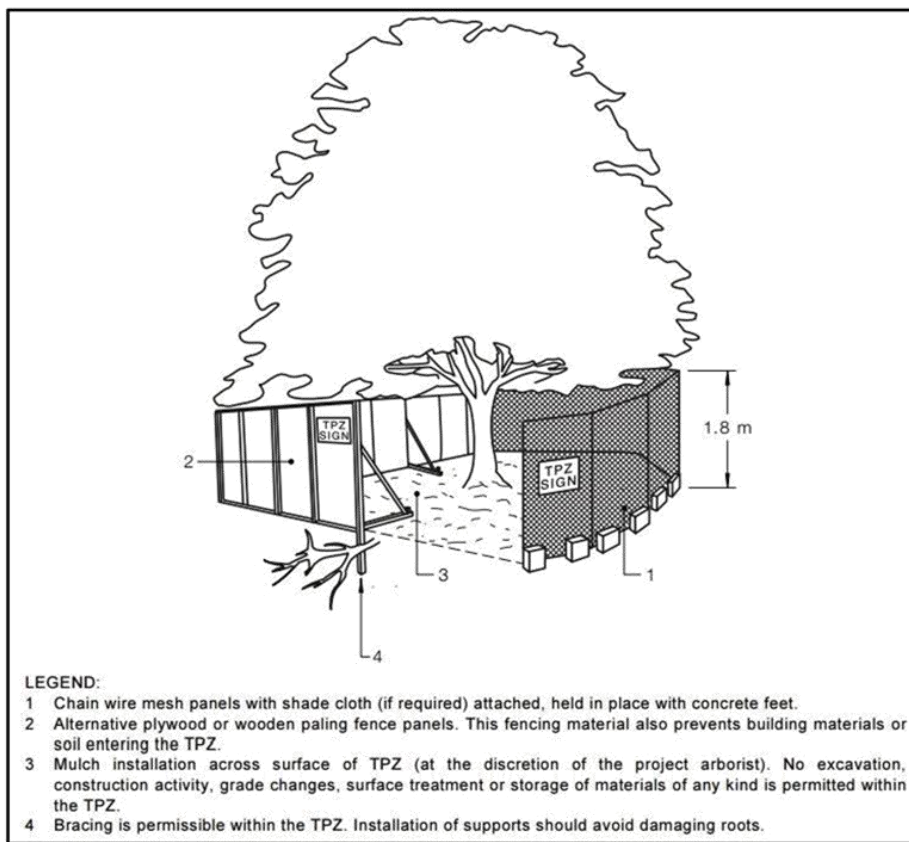


Figure 1 Showing example of protection fencing measures suitable.

Other Protection Measures

General

When a TPZ exclusion area cannot be established due to practical reasons or the area needs to be entered to undertake construction activities then additional tree protection measures may need to be adopted. Protection measures should be compliant with AS4970-2009 and approved by the Project Arborist

Installation of Scaffolding within Tree Protection Area.

Where scaffolding is required within the TPZ branch removal should be minimised. Any branch removal required should be approved by the Project Arborist and performed by a certified Arborist and performed in accordance with AS4373-2007. Approval to prune branches must be documented and maintained.

Ground below scaffold should be protected by boarding (e.g. scaffold board or plywood sheeting) as shown in Figure below. The boarding should be left in place until scaffolding is removed.

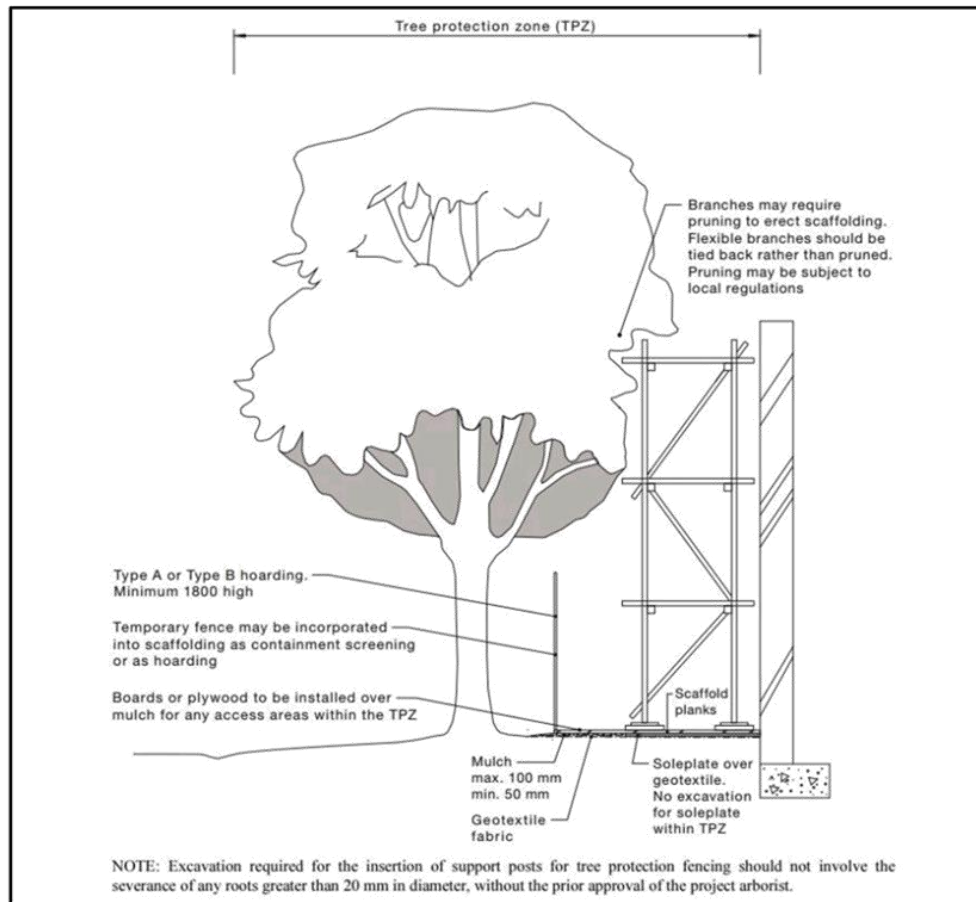


Figure 2 – Showing scaffolding constructed within TPZ.

Ground Protection

Where access is required within the TPZ ground protection measures are required. Ground protection is to be designed to prevent both damage to the roots and soil compaction.

Ground protection methods include the placement of a permeable membrane beneath a layer of non-compactable material such as mulch or a no fines gravel which is in turn covered with rumble boards or steel plates.

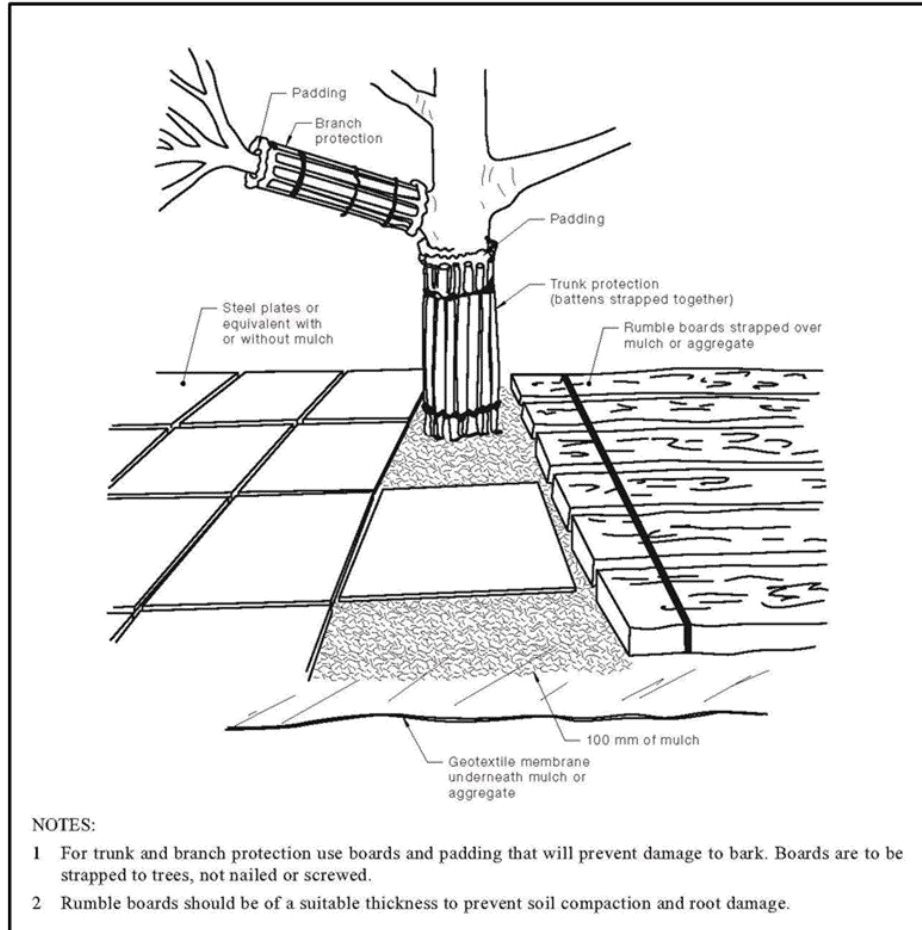


Figure 3 – Ground protection methods.

Document Source:

Diagrams in this document are sourced from AS4970-2009 Protection of trees on development sites. Further information and guidelines are available in within that document.

Paving Construction within a Tree Protection Zone

Paving within any Tree Protection Zone (TPZ) must be carried out above natural ground level unless it can be shown with non-destructive excavation (AirSpade® or similar) that no or insignificant root growth occupies the proposed construction area.

Due to the adverse effect filling over a Tree Protection Zone (TPZ) can have on tree health; alternative mediums other than soil must be used. Available alternative mediums include structural soils or the use of a cellular confinement system such as *Ecocell*®.

Ecocell®

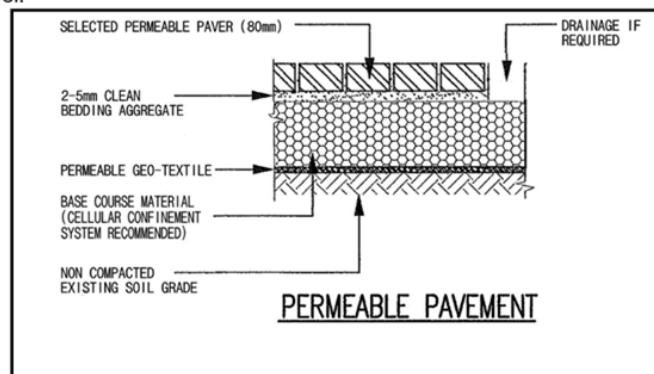
Ecocell® systems are a cellular confinement system that can be filled with large particle sized gravels as a sub-base for paving systems to reduce compaction to the existing grade.

Site preparation

- Clearly outline to all contracting staff entering the site the purpose of the TPZ's and the contractors' responsibilities. No fence is to be moved and no person or machinery is to access the TPZ's without consent from the City of Unley and/or the Project Arborist.
- Fence off the unaffected area of the TPZ with a temporary fence leaving a 1.5 metre gap between the work area and the fence; this will prevent machinery access to the remaining root zone.

Installation of Ecocell® and EcoTrihex Paving®

- Install a non-woven geotextile fabric for drainage and separation from sub base with a minimum of 600mm overlap on all fabric seams as required.
- Add *Ecocell*®, fill compartments with gravel and compact to desired compaction rate.
- If excessive groundwater is expected incorporate an appropriate drainage system within the bedding sand level.
- Add paving sand to required depth and compact to paving manufacturer's specifications.
- Lay *EcoTrihex Paving*® as per manufactures specifications and fill gaps between pavers with no fines gravel.
- Remove all debris, vegetation cover and unacceptable in-situ soils. No excavation or soil level change of the sub base is allowable for the installation of the paving.
- Where the finished soil level is uneven, gullies shall be filled with 20 millimetre coarse gravel to achieve the desired level.



This construction method if implemented correctly can significantly reduce and potentially eliminated the risk of tree decline and/or structural failure and effectively increase the size of the Tree Protection Zone to include the area of the paving.

Certificates of Control

Stage in development	Tree management process	
	Matters for consideration	Actions and certification
Development submission	Identify trees for retention through comprehensive arboricultural impact assessment of proposed construction. Determine tree protection measures Landscape design	Provide arboricultural impact assessment including tree protection plan (drawing) and specification
Development approval	Development controls Conditions of consent	Review consent conditions relating to trees
Pre-construction (Sections 4 and 5)		
Initial site preparation	State based OHS requirements for tree work Approved retention/removal Refer to AS 4373 for the requirements on the pruning of amenity trees Specifications for tree protection measures	Compliance with conditions of consent Tree removal/tree retention/transplanting Tree pruning Certification of tree removal and pruning Establish/delineate TPZ Install protective measures Certification of tree protection measures
Construction (Sections 4 and 5)		
Site establishment	Temporary infrastructure Demolition, bulk earthworks, hydrology	Locate temporary infrastructure to minimize impact on retained trees Maintain protective measures Certification of tree protection measures
Construction work	Liaison with site manager, compliance Deviation from approved plan	Maintain or amend protective measures Supervision and monitoring
Implement hard and soft landscape works	Installation of irrigation services Control of compaction work Installation of pavement and retaining walls	Remove selected protective measures as necessary Remedial tree works Supervision and monitoring
Practical completion	Tree vigour and structure	Remove all remaining tree protection measures Certification of tree protection
Post construction (Section 5)		
Defects liability/maintenance period	Tree vigour and structure	Maintenance and monitoring Final remedial tree works Final certification of tree condition

Document Source:

This table has been sourced from AS4970-2009 Protection of trees on development sites. Further information and guidelines are available in within that document.





12 April 2019

Client Services Officer
Development Applications
Science and Assessment Division
Environment Protection Authority

Mr. Aaron Curtis
Team Leader - Planning
City of Salisbury

BY EMAIL – epa.planning@sa.gov.au

BY EMAIL – acurtis@salisbury.sa.gov.au

Dear Officers

**Development Application 361/1923/2018/3B
105-109 Park Terrace Salisbury 5108**

I refer to the letter (EPA reference 34551) dated 18 February 2019.

In answer to the additional information sought in the letter, and using the same numbering as used in the letter, I respond as follows on behalf of the applicant:

1. The existing and proposed provision of unleaded petrol and diesel fuel dispensing points at the site are as follows:

	Existing	Proposed
Unleaded petrol dispensers	9 (each with 3 hoses)	8 (each with 3 petrol hoses plus 1 diesel hose)
Diesel dispensers	1 (2 hoses)	No separate diesel dispensers.
LPG (Autogas) dispensers	2 (each with 2 hoses)	No LPG on site.
Fuel filling points (total)	15	8

The number of individual points at the site currently at which a vehicle might take on fuel of any kind is therefore 15 – corresponding to the maximum number of separate vehicles which might concurrently refuel at the site at present.

The number of individual points at which a vehicle might take on fuel following completion of the proposed redevelopment is 8. There is a substantial reduction (of some 46%), therefore, in the absolute maximum number of vehicles that might concurrently refuel at the site, compared to the present situation.

2. The existing separation between the closest sensitive receiver (dwelling) boundary (being the boundary between the dwelling at 9 Cross Keys Road and the subject site) and the closest fuel dispenser is approximately 35 metres. Following completion of the proposed redevelopment, the corresponding distance will be approximately 23 metres.

270 The Parade, Kensington Park, South Australia 5068 P.O. Box 322, Kensington Park, South Australia 5068
Tel: 08 8333 9777 Fax: 08 8333 9788 E: email@perecorp.com.au

The proposed redevelopment does not therefore represent a material change in separation distance from that which currently applies on the site under the existing built form and operations.

The applicant is not aware of any complaints from neighbours that have been made in relation to the odour or vapour impacts of the existing service station operation. The substantial reduction in the maximum number of concurrent vehicles that may refuel at the site, following the proposed redevelopment, will reduce the perceived and actual risk of adverse impacts on neighbouring sites.

As outlined in the original Development Plan Consent application, fuel storage tanks will be fitted with Stage 1 vapour recovery systems to ensure that air quality is not compromised during the delivery of fuel from fuel tankers into on-site storage tanks.

3. The fuel filling point for tanker refills and other “high risk” areas will be within the area drained to the Class 1 full retention system. A stormwater management plan is under preparation and will be provided as soon as available.
4. It is confirmed that the Class 1 full retention system will have a capacity of 10,000 litres.
5. The Construction Environmental Management Plan (CEMP) prepared by Fyfe for an earlier proposal on the site accompanies this letter. Minor revisions required to the CEMP will be undertaken once any final changes to the proposed site layout are resolved.

I trust that this information will assist in completing assessment of the proposed development.

Please contact me on telephone (08) 8331 6856 or by email a.caspar@peregrine.com.au if you wish to discuss the above.

Yours faithfully



Andrew Caspar
Senior Town Planner
Peregrine Corporation





**CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN
OTR – 105 PARK TERRACE, SALISBURY, SA**

80017-39-2

PREPARED FOR | Peregrine Corporation
PREPARED BY | Fyfe Pty Ltd
ABN | 57 008 116 130
ADDRESS | L1, 124 South Tce, Adelaide SA 5000
CONTACT | Marc Andrews, Division Manager - Environment
TELEPHONE | office 61 8 8201 9600 direct 61 8 8201 9794
FACSIMILE | 61 8 8201 9650
EMAIL | marc.andrews@fyfe.com.au
DATE | 26/03/2020
REFERENCE | 80017-39-2

©Fyfe Pty Ltd, 2020

Proprietary Information Statement

The information contained in this document produced by Fyfe Pty Ltd is solely for the use of the Client identified on the cover sheet for the purpose for which it has been prepared and Fyfe Pty Ltd undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

All rights reserved. No section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of Fyfe Pty Ltd.

Document Information

Prepared by: Suzanne Roberts	Senior Environmental Scientist, Fyfe Pty Ltd	Date: 26/03/2020
		
Reviewed by: Glenn Thiele	Principal Environmental Consultant, Fyfe Pty Ltd	Date: 26/03/2020
		
Approved by: Marc Andrews	Environmental Manager, Fyfe Pty Ltd	Date: 26/03/2020
		
Client acceptance by: Kim Pomario	PCI Infrastructure Joint Chief Operating Officer	

Revision History

Revision	Revision Status	Date	Prepared	Reviewed	Approved
0	Original	28/05/18	GAT	MJA	MJA
1	Update	26/03/2020	SVR	GAT	MJA

80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN



CONTENTS

	Page
1. INTRODUCTION	1
1.1 Background	1
1.2 Objectives of the CEMP	1
1.3 Site Location and Surrounding Land Use	2
1.4 Project Description	2
2. SITE CONTAMINATION STATUS	6
3. PLANNING	7
3.1 Regulations and Legislative Requirements	7
3.2 Compliance Standards	9
3.3 Community Consultation	9
3.4 Construction Hours of Operations	9
3.5 Site Establishment and Security	10
3.6 Site Remediation and Validation	10
3.7 Removal and disposal of USTs	10
3.8 Tank Pit Validation and Reporting	11
4. ENVIRONMENTAL ASPECTS, IMPACTS AND RISKS	12
4.1 Potentially Sensitive Receptors	12
5. ROLES AND RESPONSIBILITIES	16
5.1 All Personnel	16
5.2 Key Personnel	16
5.3 Environmental Control Measures and Procedures	19
5.4 Contingency Measures	25
6. TRAINING, AWARENESS AND COMPETENCE	26
6.1 Site Induction (Environment & OHS)	26

80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN



6.2	“Toolbox” Training	26
7.	INCIDENT AND EMERGENCY PLANNING, PREPAREDNESS AND RESPONSE	28
7.1	Emergency Planning	28
7.2	Notification	30
8.	COMPLIANCE	33
8.1	Environmental Inspections and Auditing	33
8.2	Environmental Monitoring	33
9.	REVIEW AND IMPROVEMENT OF CEMP	35
10.	LIMITATIONS	36

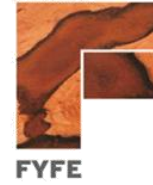
LIST OF TABLES

Table 1.1	Objectives and Targets	1
Table 3.1	Applicable Legislation Relevant to the Development	7
Table 4.1	Risk Matrix and Qualitative Measures of Likelihood Scale	13
Table 4.2	Key Aspects, Potential Impacts and Risk Analysis for the Proposed Development	13
Table 5.1	Control Measures and Safeguards to Manage and Minimise Environmental Risks	20
Table 7.1	Environmental Incident Management Procedure for Minor Hydrocarbon Spills	29
Table 7.2	Environmental Incident Management Preparations for Impending Wet Weather	30
Table 7.3	Emergency Contacts List	31

LIST OF FIGURES

Figure 1.1	Current Site Layout	3
Figure 1.2	Proposed Works	5
Figure 7.1	Procedure in Dealing with Environmental Incidents	28

80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN



1. INTRODUCTION

1.1 Background

Fyfe Pty Ltd (Fyfe) was commissioned by Peregrine Corporation (Peregrine) to produce a construction and environment management plan (CEMP) for the redevelopment of their On the Run (OTR) service station located at 105 Park Terrace, Salisbury, South Australia (the site).

Peregrine has an ongoing commitment to protect the environment. The purpose of this CEMP is to identify the environmental protection measures, systems and tools to be implemented by Peregrine and its contractors during the redevelopment works. These measures are aimed at preventing potentially adverse environmental impacts arising during project development and construction activities and achieving compliance with environmental regulatory requirements. In addition, the CEMP also outlines a system for hazard and risk identification and determines appropriate management strategies to be adopted by Peregrine and its contractors to mitigate or eliminate these risks.

This CEMP has been prepared in accordance with the *Industry Guideline: Construction environmental management plan (CEMP)* (SA EPA 1095/19, issued September 2019b) and *Guidelines for the assessment and remediation of site contamination* (SA EPA, 2019a) and is subject to the review of the South Australian Environment Protection Authority (SA EPA). It is recommended that this CEMP be reviewed and revised if necessary following receipt of development consent for the project to ensure all conditions of the consent are adequately addressed in this CEMP.

1.2 Objectives of the CEMP

The key performance objective set by the CEMP is to ensure compliance with all environmental legislation and approvals, minimise the potential for pollution, reduce waste, and implement effective controls to mitigate environmental impact. Table 1.1 details specific environmental objectives and targets relevant to the redevelopment project.

Table 1.1 Objectives and Targets

Number	Objective	Target
1	To employ best management practices to ensure that the construction project meets environmental legislative requirements.	<ul style="list-style-type: none"> No breach of environmental legislative or regulatory requirements. No <i>significant</i> environmental incidents.
2	To employ best environmental management practice to ensure compliance with all planning approvals and environmental authorisations.	<ul style="list-style-type: none"> No non-compliance with planning approvals or applicable legislative requirements.

80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN



Number	Objective	Target
3	To employ best environmental management practice to minimise noise and vibration impacts.	<ul style="list-style-type: none"> Maintain noise levels to comply with Environment Protection (Noise) Policy 2007. Maintain vibration levels within human comfort and structural damage criteria.
4	To apply best environmental management practice to soil and water (surface water and groundwater) quality management.	<ul style="list-style-type: none"> No breach of environmental legislative or regulatory requirements.
5	To minimise air pollution from construction and associated activities.	<ul style="list-style-type: none"> Levels to comply with Environment Protection Regulation 2005.
6	To protect any vegetation adjacent to the construction zone.	<ul style="list-style-type: none"> No impacts on trees or other native vegetation outside the construction zone.
7	To avoid pollution of the environment caused by fuels, oils or chemicals stored or used on the Project.	<ul style="list-style-type: none"> No major spills of fuel, oil or chemicals.

1.3 Site Location and Surrounding Land Use

The site fronts the Park Terrace and Cross Keys Road and is bound to the;

- **North** across Park terrace by residential properties;
- **East** across Cross Keys Road by residential properties that;
- **South** by a residential property, then commercial; and
- **West** by commercial properties.

1.4 Project Description

The site is relatively flat. It has a largely rectangular shaped title boundary that occupies a total area of approximately 3,250 m². It contains a service station sales building, a bowser canopy and a drive-through car wash. Infrastructure on site includes a liquefied petroleum gas (LPG) storage tank, underground fuel storage tanks (USTs) and lines and fuel dispensing bowzers.

Ground surfaces across the site are largely sealed, although there are landscaped areas generally near the eastern and southern property boundaries.

Six in-service USTs are located within a tank farm, to the east of the bowser canopy. Two disused USTs are also located to the north of the sales building. They have been abandoned since at least 2005. The active USTs have capacities of between 20 and 45 kL and contain unleaded petroleum, diesel or unleaded petroleum. Details of the existing site layout and the USTs is provided in Figure 1.1.

The three in-service USTs will be removed, and replaced with new compartmentalised USTs to the east of the new bowser and canopy area.



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

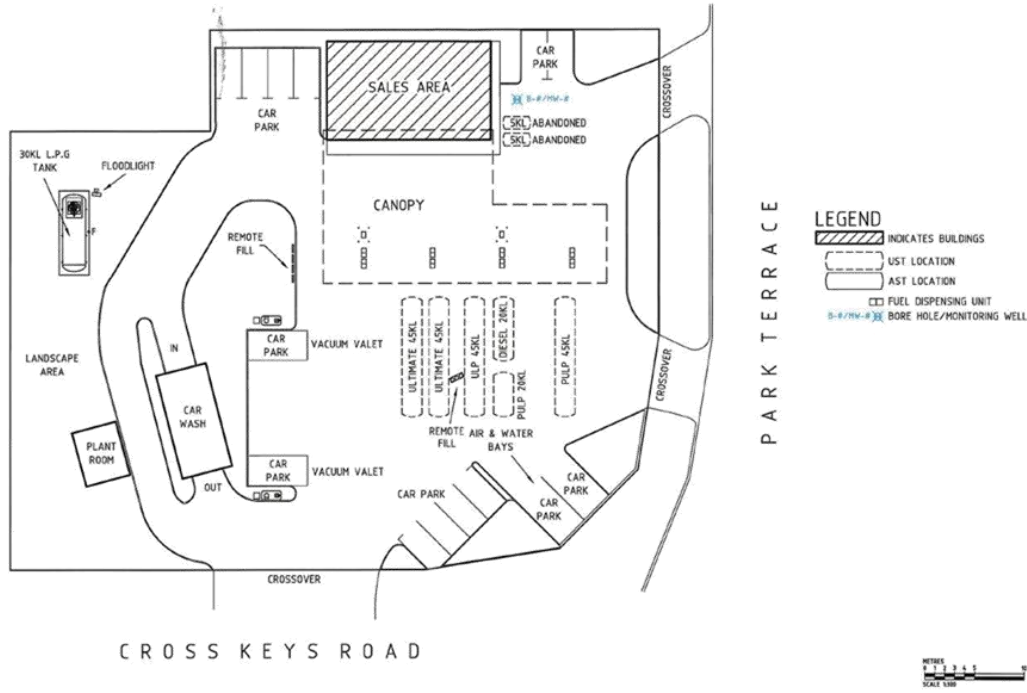
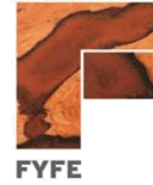


Figure 1.1 Current Site Layout

Item 5.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

80017-39-2
OTR – 105 PARK TERRACE, SALISBURY, SA
CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

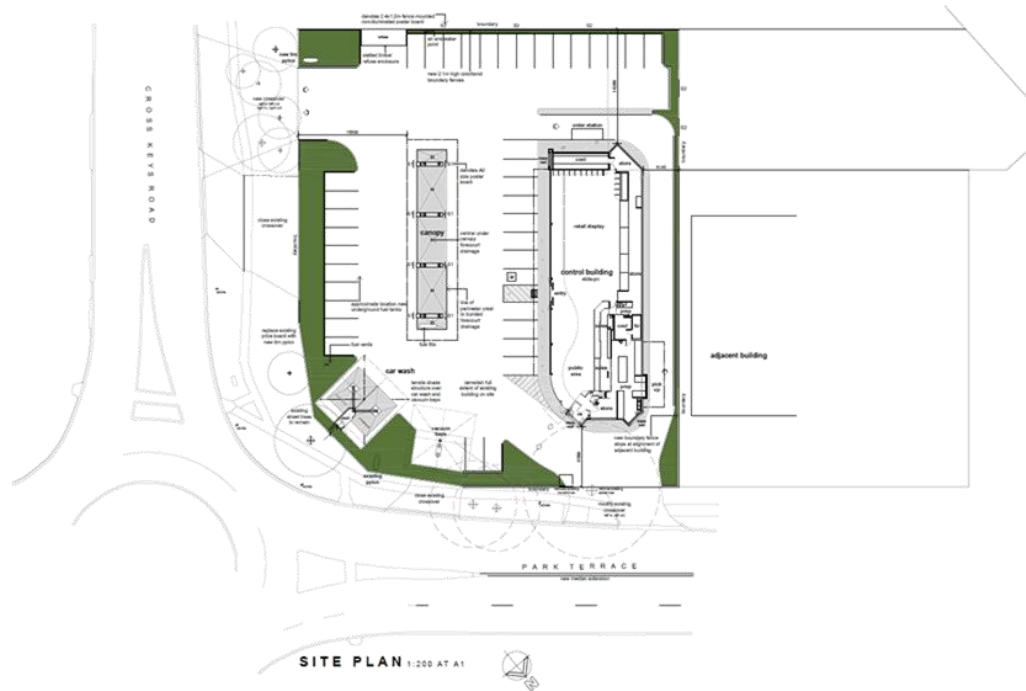


According to design information provided by ADS Architects Pty Ltd and standard industry practice for construction and earthworks programs, the proposed development would likely involve the following tasks:

- Establishment of a work zone (including appropriate signage) delineated by fencing (covered where necessary) which complies with the requirements of Australian Standards (AS 4687-2007).
- Establishment (where necessary) of site contractors' offices, mess and toilet facilities, designated car parking areas, vehicle access and vehicle loading, unloading and lay down areas, commissioning of equipment, plant and operations and establishment and maintenance of on-site work areas.
- Installation of environmental and safety controls prior to commencement of works. This shall include occupational health and safety measures (personal protective equipment, first aid supplies, signage and barriers if needed) and environmental management measures (spill kits, booms, stormwater control, sampling and monitoring equipment, abatement and mitigation equipment as outlined in the various environmental management plans and control measures listed in Section 5.3).
- Clearing of the work zone.
- Demolish and remove existing bowser canopy and columns, sales building, car wash and car wash utilities building.
- Excavation of overlying concrete and asphalt pavements.
- Exposure of the eight USTs and associated pipework.
- Removal of tank contents.
- Disconnection and removal of existing USTs for off-site disposal (recycling).
- Preparation of the excavation to accommodate the new USTs.
- The installation of the new USTs for petrol and diesel fuels, and the associated fuel dispensing infrastructure (lines and bowsers).
- Construction of new sales building with drive-through service, bowser canopy, and auto car wash.

The proposed works are shown in Figure 1.2 below.

80017-39-2
OTR – 105 PARK TERRACE, SALISBURY, SA
CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN



BP SALISBURY REFURBISHMENT
105 Park Terrace Salisbury

Figure 1.2 Proposed Works

80017-39-2 | 26/03/2020

PAGE 5

Item 5.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation



80017-39-2
OTR – 105 PARK TERRACE, SALISBURY, SA
CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

2. SITE CONTAMINATION STATUS

The following report has been reviewed by Fyfe:

- OTEK (2006) *Monitoring Well Installation and Groundwater Sampling program, BP Express Salisbury, 105 Park Terrace, Salisbury, South Australia*, dated 16th February 2006 (OTEK report).

The OTEK 2006 report describes the installation of a groundwater monitoring well at the site. One bore was drilled to a depth of 11.8 metres below ground level (m BGL) and a monitoring well installed to a depth of 10.0 m BGL. This well was dry when installed and monitored in 2006. Deeper depths and more wells were not drilled at the time due to the very hard silty clays present and the inability of the drill rig to penetrate the clays.

The soil profile was described as:

- Surface bitumen to a depth of approximately 0.03 m BGL
- Sand fill from 0.03 to approximately 0.5 m BGL
- Firm, very stiff to hard sandy clay from a depth of approximately 0.5 m BGL to 4.0 m BGL.
- Hard silty clay from a depth of approximately 4.0 m BGL to the maximum depth of investigation of 11.8 m BGL.

A photo-ionisation detector (PID) was used to field screen samples obtained from the soil boring and reported all measurements below 10 ppm. No soil samples were submitted for laboratory analysis.



80017-39-2
OTR – 105 PARK TERRACE, SALISBURY, SA
CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

3. PLANNING

3.1 Regulations and Legislative Requirements

The site development works to be undertaken in compliance with all applicable environmental regulatory and legislative requirements. The following provides a summary of the general requirements for the proposed works.

Table 3.1 Applicable Legislation Relevant to the Development

Legislation/Regulation/Policy	Key Project Requirements
Development Act 1993	Development Approvals for the works will be sought through the SA Planning and Land Authority.
<ul style="list-style-type: none"> <i>Environment Protection Act 1993 (the Act) and Environment Protection Regulation 2009</i> <i>Handbook for Pollution Avoidance on Commercial and Residential Building Sites, second edition, SA EPA</i> 	Undertake all activities so as to minimise harm to the environment (in particular pollution of air and water and noise emissions) and not cause an offence under the Act. Some transporters of waste are required to be licensed under the Act. Some waste disposal/processing facilities are required to be licensed under the Act.
<ul style="list-style-type: none"> <i>EPA Guidelines for the assessment and remediation of site contamination (2019a)</i> <i>ASC NEPM 1999 (as amended 2013) Guideline on Investigation Levels for Soil and Groundwater. National Environment Protection (Assessment of Site Contamination) Measure Schedule B(1). National Environment Protection Council</i> 	Works onsite associated with the excavation of contaminated soils and management of tank pit water shall be undertaken in such a manner as to meet the mandatory requirements and expectations of the SA EPA to ensure the ongoing protection of human health and the environment.
<ul style="list-style-type: none"> <i>Environment Protection (Waste to Resources) Policy 2010</i> <i>Waste Disposal Information Sheet EPA 889/10, SA EPA (2010), Current Criteria for the Classification of Waste – Including Industrial and Commercial Waste (Listed) and Waste Soil Standard for the production and use of Waste Derived Fill (WDF), dated October 2013</i> <i>EPA Standard for the production and use of Waste Derived Fill (WDF), dated October 2013</i> 	<i>The project should aim to achieve sustainable waste management by applying the waste management hierarchy consistently with the principles of ecologically sustainable development set out in section 10 of the Act.</i>
<ul style="list-style-type: none"> <i>Natural Resource Management Act 2003 (the NRM Act)</i> <i>Minimum Construction Requirements for Water Bores in Australia (2012)</i> 	Application to decommission groundwater wells must be made to the Department of Environment, Water and Natural Resources pursuant to Section 135 of the NRM Act. Groundwater monitoring wells must be decommissioned in accordance with the conditions of any permit issued. Specifications for decommissioning of the wells.



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

Legislation/Regulation/Policy	Key Project Requirements
<ul style="list-style-type: none"> Environment Protection (Air Quality) Policy 2016 Air quality impact assessment using design level pollutant concentrations, January 2006, EPA Guideline 386/06 ASC NEPM 1999 (as amended), Schedule B(9) Guideline on Protection of Health and the Environment during the Assessment of Site Contamination National Environment Protection (Ambient Air Quality) Measure (2003) enHealth (2002), Environmental Health Risk Assessment—Guidelines for assessing human health risks from environmental hazards Guideline for stockpile management: Waste and waste derived products for recycling and reuse (2010) 	<p>Potentially offensive dust and vapours encountered during the works will be managed in accordance with the policies.</p>
<ul style="list-style-type: none"> Environment Protection (Water Quality) Policy 2015 Code of Practice—Industrial, Retail and Commercial Stormwater Management (in draft at date of publication) SA EPA guideline Environmental management of dewatering during construction activities (EPA 2018) Water Industry Act 2012 Restricted Wastewater Acceptance Standards (1/1/2012) by SA Water 	<p>Ensure that all environmental values are protected during the development works, including:</p> <ul style="list-style-type: none"> maintenance of aquatic ecosystems drinking water agriculture and aquaculture (including irrigation and livestock) recreational uses (e.g. swimming or boating) and aesthetics (visual appearance and enjoyment) industrial uses. obtain an authorisation to discharge restricted wastewater from SA Water and comply with the conditions attached to that authorisation. <p>Plan for and manage waters that may accumulate on the site so as to not impact on stormwater, surface water, inland or marine waters.</p>
<ul style="list-style-type: none"> Environmental Noise (October 2004), EPA Information Sheet 424/13 Environment Protection (Noise) Policy 2007 Construction Noise (April 2014), EPA Information Sheet 425/14 Handbook for Pollution Avoidance on Building Sites (2nd ed. June 2004), EPA 	<p>Noise levels during construction works will be managed in accordance with the policies.</p>



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

3.2 Compliance Standards

Construction activities associated with the development will comply with a number of Australian Standards, including but not limited to the following:

- AS 4482.1 *Guide to the Sampling and Investigation of Potentially Contaminated Soil*;
- AS 2436 *Guide to Noise Control on Construction, Maintenance and Demolition Sites*;
- AS 4976–2008 *The removal and disposal of underground petroleum storage tanks*;
- AS 4897-2008 *The design, installation and operation of underground petroleum storage systems*;
- AS 1940 *The Storage and Handling of Flammable and Combustible Liquids*;
- AS 5667.1-1998 *Guidance on the design of sampling programs, sampling techniques and the preservation and handling of samples*;
- AS 1940-2004 *The storage and handling of flammable and combustible liquids*;
- AS 2550.10-2006 *Cranes, hoists and winches - Safe use - Mobile elevating work platforms*;
- AS 2885.1-2007 *Pipelines - Gas and liquid petroleum - Design and construction*;
- AS 3745-2002 *Emergency control organization and procedures for buildings, structures and workplaces*.

3.3 Community Consultation

Peregrine notes that the site is located a short distance from a residential area but does not expect the works to impact on the local community. SA EPA Information Bulletin *Industry Guideline: Construction environmental management plan (CEMP)* (SA EPA 1095/19, issued September 2019b) provides guidance on consulting with the community, and Peregrine proposes to follow the approach presented in the publication, should it be required.

3.4 Construction Hours of Operations

In accordance with information in EPA Guideline 1095/19, standard construction hours are limited to 7 am – 7 pm Monday to Saturday.

Construction noise resulting in noise with an adverse impact on amenity is subject to a range of restrictions. This includes the following restrictions on when construction activities must not occur on:

- a Sunday or public holiday; and
- any day between 7:00 pm and 7:00 am.

However, a particular operation may occur on a Sunday or public holiday between 9 am and 6 pm or may commence before 7 am on any other day only if it is necessary to:

- avoid an unreasonable interruption of vehicle or pedestrian traffic movement; or
- if other grounds exist that the EPA or administering agency determines to be sufficient.



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

3.5 Site Establishment and Security

Site establishment may (as required) include the establishment of site contractors' offices and mess and toilet facilities, designated car parking areas, vehicle access and vehicle loading, unloading and lay down areas, commissioning of equipment, plant and operations and establishment and maintenance of on-site work areas.

Fencing and gate access will be maintained during construction works as appropriate to secure the site and preclude public access.

Signs shall be placed around the external perimeter as appropriate to warn of deep excavations.

3.6 Site Remediation and Validation

Works will proceed on the basis that excavated soils may be contaminated with petroleum hydrocarbons. This CEMP sets out the procedures that will be followed to ensure that soils are properly assessed, managed and removed from the site if necessary.

If excess contaminated soil is generated that cannot be reused on-site, then that soil will need to be transported and disposed of to a suitable disposal facility under the appropriate waste classification.

In addition the works will proceed with contractors instructed to observe for possible indicators of soil contamination. As the depth to groundwater is over 20 metres, groundwater is not expected to be encountered.

Peregrine's environmental consultant will advise on the management and classification of excavated soils, based in their location and depth of excavation and the results of analyses conducted to date. However it is likely that the environmental consultant will sample and analyse excavated soils in order to determine their suitability for reuse on-site, or their waste classification should they need to be removed from the site. The soils will be classified in accordance with the SA EPA publication EPA 889/10 *Current criteria for the classification of waste – including Industrial and Commercial Waste (Listed) and Waste Soil*.

3.7 Removal and disposal of USTs

The USTs present at the site will be removed and disposed of in accordance with AS4976-2008 *The removal and disposal of underground petroleum storage tanks (AS4976)*.

Key requirements in Sections 2 to 8 of AS4976 include:

- Assessing the hazards due to the possible presence of flammable and/or combustible liquids, their toxicity, entry into confined spaces and excavations;
- Environmental protection;



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

- Product removal, disconnection of piping and electrical connections, and removal of surface concrete/asphalt and excavation of overlying soils;
- Removing tanks from the ground and purging the tanks of vapours – either on-site or off-site;
- Transport, storage and scrapping of tanks; and
- Record keeping.

The contractor engaged for the UST removal works shall be experienced at removing USTs, will hold the appropriate insurance and permits and will undertake an assessment of the risks involved. This will include a vapour assessment and vapour mitigation measures to be implemented during UST removal activities.

3.8 Tank Pit Validation and Reporting

Following removal of the USTs and associated infrastructure, validation sampling and reporting will be undertaken by a suitably qualified and experienced site contamination consultant in accordance with the *National Environment Protection (Assessment of Site Contamination) Measure 1999* (as amended 2013) and other EPA guidelines including the *EPA Guideline for assessment of underground storage systems* (2019c) and the *EPA Guidelines for the assessment and remediation of site contamination* (2019a). Validation sampling will generally involve:

- one sample per 25 m² on the base of each excavation (minimum one per base);
- one sample per wall of each excavation (minimum one per wall) up to 25 m² and one additional sample per additional 25 m² of wall area;
- Potentially additional samples targeting preferred migration pathways on the walls or base of the excavation (if identified);
- One sample per 5m length of pipework (minimum one per pipe);
- Two samples beneath any bowser stands identified, at depths of 0.1-0.2 m and 1 m;
- A minimum of one sample per remote fill point; and
- Targeted validation samples from workshop and related locations such as hoists and compressors.

At the conclusion of the works a UST removal and validation report shall be prepared. The report shall be prepared in accordance with SA EPA 2019a - *Guidelines for the assessment and remediation of site contamination* and will include site plans showing the former locations of the USTs and validation samples, photographs and descriptions of the conditions of the USTs and the laboratory analytical reports and summary tabulations.



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

4. ENVIRONMENTAL ASPECTS, IMPACTS AND RISKS

Environmental aspects as referred to in this document are those activities associated with the project that have the potential to cause, or result in, adverse environmental impacts. Due to the nature of the development, different aspects of the project would present different degrees of environmental risk which need to be managed accordingly.

Effective environmental management should be proactive rather than reactive. In order to facilitate a proactive style of environmental management, a risk management style of assessment has been utilised to identify and assess environmental aspects associated with the project, and to implement appropriate mitigation strategies to minimise the likelihood of environmental risks associated with each aspect. This process involves:

- Identifying the risk/aspect.
- Analysing the risk/aspect (determining likelihood and consequence).
- Evaluating the risk/aspect.
- Treating the risk.

All identified aspects are assessed based on the risk assessment matrix displayed in Table 4.1.

Risk assessment is based on (1) the likelihood of an impact occurring as a result of the aspect; and (2) the consequences of the impact if the event occurred. Following this assessment, each impact is assigned a risk category which range from “low” (low likelihood and consequence) to “extreme” (high likelihood and consequence).

A risk category identified as having an extreme or high risk (a significant impact) may be downgraded if appropriate environmental controls and measures are implemented and maintained. Proactive planning, installation and maintenance of appropriate environmental controls and ongoing monitoring will reduce the risks associated with each environmental impact identified for the project. Table 4.2 details the environmental aspects identified for the development project, the initial risk category prior to appropriate management strategies, the proposed management strategy and a revised risk category.

4.1 Potentially Sensitive Receptors

Based on the site’s location the following potential receptors have been considered of particular importance:

- Nearby residential and commercial properties.
- The Little Para River approximately 950 m to the north of the site.
- Potential users of groundwater (from licensed or unlicensed) bores in the area.



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

Table 4.1 Risk Matrix and Qualitative Measures of Likelihood Scale

		Consequences				
Likelihood		1	2	3	4	5
		Negligible Discharge	Uncontrolled Discharges in minor quantities	Moderate breach of environmental statutes	Major breach of environmental statutes	Shutdown of project due to Environmental breach
A	Almost Certain	High	High	Extreme	Extreme	Extreme
B	Likely	Medium	High	High	Extreme	Extreme
C	Moderate	Low	Medium	High	Extreme	Extreme
D	Unlikely	Low	Low	Medium	High	Extreme
E	Rare	Low	Low	Medium	High	High

Level	Categorisation of Likelihood	Description
A	Almost Certain	Is expected to occur during the project, 90% or > probability
B	Likely	Will probably occur during the project, ~50% probability
C	Moderate	Might occur at sometime during the project, ~10% probability
D	Unlikely	Could occur at some time during the project, ~1% probability
E	Rare	Only occur in exceptional circumstances, < 1% probability

Fyfe has reviewed the proposed activities and presents in Table 4.2 the potential impacts that could be experienced. The table assesses the risk if no mitigating actions were taken. A range of mitigating actions are then proposed for each potential impact and the resultant revised risk category after the mitigation measures have been implemented is then shown.

Table 4.2 Key Aspects, Potential Impacts and Risk Analysis for the Proposed Development

Aspect	Potential Impact	Untreated Risk Category	Mitigation Measure (refer to Table 5.1)	Revised Risk Category
Bulk Earthworks and Site Preparation Phase	Odours and vapours emanating from fill materials and natural soils exposed through excavation e.g. tank pit excavation, providing both an off-site nuisance and on-site health risk.	D2 Low	1, 20	D1 Low
	Incorrect off-site disposal of odorous or potentially hydrocarbon contaminated soils.	C3 High	1, 16	E1 Low
	Incorrect management or off-site disposal of excess water that accumulates in tank pit excavations resulting in pollution of stormwater and surface waters.	B4 Extreme	19	D2 Low



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

Aspect	Potential Impact	Untreated Risk Category	Mitigation Measure (refer to Table 5.1)	Revised Risk Category
	Excessive noise generated during the breaking and loading of concrete.	C3 High	15	D2 Low
	Erosion and sedimentation of potentially contaminated disturbed and natural soils resulting in pollution off site to the adjacent stormwater system and/or river.	C3 High	2, 3, 4, 6, 7, 8	D2 Low
	Poorly maintained or inadequate erosion and sediment control measures not effectively treating construction run-off on site resulting in a pollution event.	C3 High	2, 3, 4, 6, 7, 8	D2 Low
	Excessive dust emissions during hardstand removal and earthworks resulting in a community complaint.	C3 High	12	D2 Low
	Inappropriate stockpiling of material potentially resulting in a pollution event.	C3 High	2	D1 Low
	Exposed areas/surfaces contributing to increased dust emissions on site.	C3 High	12	C1 Low
	Vibrations associated with compaction and bulk earthworks impacting on sensitive receivers.	D2 Low	15	E2 Low
	Excessive smoke emissions and fumes into the atmosphere due to poorly maintained equipment	D2 Low	14	E1 Low
	Excessive noise generated during bulk earthworks resulting in a community complaint.	D2 Low	15	E1 Low
	Spills and leaks during plant maintenance/operation resulting in soil/groundwater contamination.	C2 Medium	9, 10	E2 Low
Site Establishment (including fuel and chemical storage)	Inappropriate storage of fuels and chemicals resulting in soil contamination or pollution of waterways or wetlands.	D3 High	4, 10	E2 Low
	Increased rates of erosion and sediment generation from hardstand areas and unsealed surfaces.	D3 High	3, 4, 6, 7, 8	D2 Low
	Tracking of soils and sediments onto public roads from construction fleet leaving site.	A3 Extreme	13	D2 Low
Construction Phase	Excessive noise generated by construction fleet resulting in community complaints or public nuisance.	C3 High	15	D2 Low
	Poorly maintained or inadequate erosion and sediment control measures not effectively treating construction run-off on site resulting in a pollution event.	C3 High	3, 4, 6, 7, 8	D2 Low
	Inappropriate management of sediment trap discharge resulting in stormwater pollution.	C3 High	3, 4, 6, 7, 8	D2 Low
	Soil contamination or groundwater pollution as a result of a fuel or chemical spill/leak.	D3 Medium	4, 10	D2 Low
	Soil contamination as a result of the importation of contaminated fill material for backfilling of former tank pit excavations	C3 High	11	E1 Low



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

Aspect	Potential Impact	Untreated Risk Category	Mitigation Measure (refer to Table 5.1)	Revised Risk Category
	Cleaning of agitators or concrete trucks resulting in ground contamination and/or water pollution.	C3 High	4, 9	D2 Low
	Disposing of clean fill soils and waste construction materials to land fill without the consideration of recycling or reuse.	B2 High	16, 17	D2 Low



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

5. ROLES AND RESPONSIBILITIES

The responsibility and authority pertaining to environmental performance of the project is specified below.

Peregrine's Project Manager will be the person with ultimate responsibility for implementing this CEMP.

5.1 All Personnel

All personnel (including sub-contractors) have a general environmental duty of care (as defined in the Environment Protection Act 1993) and are responsible for their own environmental performance whilst on the project.

As a minimum, personnel are required to:

- Comply with the requirements of applicable environmental legislation and environmental authorities including the specific requirements of the project approvals and supporting documentation;
- Undertake all activities in an environmentally responsible manner;
- Undertake all activities in accordance with this CEMP, procedures and any subsequent work method statements;
- Identify and report any non-conformances with environmental management, legislative or approvals requirements;
- Ensure that they are aware of the contact person regarding environmental matters and report any activity that has resulted in, or has the potential to result in an environmental harm;
- Ensure that they attend any environmental training provided relevant to their role and responsibilities;
- Support the construction team in planning and implementing environmental requirements.

5.2 Key Personnel

5.2.1 Project Manager

The Project Manager is responsible for delivery of the construction phase of the Project to ensure that environmental impacts are minimised and obligations are met. The Project Manager will be working in conjunction with the Environmental Management Representative (EMR), as required to ensure that the construction team delivers the prescribed environmental outcomes. Key tasks include:

- Ensure compliance with all applicable legal, approval and project environmental obligations including but not limited to this CEMP;
- Ensure all project staff have a clear understanding of the environmental requirements relevant to their area/scope of work;



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

- Ensure all project staff are competent to undertake their duties including fulfilment of the general environmental duty, with regard to appropriate education, training and experience;
- Ensure the necessary resources and processes are in place for implementation of required environmental controls;
- Ensure all site superintendents/supervisors are familiar with environmental obligations, project approvals, CEMP and site level plans, relevant environmental management plans and associated documents, and their responsibilities within them;
- Participate and provide guidance in the regular review of the CEMP and any associated documents;
- Take action in the event of an emergency and allocating the required resources to minimise environmental impact;
- Ensure non-conformances are identified, recorded and reported and that required corrective and remedial actions are implemented;
- Report any activity that has resulted in an environmental incident to the EMR and Peregrine within two hours of the incident occurring.

The Project Manager has the authority to call an immediate cessation of activities at any time, so as to prevent an unacceptable impact from occurring, or continuing. Communications and complaints will be managed by the Project Manager, and the project Manager will be responsible for reporting any notifiable incidents to the EPA.

5.2.2 Site Supervisor/Foreman

The site Supervisor/Foreman reports to the Project Manager. They will have a direct role in the compliance with identified environmental procedures and controls. They will also be responsible for checking the site on a regular basis and ensuring that regular maintenance is undertaken to minimise environmental impacts and that personnel are provided with appropriate environmental “toolbox” training, prepared by the Environment Management Representative (if required). Where applicable the Supervisor/Foreman will be responsible for ensuring that any work performed by external parties meets with the requirements of this CEMP, including identifying and documenting the environmental risks of the proposed works. Key tasks include:

- Ensure all personnel and subcontractors are made aware of the requirements for compliance with this CEMP, environmental obligations and site specific environmental issues;
- Implement all environmental requirements as outlined in this CEMP as required to avoid and minimise actual or potential environmental harm;
- Support the Environment Management Representative in planning and implementing environmental requirements (if required);
- Ensure non-conformances are identified, recorded and reported;
- Ensure implementation of preventative and corrective actions;
- Co-ordinate the implementation and maintenance of environmental control measures;
- Provide necessary resources required for implementation of the CEMP;



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

- Co-ordinate action in emergency situations and allocating required resources accordingly;
- Ensure that instructions are issued and adequate information provided to field based employees which relate to environmental risks on site including via regular toolbox meetings that address environmental issues and controls including the requirements of this CEMP.

5.2.3 Environmental Management Representative (EMR)

The EMR is an individually appointed and independent third party, with experience and qualifications in environmental management. The EMR has primary responsibility for managing all aspects of environmental management and compliance for the construction phase of the Project. The key responsibilities of the EMR are to:

- Support the implement of this CEMP;
- Conduct (or assist the Project Manager in delivering) environmental briefings and toolbox talks to construction staff;
- Conduct environmental site inspections and sampling and analysis of soil and groundwater;
- Identify and report non-conformances;
- Monitor the implementation and effectiveness of the CEMP;
- Complete environmental reporting requirements;
- Provide advice and direction on environmental matters, incident response and corrective actions, and
- Review statutory compliance and check all approvals are complied with.

5.2.4 Construction Personnel

In addition to the key positions outlined above, with respect to environmental management, all staff working on the project including but not limited to construction workers, personnel involved in preparatory works for construction, surveyors, geotechnical consultants and any other persons undertaking investigations or works for preparatory works have responsibility for environmental performance of the project. The responsibilities of these personnel include:

- Attend all environmental training required and adhere to and remain familiar with the principles covered in the training session(s);
- Undertake all activities in accordance with agreed procedures and work methods;
- Ensure that they are aware of the contact person for environmental matters;
- Ensure that any clearances are obtained from the EMR where required; and
- Report any activity that has resulted in an environmental incident.

5.2.5 Sub-contractors

It is recognised that often sub-contractors present the greatest environmental risks to a project due to:



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

- Their detachment from the main construction delivery teams, and therefore the potential for poor communication regarding environmental risks;
- Sub-contractors having different certification standards for quality assurance and environment;
- The potential for large number of subcontractors on site; and
- Sub-contractors operating under a different management system from the rest of the construction team.

It is Peregrine's responsibility to ensure that all persons on the Project including sub-contractors and their employees are notified on their need to comply with the relevant environmental requirements. At a minimum, sub-contractors and their employees will be required to comply in full with this CEMP.

All sub-contractors' personnel are considered equivalent to the construction team personnel in all aspects of environmental management and control, and their responsibilities in this respect mirrors those of the construction team personnel.

Sub-contractors working on the Project will be required to:

- Observe sub-contract and statutory requirements relating to environmental protection and other environmental legislation and to follow instructions issued by the Project Manager and supervisory personnel;
- Nominate site representatives to liaise with the construction team with respect to, and take responsibility for, environmental requirements for the site activities;
- Adhere to the site management system as it applies to their operations on the site;
- Co-operate fully with site emergency incident procedures and consultative arrangements; and
- Follow procedures incorporated in this CEMP.

The Project Manager, will ensure that the work of sub-contractors is monitored through the site inspection process. Observations will be made by relevant personnel to assess the effectiveness of the environmental protection measures being used on site by the sub-contractor and to determine compliance with the requirements of the CEMP.

5.3 Environmental Control Measures and Procedures

5.3.1 General Approach

The timing of the installation of control measures helps ensure that environmental obligations are met within the required timeframe and that controls are effective in achieving their purpose.

Control measures and safeguards to minimise and manage the environmental risks identified in Table 4.2 are detailed in Table 5.1 below. The control measures designed to prevent the dispersion of pesticide contaminated soils in dust are considered especially important at this site, and have therefore been highlight in the table below.



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

A program of routine maintenance will be conducted on environmental controls. Daily inspections of work areas will be undertaken by Project Managers and Site Foreman and inspections will be undertaken by the EMR as required. These inspections will provide a means for identifying maintenance requirements before they reach a critical stage.

Table 5.1 Control Measures and Safeguards to Manage and Minimise Environmental Risks

Ref. No	Control Measures and Safeguards	Responsibility for Co-ordination	Timing/Frequency
1	<p>There is a possibility that hydrocarbon impacted soils will be encountered during excavation works. In order to avoid the incorrect disposal of contaminated soils from site as “clean material” (waste fill), soils will be classified by the environmental consultant based on the location the soil was excavated from and the existing soil sampling and analysis data. Alternatively the soil may be stockpiled and sampled for site contaminants of concern prior to classification and off-site disposal. All surplus soils marked for off-site disposal must conform with criteria provided within the Waste Soil Disposal Information Sheet produced by the SA EPA (2010) entitled <i>Current criteria for the classification of waste—including Industrial and Commercial Waste (Listed) and Waste Soil</i>.</p> <p>It is also recommended that excavations are inspected by the Environmental Management Representative and the status of the soils assessed.</p> <p>No soil is to be transported from site for disposal without classification and prior approval by the Environmental Management Representative</p>	<p>Project Manager</p> <p>EMR</p>	Pre-construction
2	<p>Prior to construction, identify appropriate locations for stockpiles away from site boundaries if possible especially if adjoining properties are occupied or used by the general public (e.g. parks and footpaths);</p> <ul style="list-style-type: none"> • adjacent to drainage/creek lines • low lying areas subject to inundation (flooding) or areas subject to excessive surface water run-off • drains and sumps in hardstand areas. <p>Depending on how long material/s will be held in stockpile/s consideration should be given to covering the stockpile/s, storing soil in skips or immediately transporting excavated soils to an approved commercial storage facility for classification and subsequent reuse/disposal. The benefits of these options include reduced wind generated dust, a reduction in odours, reduced surface water run-off and cleaner surface water run-off.</p>	Site Supervisor	Pre-construction
3	<p>Establish appropriate sediment and erosion controls on-site, which comply with applicable state and council legislative requirements, namely:</p> <ul style="list-style-type: none"> • <i>Environment Protection (Water Quality) Policy 2015</i> • <i>Local Government Act 1999</i> 	Project Manager	Pre-construction



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

Ref. No	Control Measures and Safeguards	Responsibility for Co-ordination	Timing/Frequency
4	<p>Prior to commencing work on site all personnel will undergo a site specific induction which will include environmental aspects associated with the project and relevant mitigation measures to be implemented on site.</p> <p>Activities which have the potential to generate significant environmental risk will be incorporated into a specific Construction Method Statement (CMS) detailing specific environmental risks and mitigation measures applicable to that activity.</p>	<p>Project Manager</p> <p>Site Supervisor</p>	Pre-construction
5	Regularly during construction activities and before and after significant rain events (>10 mm in 24 hours) inspect and maintain erosion controls to ensure they are operational and undertake maintenance repair works as required.	Site Supervisor	Construction
6	<p>Pooled surface water and the contents of underground structures (including any USTs that have been emptied of fuel) must be considered potentially hazardous and therefore must be transported to a liquid waste treatment facility. Persons transporting liquid waste are required to be licensed to do so under the <i>Environment Protection Act</i>.</p> <p>If further advice about management and disposal options is required then the services of a qualified Environmental Consultant should be sought, and sampling or analysis of the water may be needed.</p>	<p>Project Manager</p> <p>Site Supervisor</p>	Construction
7	Records regarding functionality of erosion and sediment control devices will be kept, including details of rainfall events, use of any flocculants, discharge, sediment removal and dewatering activities in accordance with a Environmental Authorisation (where granted).	Project Manager	Construction
8	Regularly update sediment control plans when construction activities change and/or new areas are exposed and/or when current plans are deemed inadequate.	Project Manager	Construction
9	Construction machinery and equipment will be refuelled, cleaned and serviced in designated locations or where appropriate measures have been installed to ensure that any spills or leaks are adequately contained and remediated.	Site Supervisor	Construction
10	Specified personnel will be provided with spill management and emergency response training including the location and application of spill kits and associated remediation products.	Site Supervisor	Construction



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

Ref. No	Control Measures and Safeguards	Responsibility for Co-ordination	Timing/Frequency
11	<p>Only fill material that meets the physical and chemical requirements of <i>waste derived fill (WDF)</i> in accordance with the <i>Standard for the production and use of Waste Derived Fill (WDF)</i>, dated October 2013 can be imported onto the site for backfilling or site levelling purposes. The supplier of the material (virgin and waste fills) is to provide certification that material is chemically and aesthetically suitable and not contaminated prior to acceptance by the authorisation holder. Records of all imported material shall be maintained on site and made available to the Environmental Management Representative for review prior to delivery of the material to site.</p> <p>All soils that are to be reused onsite, (being excavated soils to be re-used as fill material onsite) must be confirmed as being suitable to remain on a commercial/industrial site. Generally this means that concentrations of all analytes must be less than those commercial/industrial criteria (HIL-D) specified within Table 1A (1 and 3), Schedule B1, of the amended ASC NEPM (1999). All soils intended for importation on-site and reuse onsite must firstly be approved by the EMR.</p>	Project Manager	Construction
12	Construction activities will be undertaken in a manner which minimises the generation of dust emission on site. This includes utilising water carts for dust suppression, restricting vehicle speeds on site, restricting vehicles to authorised access roads, modifying construction activities during high wind period, stabilising hardstand areas, and covering vehicle loads prior to leaving site.	Site Supervisor	Pre-Construction and Construction
13	Adequate controls will be implemented on site to minimise the potential of dirt and mud tracking onto public roads. Regular inspections of public roads adjacent to the construction works will be undertaken (especially during wet weather conditions). Any tracked sediment will be removed from public roads where possible and effectiveness of mitigation controls will be reassessed.	Site Supervisor	Pre-Construction and Construction
14	Construction plant and equipment will be maintained and operated in a manner that minimises smoke emissions and fumes into the atmosphere. This includes switching off plant and equipment when not in use and undertaking regular maintenance services.	Site Supervisor	Pre-Construction and Construction
15	Construction activities will occur in a manner which minimises the potential for noise and vibration impacts on sensitive receptors, adjacent buildings, heritage structures etc. This includes operating during approved construction hours, turning off machinery and equipment when not in use, minimising reversing and horn signals, ensuring plant and equipment are operated and maintained in a satisfactory manner and abiding by proximity limits.	Site Supervisor	Pre-Construction and Construction



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

Ref. No	Control Measures and Safeguards	Responsibility for Co-ordination	Timing/Frequency
16	<p>Appropriate waste management and recycling strategies will be established on site to manage wastes generated as a part of the construction works. The waste management strategy should aim to achieve sustainable waste management by applying the waste management hierarchy consistently with the principles of ecologically sustainable development set out in section 10 of <i>the Environment Protection Act 1993</i>. Records of all waste removed from site will be in recorded in the site waste management register.</p> <p>No soil is to be transported from site for disposal without classification and prior approval by the Environmental Management Representative</p>	<p>Project Manager</p> <p>Site Supervisor</p> <p>EMR</p>	<p>Pre-Construction and Construction</p>
17	Where possible, wastes will be segregated into recycling components.	Site Supervisor	Construction
18	All construction plant will be equipped with certified fire extinguishers	Site Supervisor	Construction
19	<p>Excavations may need dewatering. Water is not to be discharged to the stormwater drainage system due to the potential for it to contain silt and suspended solids and potentially hydrocarbon contaminants. Rather, it may be necessary to obtain the services of a licensed waste transport contractor, or if the quantities warrant and the timeframe allows, an authorisation to discharge restricted wastewater obtained from SA Water and the conditions of that authorisation complied with. Alternatively the EMR may identify and authorise in writing a suitable on-site re-use of the water, as appropriate.</p>	Site Supervisor	Construction
20	<p>The excavation, stockpiling, loading and transport of excavated soils should be managed and undertaken in a manner that avoids the generation of off-site impacts of dust and odour and health risk to on-site workers. The measures to be implemented will depend on the volumes of soils found to be odorous and the strength of those odours. Where normal work practices are insufficient to keep dust and odour emissions within acceptable levels, then the following additional measures are to be taken as appropriate:</p> <ul style="list-style-type: none"> • Minimise the volume of open excavation and excavated surface exposed to the atmosphere. • Place a covering layer of non-odorous soil over the surface of odorous soils. • Adjust work schedules if the wind or ambient temperature is not conducive to good dust and odour control. • Cover soil stockpiles with tarpaulins or plastic sheeting. • Consider the application of an odour suppressant and odour masking spray, such as BioSolve®. • Consider removing highly contaminated soils from site immediately, without first stockpiling them. <p>Stockpiles should be managed in accordance with the EPA publication <i>Guideline for stockpile management: Waste and waste derived products for recycling and reuse (2010)</i></p>	Site Supervisor	Construction



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

5.3.2 Erosion and Sediment Control Plan (ESCP)

Appropriate planning is crucial to effective management of erosion and sedimentation on site. Erosion and Sediment Control Plans (ESCPs) are planning documents which clearly show the site layout and the approximate location of erosion and sediment control structures on site.

For the works proposed, only limited earthworks and stockpiling of soils will be required, so a formal ESCP is not required. The measures described in this CEMP are considered adequate for the works proposed.

5.3.3 Construction Method Statements (CMSs)

A construction method statement (CMS) will be prepared for specific activities to ensure sound environmental practices are implemented and to manage and minimise the risk of environmental incidents or system failures. The CMS will be developed jointly by the Project Manager with input from the EMR as required, with the contents of the CMS discussed with all relevant parties prior to the activity being undertaken on site.

5.3.4 Health and Safety Management Plan (HASP)

A detailed Health and Safety Management Plan (HASP), which will include a health and safety risk assessment for the planned construction works will be prepared by the works Contractor.

The HASP shall include, but not be limited to:

- naming key personnel responsible for site safety;
- describing the risks associated with each operation conducted;
- confirming that on-site personnel are adequately trained to perform their job responsibilities;
- describing the protective clothing and equipment (such as gloves, boots and hard hats) to be worn by personnel during various site operations;
- describing the actions to be taken to mitigate existing hazards to make the work environment less hazardous;
- describing the type of emergency equipment to be available during the works; and
- setting out a contingency plan for safe and effective response to emergencies. The plan would include telephone numbers for emergency services and a map showing the route to the closest hospital.

5.3.5 Traffic Control

All traffic to and from the site will be through the main site entry point(s) on Portrush and Magill Roads. Parking for site workers and visitors will be provided on site in a location that does not allow vehicles to come into contact with excavated material, or in nearby street parking or off-street parking.

Transportation of “over-sized” equipment (if any) will be performed outside peak hours and school zone hours with appropriate signage and in accordance with DPTI regulations.



80017-39-2
OTR – 105 PARK TERRACE, SALISBURY, SA
CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

In addition to the above:

- designated transport routes will be used regularly over the duration of the proposed construction works which will be communicated to haulage contractors;
- no vehicles are to arrive at the site outside the site working hours; and
- trucks will only leave the site when they have reached close to their capacity loads wherever possible.

5.4 Contingency Measures

Any environmental or health and safety issues that arise should be reported immediately to the Project Manager so that specific management measures can be implemented. These may include:

- the uncovering of asbestos containing building materials;
- un-identified abandoned fuel infrastructure including storage tanks and pipe works; and
- areas of highly odorous or stained soils indicating potential hydrocarbon contamination.



80017-39-2
OTR – 105 PARK TERRACE, SALISBURY, SA
CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

6. TRAINING, AWARENESS AND COMPETENCE

Three main forms of training will be provided on site:

- site induction;
- environmental management training; and
- “toolbox” environmental and safety discussions.

6.1 Site Induction (Environment & OHS)

Prior to working on site, all personnel and sub-contractors will undertake an induction incorporating Environmental and OHS requirements. The induction will address a range of environmental awareness issues including, but not limited to:

- the CEMP (purpose, objectives, nature of site contamination, CMS & key issues);
- legal requirements including due diligence, duty of care and potential consequences of infringements;
- environmental responsibilities under State and Federal legislation;
- conditions of licences, permits and approvals;
- significant environmental issues and areas of the site including identification of boundaries for location of refuse bins, washing, refuelling and maintenance of vehicles, plant and equipment;
- incident management and emergency plans; and
- the reporting process for environmental harm/ incidents.

6.2 “Toolbox” Training

“Toolbox” training will help to ensure that relevant information is communicated to the workforce and that feedback can be provided on issues of interest or concern. “Toolbox” training will generally be prepared and delivered by the Project Manager. These toolboxes can be integrated into Construction Method Statements (CMSs) delivered to personnel prior to commencing specific high risk activities or can be used as a stand-alone training tool.

“Toolbox” training topics may include:

- efficient use of plant and materials;
- waste management, minimisation and recycling;
- noise and vibration minimisation;
- dust control;
- wastewater control;
- management of contaminated soil;
- installation and maintenance of erosion and sediment control devices;



80017-39-2
OTR – 105 PARK TERRACE, SALISBURY, SA
CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

- storm management procedures; and
- other general site environmental issues.



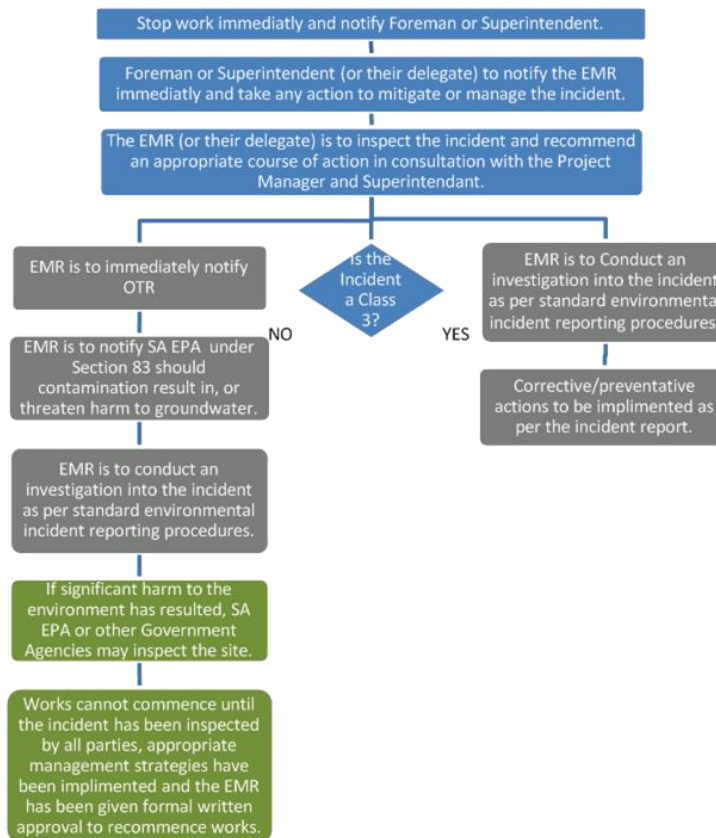
80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

7. INCIDENT AND EMERGENCY PLANNING, PREPAREDNESS AND RESPONSE

7.1 Emergency Planning

Emergency planning and incident management procedures are included in following in Figure 7.1 and Tables 7.1 and 7.2. Included is a list of emergency contact details and various specific management procedures for potential emergencies. **Prior to any action, identify materials involved and obtain the appropriate PPE.**

Figure 7.1 Procedure in Dealing with Environmental Incidents





80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

Notes:

*An unexpected event may result in harm to the environment and requires some action to minimise the impact or restore the environment.

Environmental Incident Classes:

Class 1 – Causes or has the potential to cause permanent environmental damage and results in remediation costs of >\$100,000

Class 2 – Causes or has the potential to cause damage to the environment which can be rectified and in results in remediation costs of >\$5,000 to \$100,000

Class 3 – Causes or has the potential to cause damage to the environment which can be easily rectified and results in remediation costs of <\$5,000

Table 7.1 Environmental Incident Management Procedure for Minor Hydrocarbon Spills

Action	Responsibilities	Comments
1 Stop further leak	Person causing/ finding leak	If leak from drum take action to stop the leak. For example, roll drum so that leak area is uppermost. If leak from pipe close valve.
2 Inform Superintendent/Supervisor	Project Manager/ Supervisor	Stop human and vehicular traffic and isolate area.
3 Determine the magnitude and destination of the leak	Supervisor	For major spills on site or If spill has escaped off site contact the EMR immediately.
4 Form a barrier around leak/spill to contain	Project Manager/ Supervisor	Soil or sand can be utilised. Absorbent booms (usually provided within spill kits) are effective.
5 Empty the spill source	Project Manager/ Supervisor	Transfer fuel/ oil from failed container into another drum etc.
6 Place barriers around drains and outlets	Project Manager/ Supervisor	Seal drain entry points by blocking with sand bags or other available material.
7 Obtain oil spill kit and apply absorbent material	Project Manager/ Supervisor	Use 'absorbent' or equivalent.
8 Clean up and remove absorbent material to waste bin	Project Manager/ Supervisor	Either shovel or use bob cat loader for larger quantities.
9 Clean up surface soil by excavating	Project Manager/ Supervisor	Stockpile contaminated material in designated area. Validate remediation by sampling.
10 Inform Project Engineer and complete incident log	Project Manager/ Supervisor	Record incident and investigate.



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

Table 7.2 Environmental Incident Management Preparations for Impending Wet Weather

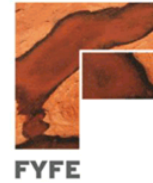
Action	Responsibilities	Comments
1 Periodically check weather forecasts for impending significant storm events and inform all supervisors.	Project Manager/ Supervisor	Forecasts from Weather Bureau, supported by visual observations
2 Inspections to be undertaken of sediment control devices in critical areas	Supervisor	Assessment of their condition or status
3 Ensure silt fences/hay bales/sandbagging repairs performed	Supervisor	Sediment build-up removed, controls in good condition.
4 Sumps to be able to function at full capacity and diversion drains are in place. All accumulated waters should be removed and properly disposed so that on-site storage capacities are maximised.	Supervisor	It should be assumed all surface water is contaminated. Onsite storage and removal of waters must be by licensed waste transport company, or in compliance with the conditions of a restricted wastewater acceptance approval issued by SA Water.
5 Ensure stockpiles are in a stable condition and not in a position to impact on public thoroughfares and watercourses	Supervisor	Sealed/covered with plastic, surrounded on low side with sediment fencing.
6 Ensure that hazardous substances storage areas/ bunds are secure	Supervisor	Stored appropriately
7 Ensure adequate supplies of pollution control items are on hand	Supervisor	Supplies sediment fencing/sandbags/hay bales.
8 Personnel to be on call for emergency work during storm events	Supervisor	Pumping of excavations, handling of excess potentially contaminated surface water.

7.2 Notification

In the event that an incident has caused, is causing, or is likely to cause material or serious environmental harm, whether the harm occurs on or off the site, the construction team will follow the procedure in dealing with environmental incidents (Figure 7.1).

In addition to notifying key government agencies in accordance with the procedure detailed in Figure 7.1 the Project Manager and EMR will also liaise closely to ensure Peregrine, the EPA and any other responsible agencies are kept well informed.

Key emergency contacts are provided in Table 7.3 below.



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

Table 7.3 Emergency Contacts List

Organisation	Name	Number(s)
Superintendent (TBA)		
Project Manager (TBA)		
Site Foreman (TBA)		
EMR		
SA EPA/Emergency (After Hours)	Pollution Line	1800 623 445
SA Police		000 or Mobile 112
Adelaide Metropolitan Fire Brigade		000 or Mobile 112
SA Ambulance Services		000 or Mobile 112
Poisons Information		131 126
Nearest Hospital	Lyell McEwin Hospital	8182 9000
Local contractor services (e.g. waste collection, spill clean-up)	Cleanaway	1800 774 557

7.2.1 Incident and Complaint Investigation and Reporting

All incidents and complaints will be documented, investigations conducted and action plans established in order that the event does not occur again.

Where lessons are learnt from the investigation or current procedures are identified as being ineffective, the CEMP, and any associated documentation, will be revised by the EMR, or their nominated delegate, to include the improved procedures or requirement.

In complying with EPA's expectations regarding incident and complaint reporting, an environmental investigation report is expected to include the following basic elements:

- incident or activity that has caused the complaint, contamination or environmental harm;
- nature of complaint or contamination and chemicals of concern;
- area affected (on or off site);
- aspects of the environment affected; and
- any other relevant information.

Further to this, an environmental investigation will also include:

- identifying and implementing the necessary corrective action;
- identifying the personnel responsible for carrying out the corrective action;
- implementing or modifying controls necessary to avoid a repeat occurrence of the incident; and
- recording any changes in written procedures required.



80017-39-2
OTR – 105 PARK TERRACE, SALISBURY, SA
CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

The Project Manager will maintain an incident and complaints register to record the following information:

- the name and address of any complainant;
- the time and date the complaint was received or the incident occurred;
- a description of the incident/complaint;
- the activity or activities and any associated equipment that gave rise to the incident/complaint;
- the action that was taken to resolve the issues that led to the incident/complaint; and
- the date the complaint was resolved and documentation of complainant's level of satisfaction with the actions to resolve the issue (as appropriate).

All incident and complaint investigation reports and associated documentation will be forwarded to Peregrine and the EMR. The findings, outcomes and corrective actions required and lessons learned will be communicated back to the construction team.



80017-39-2
OTR – 105 PARK TERRACE, SALISBURY, SA
CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

8. COMPLIANCE

8.1 Environmental Inspections and Auditing

8.1.1 Site Checklists

The site Foremen and/or Superintendents will be required to track activities on the construction site. Information recorded will include, but not be limited to:

- the general conditions including weather conditions and status of environmental controls; and
- activities carried out on the site.

8.1.2 Environmental Site Inspection Checklist

The effectiveness of environmental protection measures will be assessed from time to time by Superintendents, or their nominated delegate, unless otherwise specified. The purpose of the checklist is to:

- provide a surveillance tool to ensure that safeguards are being implemented;
- identify where issues might be occurring; and
- facilitate the early resolution and action of issues.

Any actions that are identified in these site inspections and recorded on these checklists are prioritised. The checklist will remain “open” until:

- the issue has been resolved / closed out;
- a new or revised procedure has been established and implemented; and
- training has been provided to relevant personnel/ sub-contractors.

8.2 Environmental Monitoring

Environmental monitoring will involve monitoring the CEMP to assist in the auditing of safeguard measures to ensure they achieve their objectives and to facilitate modification where necessary.

Monitoring may be required to address some or all of the following aspects:

- air quality monitoring;
- water quality;
- erosion and sediment control;
- implementation of Construction Method Statements (CMS); and
- wastes and hazardous substances.



80017-39-2
 OTR – 105 PARK TERRACE, SALISBURY, SA
 CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

8.2.1 Monitoring Technique and Frequency

Monitoring programs developed for the project (including sample collection, analysis and documentation) will be compliant with those standards specified in Section 3.2. Monitoring may include the collection of soil samples (stockpiles, UST/triple interceptor pit excavations, sediment trap samples or whenever odorous soils are encountered), water samples (storm water, perched groundwater), dust monitoring or simply visual inspection and vapour (head space) measuring. Monitoring may also include visual inspection and observation.

Irrespective of the type of monitoring conducted, the results will be used to identify potential or actual problems arising from construction processes. Where monitoring methods permit, results will be obtained at the time of the assessment and analysed by the EMR.

Generally, monitoring by the EMR will be undertaken on an as needs basis, and may include but not be limited to the following specific tasks/events:

- removal of concrete/bitumen hardstand around existing monitoring wells;
- decommissioning of any groundwater monitoring wells that are no longer required;
- any deep excavations (assessment of soil condition and vapour issues);
- prior to off-site disposal of any surplus soils (stockpiled or direct loaded); and
- after any significant rain events (surface water and erosion control).

8.2.2 Monitoring Non-Conformances

Where a non-conformance is detected or monitoring results are outside of the expected range:

- The results will be analysed by the EMR in more detail with the view of determining possible causes for the non-conformance;
- A site inspection will be undertaken by the Project Manager or EMR;
- Relevant personnel will be contacted and advised of the situation;
- An agreed action plan will be identified, or an action will be implemented to rectify the problem;
- The EMR, or their delegate, will notify the EPA should this be a requirement of the Environmental Authorisation.

An Environmental Incident Report (EIR) or an Environmental Improvement Notice (EIN) may be issued by the Project Manager/EMR to the non-conforming party in response to the problem if it is found to be construction related. The timing for any improvement will be agreed between the Project Manager and the EMR based on the level of risk. For example, a significant risk will require immediate action.



80017-39-2
OTR – 105 PARK TERRACE, SALISBURY, SA
CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

9. REVIEW AND IMPROVEMENT OF CEMP

The EMR will review the CEMP and its operation and implementation from time to time. Between the reviews, a register of issues will be maintained to ensure that any issue raised by internal and external personnel associated with any Peregrine construction project are recorded for later inclusion into the CEMP. The purpose of the review is to ensure that the system is meeting the requirements of the standards, policies and objectives and, if not, to amend the CEMP to facilitate continuous improvement. A report will be provided to Peregrine with any recommendations for change to the system. The review will consider:

- client's comments;
- site personnel comments;
- authority comments;
- audit findings;
- environmental monitoring records;
- complaints;
- details of corrective and preventative actions taken;
- environmental non-conformances;
- incident reports;
- changes in organisation structures and responsibilities;
- the extent of compliance with objectives and targets; and
- the effect of changes in Standards and Legislation.

The EMR will review the various policies and objectives and approve any changes in consultation with Peregrine.



80017-39-2
OTR – 105 PARK TERRACE, SALISBURY, SA
CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

10. LIMITATIONS

Fyfe has prepared this CEMP for the use of Peregrine Corporation, in accordance with the usual care and thoroughness of the consulting profession. It is based on generally accepted practices and standards at the time it was prepared. No other warranty, expressed or implied, is made as to the professional advice included in this report.

The methodology adopted and sources of information used by Fyfe are outlined in this report. Fyfe has made no independent verification of this information beyond the agreed scope of works and Fyfe assumes no responsibility for any inaccuracies or omissions. No indications were found during our investigations that information contained in this report as provided to Fyfe was false.

This CEMP is based on the information provided by Peregrine Corporation and reviewed at the time of preparation. Fyfe disclaims responsibility for any changes that may have occurred after this time. This CEMP should be read in full. At the time of writing the CEMP Fyfe was not engaged as the EMR. No responsibility is accepted for use of any part of this CEMP in any other context or for any other purpose or by third parties. This CEMP does not purport to give legal advice. Legal advice can only be given by qualified legal practitioners.

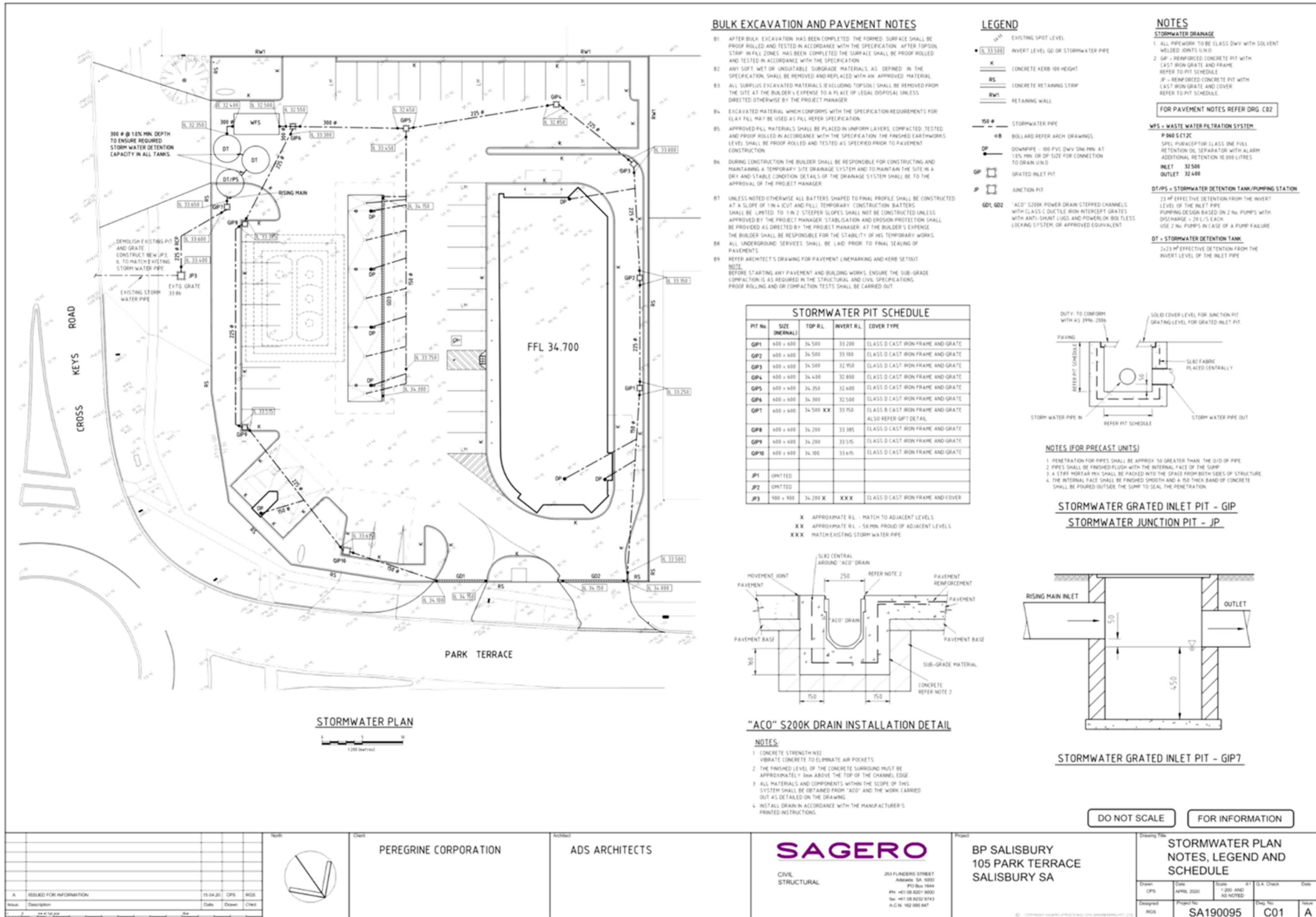
BP SALISBURY 105 PARK TERRACE SALISBURY SA REF. NO. SA190095

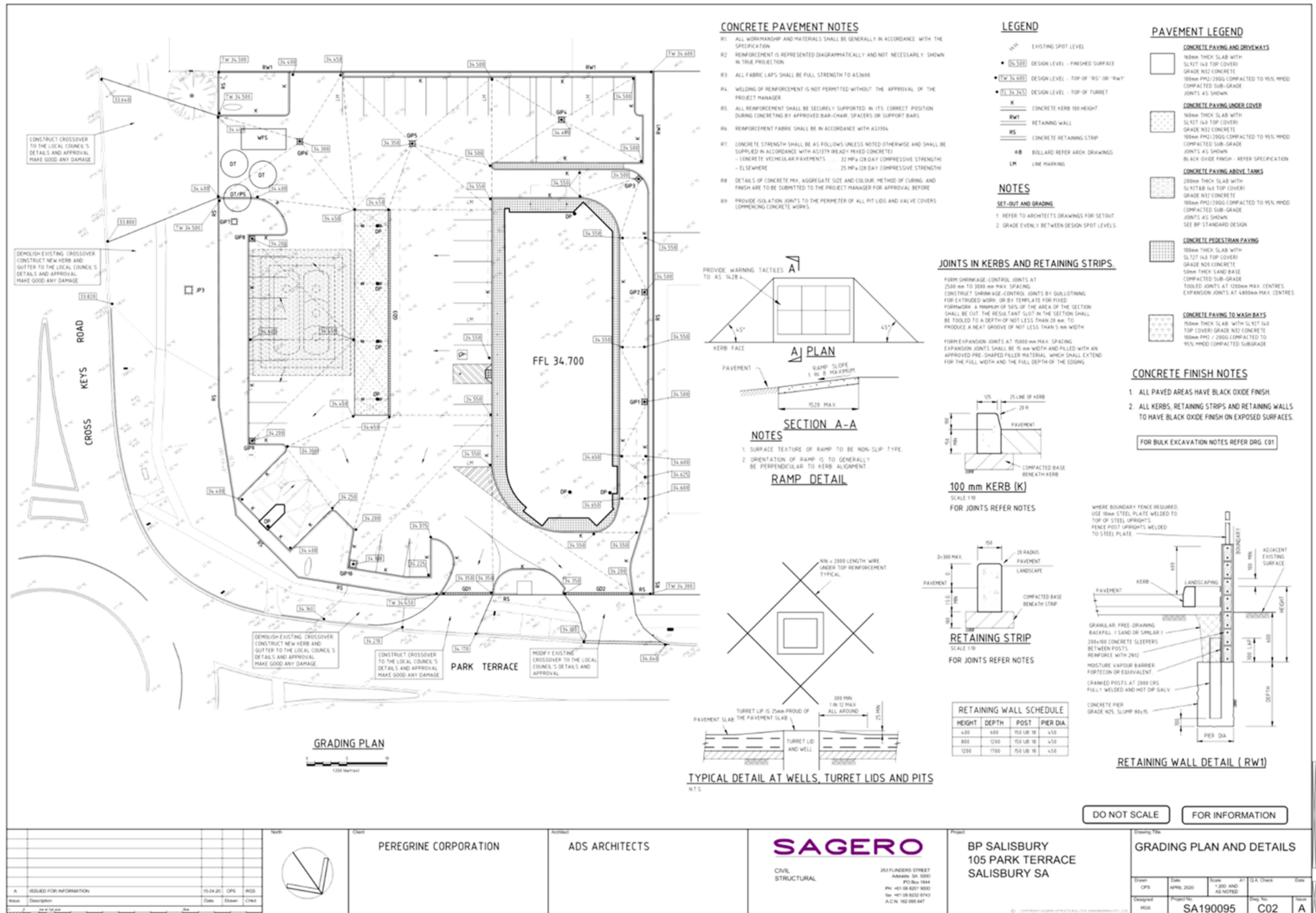
DRAWING NO.	SHEET TITLE
SA190095 - C01	STORM WATER PLAN, NOTES, LEGENDS AND SCHEDULE
SA190095 - C02	GRADING PLAN AND NOTES
SA190095 - C03	CONCRETE JOINTS PLAN AND DETAILS

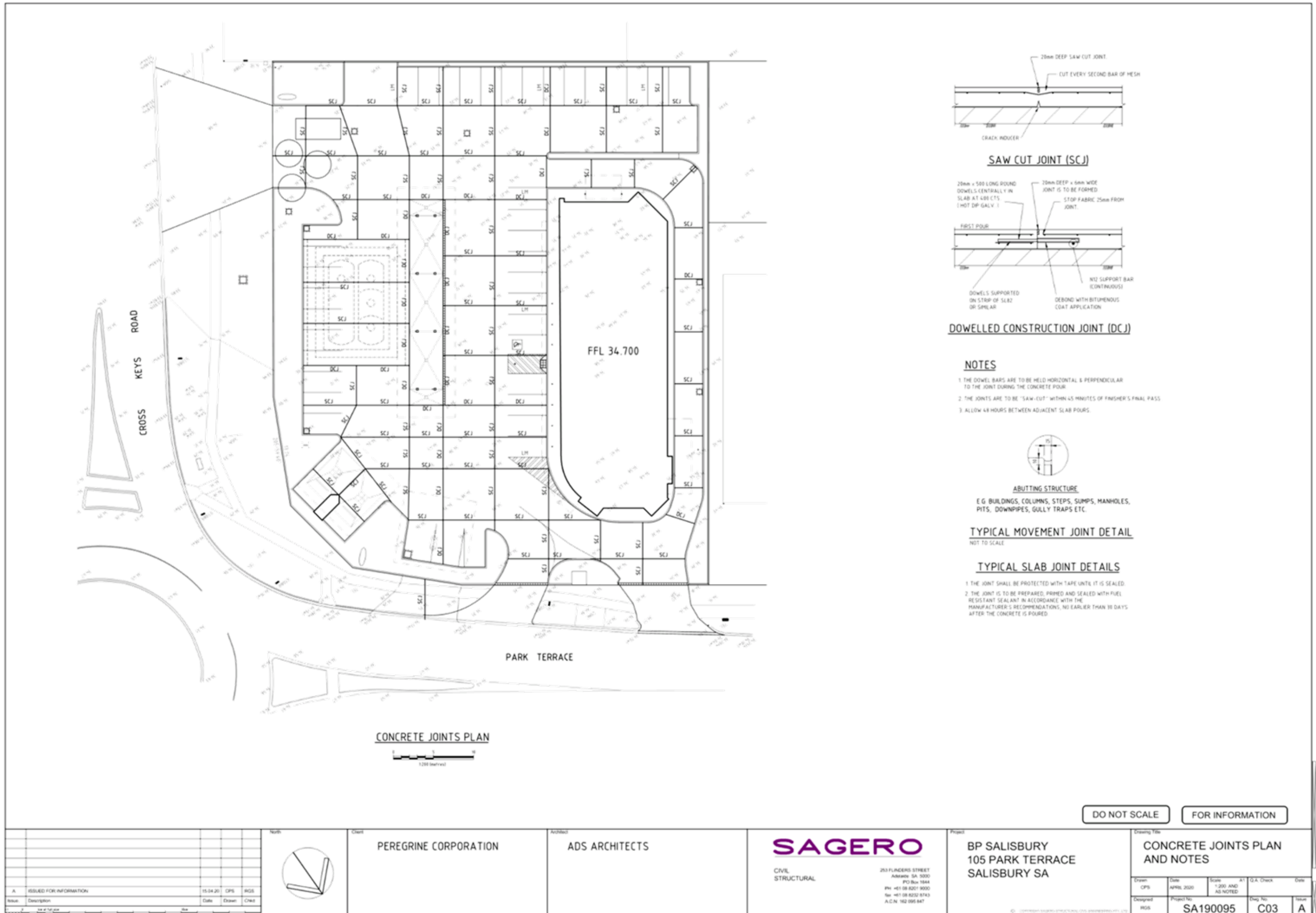
DO NOT SCALE FOR INFORMATION

	North	Client PEREGRINE CORPORATION	Architect ADS ARCHITECTS	 CIVIL STRUCTURAL 253 FLINDERS STREET ADELAIDE SA 5000 PO Box 1844 PH: +61 08 8207 9000 FAX: +61 08 8232 8743 A.C.N. 162 095 847	Project BP SALISBURY 105 PARK TERRACE SALISBURY SA	Drawing Title DRAWING LIST <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Drawn CPS</td> <td style="width: 10%;">Date APRIL 2020</td> <td style="width: 10%;">Scale 1:200 AND AS NOTED</td> <td style="width: 10%;">A1</td> <td style="width: 10%;">D.A. Check</td> <td style="width: 10%;">Date</td> </tr> <tr> <td style="width: 10%;">Designed RGS</td> <td style="width: 10%;">Project No. SA190095</td> <td style="width: 10%;">Draw No. C0</td> <td style="width: 10%;">Sheet A</td> <td colspan="2"></td> </tr> </table>	Drawn CPS	Date APRIL 2020	Scale 1:200 AND AS NOTED	A1	D.A. Check	Date	Designed RGS	Project No. SA190095	Draw No. C0	Sheet A		
Drawn CPS	Date APRIL 2020	Scale 1:200 AND AS NOTED	A1	D.A. Check	Date													
Designed RGS	Project No. SA190095	Draw No. C0	Sheet A															

Item 5.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation







CIVIL STORMWATER CALCULATIONS

REFERENCE NO	SA190095
ISSUE DATE	April 2016
AGENT	Peregrine Corporation
SITE LOCATION	BP Salisbury 105 Park Terrace SALISBURY SA

Note:

1. These calculations are to be read in conjunction with relevant Construction Reports, Structural Drawings and Architectural Drawings
2. All work to comply with the Building Code of Australia and relevant Australian and Australian and New Zealand Standards,

AS 1012 - Ready Mixed Concrete
 AS 1254 - PVC Pipes and fittings for Storm/Surface Water Applications
 AS 1260 - Unplasticised PVC (UPVC) Pipes and Fittings for Sewerage Applications
 AS 1289 - Method of Testing Soils for Engineering Purposes
 AS 1342 - Precast Concrete Drainage Pipes
 AS 1379 - Specification and Supply of Concrete
 AS 1415 - Unplasticised PVC Pipes and Fittings for Soil, Waste and Vent Applications
 AS 1428.1 - Design for access and mobility
 AS 1478 - Chemical Admixtures for use in Concrete
 AS 4049.1 - Paints and Related Materials
 AS 1646 - Rubber Joint Rings for Water Supply, Sewerage and Drainage Purposes
 AS 1742 - Manual of Uniform Traffic Control Devices
 AS 2008 - Residual Bitumen for Pavements
 AS 2302 - Code of Practice for Installation of UPVC Pipe Systems
 AS 2566 - Plastics Pipe Laying Design
 AS 2758 - Concrete Aggregates
 AS 3500 - National Plumbing and Drainage
 AS 3600 - Concrete Structures
 AS 3610 - SAA Formwork for Concrete
 AS 3725 - Loads on Buried Concrete Pipes
 AS 3792 - Portland and Blended Cements
 AS/NZS 2890 1 - Parking Facilities - Off-street car parking
 AS/NZS 2890 6 - Off-street parking for people with disabilities

CIVIL

STRUCTURAL

ENVIRONMENTAL

Title: OTR SALISBURY
 Reference: SA190095
 Date: APRIL 2020

SAGERO
 CIVIL AND STRUCTURAL

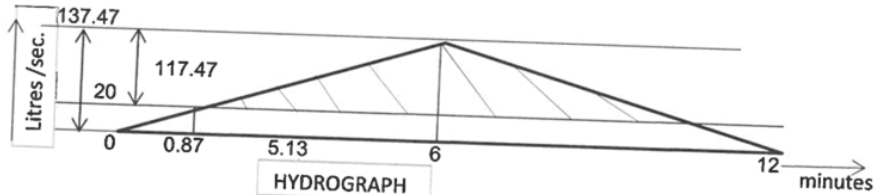
253 Flinders Street, ADELAIDE SA 5000
 Telephone: +61 8 8100 5000
 Facsimile: +61 8 8232 8743
 A.C.N. 162 095 847

Pre developed site

Existing details:			
Total area=	3447 m ²		
Existing roof area =	244 m ²	C' roof=	0.9
Exist. pavement area=	2295 m ²	C' pave=	0.75
Existing land area =	908 m ²	C' land=	0.1
ARI (in years) 'y' =	10 Years		
t _c (in minutes) 'm' =	6 minutes		
Intensity of rainfall 'I' _m =	91 mm/Hour		
Discharge 'Q' =CIA/3600			
=	51.36 Litres/Sec		
Allowable discharge =	20 Litres/Sec		

Post developed site

Proposed details:			
Roof area=	612 m ²	C'roof=	0.9 1.2xC'roofs≤1.0= 1.08 1
Pavement area=	2468 m ²	C' pave.=	0.75 1.2xC'pave≤1.0= 0.9 0.9
Land area=	367 m ²	C' land=	0.1 1.2xC'land≤1.0= 0.12 0.12
ARI (in years) 'y' =	100 Years		
t _c (in minutes) 'm' =	6 minutes		
Intensity of rainfall 'I' _m =	172 mm/Hour		
Discharge 'Q'			
=CIA/3600	= 137.47 Litres/Sec		



Detention volume = 117.47 X 5.13 X 60/1000 = 36.14 m³

Title: OTR SALISBURY
 Reference: SA190095
 Date: APRIL 2020

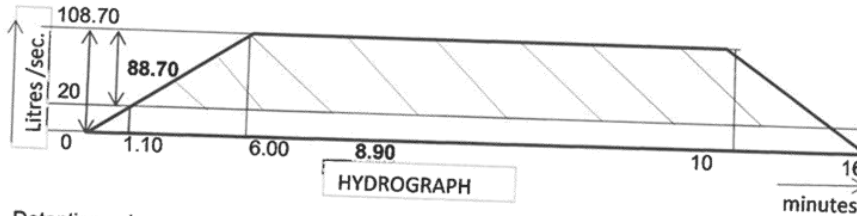
SAGERO
 CIVIL AND STRUCTURAL

253 Flinders Street, ADELAIDE SA 5000
 Telephone: +61 8 8100 5000
 Facsimile: +61 8 8232 8743
 A.C.N. 162 095 847

Check for critical storm

Try duration: 10 minutes

Intensity of rainfall ' y_m ' = 136 mm/Hour
 Discharge 'Q' = CIA/3600 = **108.70** Litres/Sec

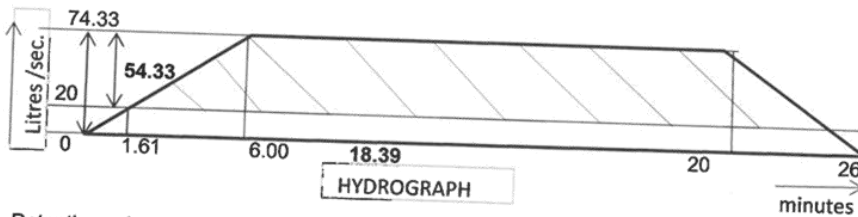


Detention volume = 88.70 X 8.90 X 60/1000 = **47.34** m³

Check for critical storm

Try duration: 20 minutes

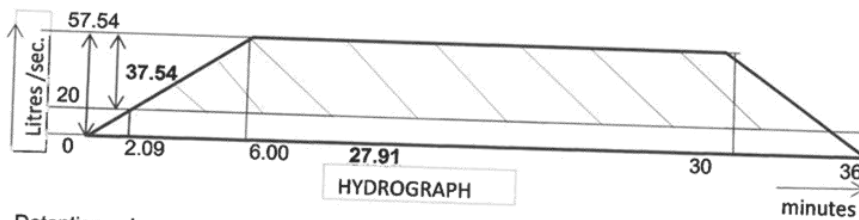
Intensity of rainfall ' y_m ' = 93 mm/Hour
 Discharge 'Q' = CIA/3600 = **74.33** Litres/Sec



Detention volume = 54.33 X 18.39 X 60/1000 = **59.93** m³

Try duration: 30 minutes

Intensity of rainfall ' y_m ' = 72 mm/Hour
 Discharge 'Q' = CIA/3600 = **57.54** Litres/Sec



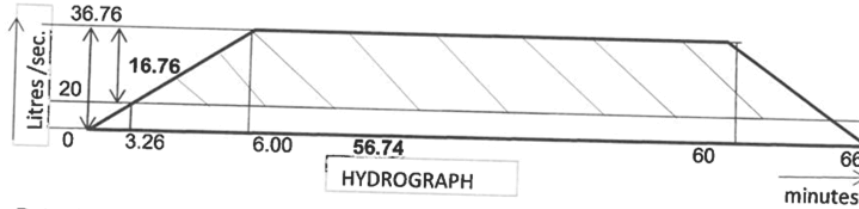
Detention volume = 37.54 X 27.91 X 60/1000 = **62.88** m³

Title: OTR SALISBURY
 Reference: SA190095
 Date: APRIL 2020

SAGERO
 CIVIL AND STRUCTURAL

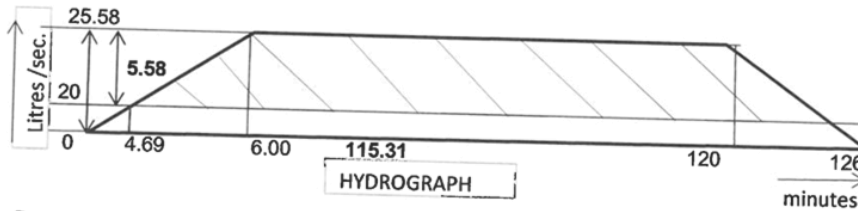
253 Flinders Street, ADELAIDE SA 5000
 Telephone: +61 8 8100 5000
 Facsimile: +61 8 8232 8743
 A.C.N. 162 095 847

Try duration: 60 minutes
 Intensity of rainfall ' i_m ' = 46 mm/Hour
 Discharge 'Q' = CIA/3600 = **36.76** Litres/Sec



Detention volume = 16.76 X 56.74 X 60 / 1000 = **57.07** m³

Try duration: 120 minutes
 Intensity of rainfall ' i_m ' = 32 mm/Hour
 Discharge 'Q' = **25.58** Litres/Sec



Detention volume = 5.58 X 115.31 X 60 / 1000 = **38.57** m³

Attachment 2
Public Notice, Representations and
Applicant's response

**DEVELOPMENT ACT 1993
CITY OF SALISBURY**

NOTICE OF APPLICATION FOR CATEGORY 3 DEVELOPMENT

Pursuant to Section 38(5) of the *Development Act 1993*

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

APPLICATION NO:	361/1923/2018/3B
APPLICANT:	Peregrine Corporation PO Box 322 KENSINGTON PARK SA 5068
NATURE OF DEVELOPMENT:	DEMOLITION AND REPLACEMENT OF EXISTING RETAIL FUEL OUTLET COMPRISING NEW CONTROL BUILDING, FUEL CANOPY AND PETROL BOWSERS, CAR WASH, VACUUM BAYS, PYLON SIGN, UNDERGROUND FUEL TANKS, MODIFIED CAR PARKING AND ACCESS ARRANGEMENTS, LANDSCAPING AND REMOVAL OF TWO REGULATED TREES
LOCATION:	Portion of 105-109 Park Terrace , Salisbury SA 5108
CERTIFICATE OF TITLE:	CT-6181/7
ZONE:	Commercial

The application may be examined at the Salisbury Community Hub located at 34 Church Street, Salisbury during business hours (8.30am – 5pm Monday to Friday) and on Council's web site at www.salisbury.sa.gov.au. Any person or body may make representations in writing, or by email to development@salisbury.sa.gov.au, concerning this application and should address their representation to the Chief Executive Officer at PO Box 8, Salisbury or representations@salisbury.sa.gov.au. Representations must be received **no later than Tuesday 31st March 2020**.

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

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

Signed: Aaron Curtis, Development Officer

Date: 18 March 2020

THIS IS THE FIRST AND ONLY PUBLICATION OF THIS NOTICE



City of Salisbury
ABN 82 615 416 895

34 Church Street
PO Box 8
Salisbury SA 5108
Australia

CATEGORY 3
Telephone 08 8406 8222
Facsimile 08 8281 5466
city@salisbury.sa.gov.au
www.salisbury.sa.gov.au

16 March 2020

To: The Owner/Occupier

Dear Sir/Madam

Application No: 361/1923/2018/3B
Location: Portion of 105-109 Park Terrace , Salisbury SA 5108
Nature of Development: DEMOLITION AND REPLACEMENT OF EXISTING RETAIL FUEL OUTLET COMPRISING NEW CONTROL BUILDING, FUEL CANOPY AND PETROL BOWSERS, CAR WASH, VACUUM BAYS, PYLON SIGN, UNDERGROUND FUEL TANKS, MODIFIED CAR PARKING AND ACCESS ARRANGEMENTS, LANDSCAPING AND REMOVAL OF TWO REGULATED TREES

Enclosed is a Notice for the above proposed development, which is located near your property.

Council are interested in your views on the proposed development.

In addition to the plans enclosed, further documentation relating to the proposal is also available on the council website via the following link:

www.salisbury.sa.gov.au/Build/Development_Applications/Advertised_Applications

The decision whether to approve, refuse or approve with conditions, is based on an assessment of the proposal against the provisions within the City of Salisbury Development Plan. It is important to note that all comments raised, both in support of, and objecting to the proposed development, will be taken into account when assessing the application.

Please note that Australia Post has recently changed its delivery charges and timeframes meaning that correspondence may take longer to receive than anticipated. To ensure your representation is received within the statutory timeframe, you may want to consider delivering your submission electronically, direct by submission at the counter or otherwise via Express Post.

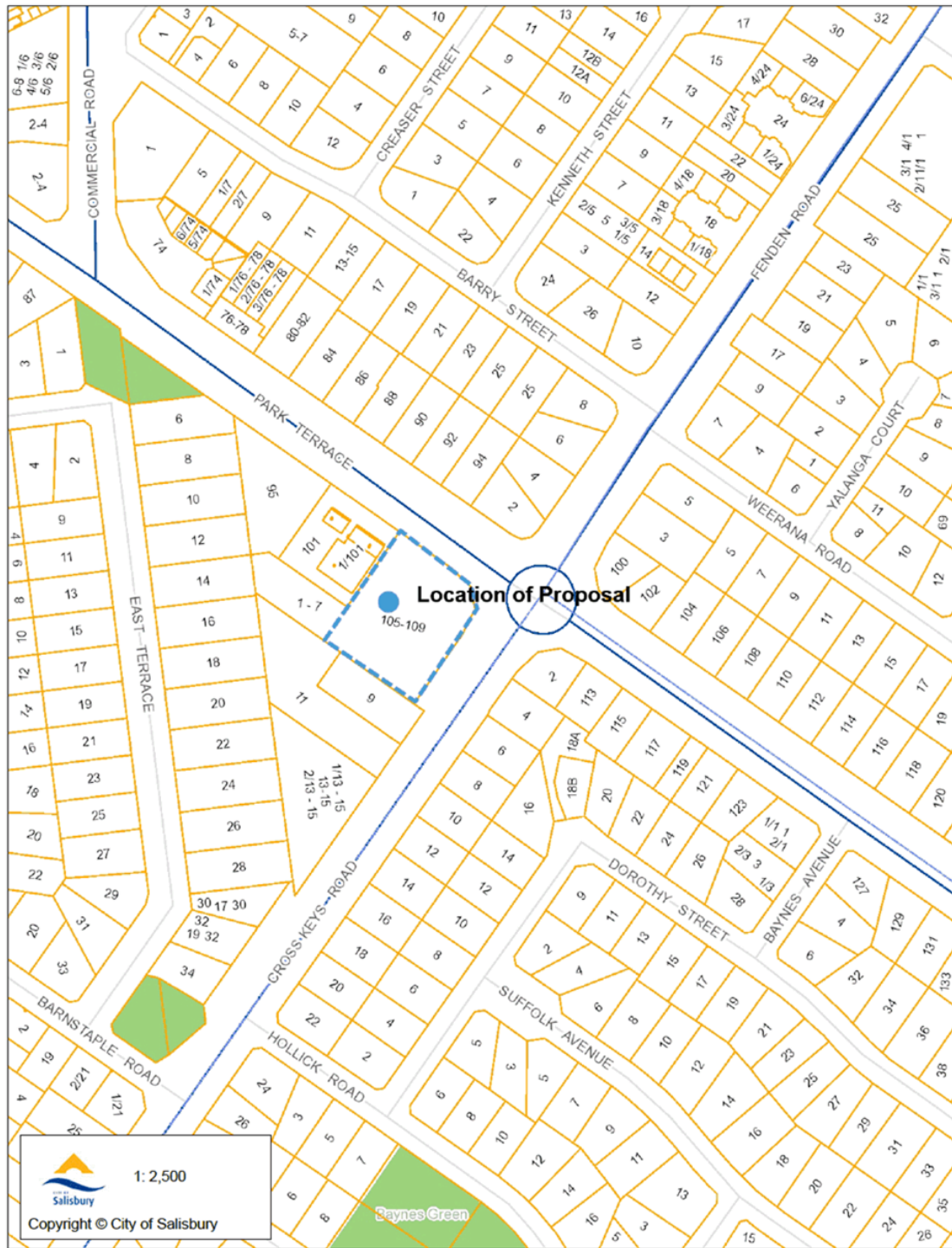
I would be happy to assist you with the consideration of the proposed development. If you have any queries or would like further information, please do not hesitate to contact me.

Yours faithfully

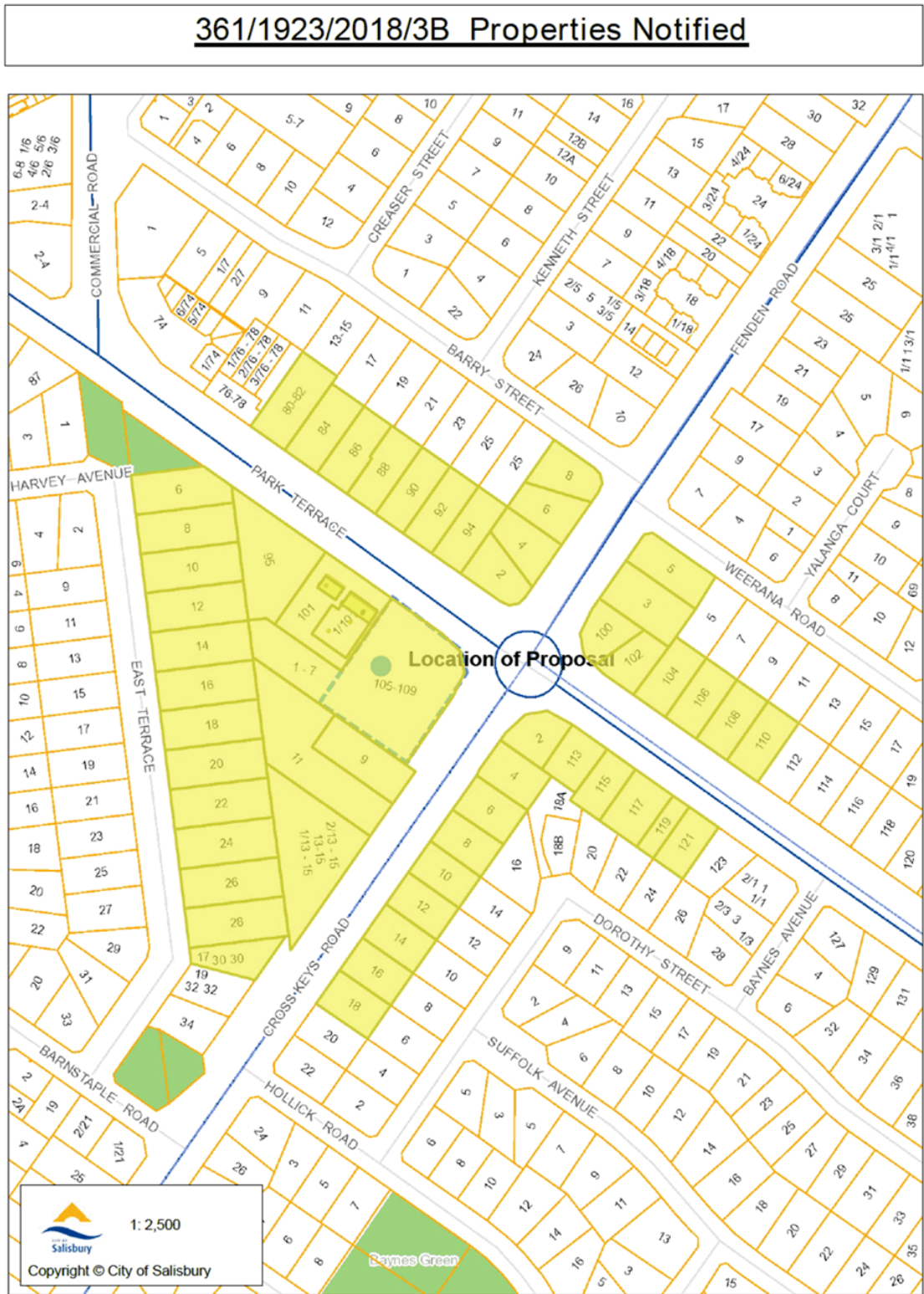
A handwritten signature in blue ink, appearing to read "Aaron Curtis".

Aaron Curtis
Team Leader – Planning
Development Services
Telephone: (08) 8406 8222
Email: representations@salisbury.sa.gov.au

361/1923/2018/3B Location of Proposal



Item 5.1.2 - Attachment 2 - Public Notice, Representations and Applicant's Response



Item 5.1.2 - Attachment 2 - Public Notice, Representations and Applicant's Response

**DEVELOPMENT ACT 1993
CITY OF SALISBURY**

**NOTICE OF APPLICATION
FOR CATEGORY 3
DEVELOPMENT**

Pursuant to Section 38(5) of
the *Development Act 1993*

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

APPLICATION NO:
361/1923/2018/3B

APPLICANT:
Peregrine Corporation
PO Box 322
KENSINGTON PARK SA
5068

NATURE OF DEVELOPMENT:
DEMOLITION AND
REPLACEMENT OF
EXISTING RETAIL FUEL
OUTLET COMPRISING
NEW CONTROL BUILDING,
FUEL CANOPY AND
PETROL BOWSERS, CAR
WASH, VACUUM BAYS,
PYLON SIGN,
UNDERGROUND FUEL
TANKS, MODIFIED CAR
PARKING AND ACCESS
ARRANGEMENTS,
LANDSCAPING AND
REMOVAL OF TWO
REGULATED TREES

LOCATION:
Portion of 105-109 Park
Terrace, Salisbury SA 5108

CERTIFICATE OF TITLE:
CT-6181/7

ZONE: Commercial

The application may be
examined at the Salisbury
Community Hub located at
34 Church Street, Salisbury
during business hours
(8.30am - 5pm Monday to
Friday) and on Council's web
site at www.salisbury.sa.gov.au. Any person or body
may make representations
in writing, or by email to
development@salisbury.sa.gov.au, concerning this
application and should
address their
representation to the Chief
Executive Officer at PO Box
8, Salisbury or
representations@salisbury.sa.gov.au. Representations
must be received no later
than Tuesday 31st March
2020

Each person making a
submission should indicate
whether they wish to appear
personally, or be
represented by another
party, in support of their
submission. Please note that
should you nominate to be
heard in support of your
representation, you will be
required to attend a Council
Assessment Panel meeting
held at the Council offices,
scheduled on the fourth
Tuesday of each month at
5.00pm (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,
Development Officer
Date: 18 March 2020
**THIS IS THE FIRST AND
ONLY PUBLICATION OF
THIS NOTICE**

From: Frank Morgante [REDACTED]
Sent: Tuesday, 31 March 2020 5:29 PM
To: Aaron Curtis
Subject: Application 361/1923/2018/3B

Hi Aaron

As discussed yesterday, I am an owner of a nearby property that has received the letter from council in relation to application number 361/1923/2018/3B as well as have a vested interest in the property that adjoins the applicant at 9 Cross Keys Rd Salisbury. That said property is owned by my parents.

I believe they have lodged their comments to council yesterday afternoon.

As we discussed there are a number of concerns with the application which will directly impact the residential property my parents currently live in.

The proposed 9m pylon poses an unattractive aesthetic look together with its position which can only be viewed across the front of my parents property. There is already a sign adjacent the crossover on Cross keys rd. With the proposed removal of trees this will make visibility of that sign sufficient rather than a 9m pylon.

The proposed refuse area will pose a health hazard as well as bad odour and suggest this be relocated to another area of the property away from residential accommodation.

The proposed car parking along the adjoining boundary fence also poses a hazard as there appears to be no curbing or security barriers on the plans preventing any vehicles accidentally driving through the fence.

The proposed position of the air and water should be relocated to somewhere else less intrusive.

The proposed fence should be raised to 2.5m preventing any trespasses and curbing increased noise. There will need to be more details on the construction of the fence in due course.

There is not detail about the lighting and the impact on the adjoining residential property – will need more detail here.

The proposed crossover on Crosskeys road is too close to the adjoining property at number 9, concerns that cars will assume turning into the OTR rather than at no. 9 potentially causing accidents.

I would be happy to discuss these issues with you and possible remedies.

Kind regards
[REDACTED]
[REDACTED]

Valid



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

RECEIVED
31 MAR 2020

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

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

Application Number:	361/1923/2018/3B
Applicant	Peregrine Corporation
Nature of Development:	DEMOLITION AND REPLACEMENT OF EXISTING RETAIL FUEL OUTLET COMPRISING NEW CONTROL BUILDING, FUEL CANOPY AND PETROL BOWSERS, CAR WASH, VACUUM BAYS, PYLON SIGN, UNDERGROUND FUEL TANKS, MODIFIED CAR PARKING AND ACCESS ARRANGEMENTS, LANDSCAPING AND REMOVAL OF TWO REGULATED TREES
Location:	Portion of 105-109 Park Terrace , Salisbury SA 5108

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

NAME(S): BRUNO MORGANTE

ADDRESS: 9 CROSS KEYS ROAD SALISBURY SA 5108

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

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

- The owner/occupier of the property located at: 9 CROSS KEYS ROAD SALISBURY
- 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) New 9m Pylon too close to my boundary, and illumination will overlook my property and (southern side)

PTO

Item 5.1.2 - Attachment 2 - Public Notice, Representations and Applicant's Response

361/1923/2018/3B

- will disrupt my overall living experience. (southern side)
- ② Refuse bin location is on my boundary which is unacceptable as smell, rubbish, and rats + mice will affect my living experience when I have been for almost 40 years.
 - ③ Air + water point on southern boundary is too close for noise for keeping sand on air.
 - ④ Parking along southern boundary on my boundary is too close due to congregation of customers, noise, and safety if someone accidentally drives through fence.
 - ⑤ Colour of colourband fence on southern side to be confirmed.
 - ⑥ Fence height on southern boundary to increase to 2.4m.

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

- ① Relocate 9m Pylon further away from southern boundary to other side of crossover.
- ② Relocate refuse bin away from my boundary to either eastern or northern side of site.
- ③ Relocate air & water point near to car wash.
- ④ Keep minimum 2m away from fence and install barriers/safety bollards to stop accidental breach of fence.
- ⑤ Fence colour to be accepted by myself, keep as existing fence colour.
- ⑥ Fence height to increase to 2.4m.

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: ANTHONY MORGANTE.....

Contact details: .. [REDACTED]

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

Your written representation must be received by Council no later than 11.59pm on Tuesday 31st March 2020, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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

Signature: 

Date: 29 / 3 / 2020

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
 If more than one person, details of person making the representation.
 Detail of reasons for making the representation.
 Indication whether or not the person (or persons) wishes to be heard.
 Submitted no later than 11.59pm on **Tuesday 31st March 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

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:	361/1923/2018/3B
Applicant	Peregrine Corporation
Nature of Development:	DEMOLITION AND REPLACEMENT OF EXISTING RETAIL FUEL OUTLET COMPRISING NEW CONTROL BUILDING, FUEL CANOPY AND PETROL BOWSERS, CAR WASH, VACUUM BAYS, PYLON SIGN, UNDERGROUND FUEL TANKS, MODIFIED CAR PARKING AND ACCESS ARRANGEMENTS, LANDSCAPING AND REMOVAL OF TWO REGULATED TREES
Location:	Portion of 105-109 Park Terrace , Salisbury SA 5108

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

NAME(S):..... RACHEAL MARLWNECHT.....
 ADDRESS: 4 CROSS KEYS RD, BRAHMA LODGE.....
 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 CROSS KEYS RD B/LODGE.....
- Other (please state):

YOUR COMMENTS:

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

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

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

I am concerned for a couple of reasons as stated below
 1) the removal of more significant trees from the area. These

PTO

Item 5.1.2 - Attachment 2 - Public Notice, Representations and Applicant's Response

361/1923/2018/3B

are not being replaced by the same number as are removed, & their age is a factor in this.

2) The car park Facing Cross Keys rd would have head lights turning on/off painted directly at my home & bedroom windows & the extra noise of engines starting again painted directly at my home. At the moment these activities are much further away & other cars are not facing my property when using the Browsers

3) I am concerned that much more vehicle traffic will be attracted from the addition of a drive through. The plans do not mention what services will be available via drive through (eg. McDonalds - will attract even more traffic)

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

1) The driveway adjustments should incorporate the significant trees in place (some adjustments can still be made without removing trees)

2) Either no car parking facilities on Cross Keys rd edge of property or Fencing high enough to reduce light & sound of parking cars

3) A more forthright approach to what is being made available via the drive through addition ^{or} OR no drive through due to increased traffic & noise

^{*} (where an informed decision can be made on suggested changes)

PTO

ON BACK OF PAGE

Please note:

→ when OTR originally took over the BP service station there were problems with constant noise, to which police & the E.P.A. were involved, it took over a year to have the issue resolved - I do not want to be put in that position again.

→ The complaint was about music (radio) ads being played over their loud speaker system under the canopy 24 hrs a day 7 days a week which could be heard inside my home.

Edna. 23/3/2020

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

I/We:

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

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

Appearing personally,

OR

Represented by the following person:

Contact details:

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

Your written representation must be received by Council no later than 11.59pm on Tuesday 31st March 2020, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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

Signature: 

Date: 23 / 3 / 2020

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Tuesday 31st March 2020.**



8 April 2020

Mr. A Curtis
Team Leader - Planning
City of Salisbury

BY EMAIL – acurtis@salisbury.sa.gov.au

Dear Aaron,

Response to Representations (DA 361/1923/2018) 105-109 Park Terrace, Salisbury SA 5108

On behalf of the applicant we write to respond to the letters of representation received in relation to the proposed demolition and replacement of existing retail fuel outlet comprising new control building, fuel canopy and petrol bowsers, car wash, vacuum bays, pylon sign, underground fuel tanks, modified car parking an access arrangements, landscaping and removal of two regulated trees at the above mentioned land.

During the Category 3 notification of the application, three (3) letters of representation were submitted to Council. All of the authors are either owners, occupiers or the family member of owners of land in the vicinity of the proposed development site.

- Mr B Morgante – 9 Cross Keys Road, Salisbury SA 5108
- Mr F Morgante – 9 Cross Keys Road, Salisbury Sa 5108
- Ms R Mahlknecht – 4 Cross Keys Road, Brahma Lodge SA 5109

All three representors have indicated their opposition to the proposal and two have expressed a desire to be heard personally at any subsequent Council Assessment Panel (CAP) meeting.

The concerns of the representors can be summarised as follows:

- Removal of significant trees from the site not being replaced with same number or size of trees;
- Disturbance from light spill generated from new car parks to dwellings located on the south eastern side of Cross Keys Road;
- Introduction of drive-thru will result in additional traffic impacts at the site and locality;
- New freestanding pylon sign will result in light spill to adjoining property;
- Location of refuse area on south western boundary will cause disruption to adjoining property through odour and increased likelihood of vermin;
- Air and water services on south western boundary will result in noise disruption to adjoining property;
- Parking provision on south western boundary too close to the adjoining property, leading to noise and safety concerns;

270 The Parade, Kensington Park, South Australia 5068 P.O. Box 322, Kensington Park, South Australia 5068
Tel: 08 8333 9777 Fax: 08 8333 9788 E: email@perecorp.com.au

PEREGRINE CORPORATION

- Colour of south western fence to be confirmed and approved by adjoining property owner; and
- Height of south western boundary fence to be increased to 2.4 metres.

The concerns of the representors are addressed in detail below.

Removal of Regulated Trees

The development envisages the removal of 6 trees in order to facilitate the redevelopment of the subject land. The applicant engaged the services of a qualified arborist to undertake an assessment of the impact of the removal of these trees and to recommend appropriate measures to protect and maintain the existing trees that will remain in place. The arborist undertook an assessment of all 11 trees on or adjacent to the subject land. The arborist determined that of the 6 trees to be removed, 2 were a regulated class of tree while the other 4 were unregulated.

The arborist report recommended the removal of the 6 trees as they were found to be in direct conflict with the design and to accommodate the new crossovers. The arborist observed that significant design change had already been undertaken to minimise potential impacts to tree condition, therefore, further design change was not warranted, and the trees are restricting the reasonable development of the site.

Further consideration was also given to the environmental benefit, character, and amenity that the 6 trees to be removed provide. As the majority are semi-mature species, their removal can be undertaken with minimal impacts to the surrounding biodiversity of the site and although these trees are reasonably consistent with the character of the area, they do not provide an important contribution to either the amenity or the character of the area.

The arborist report recommended that replacement trees be planted to compensate for the loss of these trees. Species should be suitable for their location and in keeping with the character of the area. In addition, the applicant has engaged the services of Oxygen Landscape Architects to prepare a comprehensive landscaping plan for the site.

The applicant is amenable to conditions of approval which are consistent with the findings of the arborist report.

The applicant submits that in these circumstances, the concerns raised by the representations in relation to the removal of trees from the site have been adequately addressed.

Lightspill

Lighting standards are uniform across the OTR network and while lightspill is occasionally raised as a pre-development issue, it is invariably resolved and does not cause further concern.

All external lighting is designed with the use of spill guards to direct light within the site and away from residential properties abutting the southern boundary and adjacent the site on the opposite side of Park Terrace and Cross Keys Road. Additional protection against light spill to the representors property to the south will be provided through the Colorbond fence along the site boundary.

The amenity impact ought to be assessed having regard to existing factors which arise from the locality of the site, such as lighting generated by street lighting and other commercial properties which operate throughout the night within the Commercial Zone and along Park Terrace and Cross Keys Road, which creates ambient lighting conditions that are higher than one would expect to occur within other parts of a Residential Zone.

PEREGRINE CORPORATION

The overhead drone photo taken at night at the Taillem Bend OTR site and included as photo 1 below, highlights the effectiveness of LED down lighting and spill guards in containing light spill within the boundaries of a service station site.

In regards to Ms Mahlknecht's concerns about light spill generated from the proposed car parks fronting Cross Keys Road, it is noted that they will be located in the approximate position of the existing egress / ingress which is proposed to be closed as part of this application. The proposed car parks are expected to have no additional impact on the dwellings on the opposite side of Cross Keys Road than what is already occurring through motor vehicles using the existing crossover.



Photo 1: Drone photo taken at OTR Taillem Bend (Motorsport Park)

Freestanding Signage

The application proposes the establishment of a 9 metre freestanding signage pylon, in the site's southern corner fronting Cross Keys Road and the refurbishment of an existing 9 metre freestanding pylon sign within the site's Park Terrace frontage, towards the Cross Keys Road intersection.

The additional 9 metre signage pylon is considered appropriate and can be justified for the following reasons:

- The two freestanding signage elements perform different functions. The existing 9 metre pylon is the primary free-standing advertisement on the site and will alert customers to fuel offerings and daily fuel prices;
- The proposed 9 metres pylon specifically relates to the proposed quick service restaurant (a new element to be introduced to the site) and will perform the secondary function of alerting customers to site specific food offerings that are unique to that quick service restaurant;

PEREGRINE CORPORATION

- The proposed signage is considered to be of an appropriate scale and size and will be compatible with the redevelopment of the site. The subject land enjoys considerable frontages to both Park Terrace and Cross Keys Road and the pylons will be sited to alert motorists traveling along each road; and

OTR integrated service station complexes offer a far greater range of products and services than the existing service station. Many of these products and services, unique to OTR, are sold under trademarked brands such as "C Coffee". The additional signage pylon is an integral part of OTR branding and is required to inform customers of the products available within each OTR.

Noise impacts

It is noted that the existing service station complex consists of fuel filling bays, a control building, on-site car parking, a trailer storage and hire area, a vacuum unit and a car wash. The existing service station currently trades 24 hours. The proposed redevelopment of the site will effectively provide all of the same services in a new and upgraded facility with the addition of a drive-thru.

Notwithstanding, the noise generating activities from this site including motor vehicle activity, the use of air and water services and refuse collection have been assessed by Sonus Acoustic Engineers who have concluded that the operations of the site will comply with the EPA's Noise Policy. The proposal will not detrimentally affect the amenity of the locality or provide unreasonable interference through the emission of noise, thereby achieving the relevant provisions of the Salisbury Council Development Plan.

For the benefit of the representors, a copy of the Environmental Noise Assessment prepared by Sonus has been attached to this response.

The Sonus report concluded the predicted noise levels from the development will achieve the relevant requirements of the EPA's Noise Policy subject to the following treatments and operational management procedures:

- Operation of the manual car wash and vacuum units are to be limited to daytime hours between 7am and 10pm;
- Waste collection should only occur between the hours of 9am and 7pm on Sundays or public holidays, and between 7am and 7pm on any other day in accordance with Division 3 of the Environmental (Noise) Policy 2007;
- Mechanical services plant to be located on the roof of the control building should be installed behind mechanical plant screens in accordance with the Sonus report;
- Noise from alarms produced by equipment (such as tyre filling stations, car wash pay station and vacuum bays) should be reduced as far as practical; and
- Ensure that the ground surface is smooth and all inspection points, grated trenches, etc. are correctly fixed to remove the potential for impact noise being generated when driven over.

In regards to representor concerns about the height of the proposed 2.1 metre acoustic fence to be located on the southern boundary of the site, Sonus has confirmed the proposed fence will comply with the requirements of the EPA (noise) Policy 2007. Sonus has also confirm no additional acoustic benefits are achieved by increasing the height of the fence to 2.4 metres. The applicant is open to discussing the colour of the proposed southern fence with the adjoining property owner and is not opposed to matching the colour of the existing fence.

The applicant is amenable to conditions of approval which are consistent with the finding of the Sonus report.

PEREGRINE CORPORATION

The applicant submits that in these circumstances, the noise concerns raised by the representations have been adequately addressed in relation to the development of this site.

Location of the refuse area

The location of the refuse area is controlled by vehicle circulation requirements, in particular those of the 10 metre refuse truck.

The relocation of the refuse area to the southern boundary of the subject land will not have an unreasonable impact on the amenity of the adjoining property through odour and the spread of vermin for the following reasons:

- Waste will be collected from the site on a daily basis by an accredited waste management contractor to minimise the chance of odour generation;
- The waste management contractors are required to comply with collection schedules and are provided with a detailed site brief that details the approved collection times for each site;
- Stock is increasingly delivered to site from the OTR Distribution Centre on a single pick basis and delivered in reusable food grade containers, which will further minimise the amount of waste generated at a site level;
- OTR Convenience Supermarkets generate waste predominately taken the form of packaging and expired stock;
- General waste is generated in the form of consumer waste such as cups and packaging, coffee grounds; unsold prepared food items and other general waste; and
- The applicant has a Waste Management Plan (WMP) which address the management of waste generated during the operation of an OTR site. The document is used as a basis for managing waste as well as mitigating and monitoring the environmental impacts associated with the operation of OTR sites. This WMP will form the basis for waste management at OTR Salisbury Park Terrace.

Traffic considerations

It is noted that the site layout, parking and access arrangements have been designed following extensive consultation with DPTI's traffic engineers and GTA Traffic Consultants. The proposed layout will result in the safe and efficient circulation through the site of all fuel tankers, service vehicles and customer cars.

A Traffic Compliance Statement (TCS) was prepared by GTA Consultants and submitted to Council as part of the application. The TCS concluded the proposed development has been designed with consideration to Austroads Guidelines and Australian Standards, and Traffic Code applicable to the design of traffic management and parking in South Australia. The Detailed design will meet the requirements of the relevant guidelines, standards and code.

In addition, the TCS demonstrates the following:

- The 36 car parking spaces which are provided more than exceeds the 12 spaces required at an applicable rate of 2.5 spaces per 100m² of floor area;
- The layout of the site access points and car parking spaces, including the 1 disabled parking spaces and the shared space, confirms with applicable Australian Standards;
- The fuel bowsers have been positioned to provide sufficient space for queuing vehicles;
- The site accommodates the movement of a 16.4 metre semi-trailer fuel tanker vehicle, as well as a 10.0 metre vehicle for waste collection and an 8.8 metre MRV for deliveries. The drive-thru and manual car wash accommodate a B99 light vehicle. Sweep paths of heavy and light vehicles are provided as part of the TCS; and

PEREGRINE CORPORATION

- The proposed drive-thru will generate a significantly lower volume of traffic than the 120 trips per hour indicated. This rate outlined is based on rates for a Hungry Jacks drive-thru (a Tier 1 fast food outlet). It is anticipated the proposed drive-thru will be a Tier 2 facility. The trip rate GTA has adopted for the drive-thru therefore represents a worst-case scenario.

While the precise brand of QSR has not yet been determined, it can be confirmed that it will not be either a McDonald's or a Hungry Jacks or any other Tier 1 QSR outlet. The proposed control building is not equipped to support the specific requirements of a Tier 1 QSR outlet. These would need significant structural modifications that would require separate Development Approval.

The applicant submits that on the basis of this response the proposal has satisfactorily addressed the traffic and safety concerns raised by the representors.

We trust that the information provided above will assist Council in completing its assessment of the proposed development.

Should Council require any further details or clarification please contact the writer on 0431 294 012.

Yours sincerely



Tim Beazley MPIA

Consultant Planner
Peregrine Corporation

**Attachment 3:
Referral Responses**

In reply please quote: 2020/00287, Process ID: 618451
 Enquiries to: Reece Loughron
 Telephone: 08 7109 7876
 E-mail: dpti.luc@sa.gov.au



Government of South Australia
 Department of Planning,
 Transport and Infrastructure

**TRANSPORT PLANNING AND
 PROGRAM DEVELOPMENT**

Transport Assessment

GPO Box 1533
 ADELAIDE SA 5001

ABN 92 366 288 135

1 April 2020

Mr Aaron Curtis
 City of Salisbury
 PO Box 8
 SALISBURY SA 5108

Dear Mr Curtis

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	361/1923/18 – Amended Plan (dated 19 December 2019)
Applicant	Peregrine Corporation
Location	105 Park Terrace corner Cross Keys Road, Salisbury (CT 6181/7)
Proposal	Integrated service station with drive thru

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

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

CONSIDERATION

The subject site abuts Park Terrace and Cross Keys Road. Park Terrace is an arterial road under the care, control of CoH and is identified as a Standard Frequency Public Transport Corridor under the Department of Planning, Transport and Infrastructure's 'A Functional Hierarchy for South Australia's Land Transport Network'. Cross Keys Road is a local road under the care, control of City of Salisbury. The abutting section of Park Terrace is gazetted for PBS Level 1A vehicles up to 20.0 metres in length. At this location Park Terrace carries approximately 22,900 vehicles per day (4% commercial vehicles) with a posted speed limit of 60 km/h. Cross Keys Road has a default urban speed limit of 50km/h.

Access and Road Safety

Since the original referral in February 2019, DPTI is aware that discussions between Council and the Applicant have taken place regarding the access layout. These changes were sought in order to minimise impacts to the existing roadside vegetation. DPTI was then advised by Council on 8 April 2019 to place the application on hold pending these discussions/investigations.

On 12 March 2020 the amended application (refer ADS Architects Site Plan, Drawing No. 14/JN1188sk01c, dated 19 December 2019) was re-referred to DPTI. The proposed development is relatively consistent with the original building layout, however the Park Terrace access has been altered in order to provide a separate entry access located approximately 5 metres west of the existing entry point rather than a combined two-way access adjacent the western boundary. The existing western most access will now function

15300189

as a 'left out' only access. It is still proposed to install a section of back to back median on Park Terrace to physically restrict right turn movements which is supported.

It is noted that an updated Traffic Compliance Statement (TCS) and associated turn paths has not been provided for the new access layout, however the previous TCS (GTA reference S140680 dated 29 November 2018) confirmed that vehicular movements could be achieved satisfactorily with a separate entry/exit access design. Overall, DPTI is supportive of the amended access design and all redundant crossovers should be reinstated with kerb and gutter prior to the business becoming operational.

With regards to the installation of back to back median on Park Terrace, it must be designed and constructed in accordance with Austroads 'Guide to Road Design', any relevant Australian Standards and any DPTI requirements. All costs associated with the upgrade will be borne by the developer. It is further pointed out that due to the new raised treatment within Park Terrace the existing street lighting will need to be reviewed during retailed design to ensure compliance with V3 standards. The Applicant must also consult the adjacent land owners on Park Terrace regarding the proposed median installation on Park Terrace.

DPTI notes that the amended plan will retain the starter gate pump layout configuration and the department is satisfied that sufficient area is provided to enable one vehicle to store behind each fuel pump without restricting access to/from Park Terrace or Cross Keys Road as well as enabling internal traffic circulation.

Delivery Vehicles

The existing TCS illustrates that a 16.4 metre fuel delivery vehicle (refer GTA Drawing S140680-AT01, Issue P1, dated 20 November 2018) can left turn from Cross Keys Road, store internally while decanting and then undertake a left turn exit movement onto Park Terrace in a forward direction. DPTI is also satisfied that passenger vehicles can enter and exit the site whilst a delivery vehicles is positioned on-site decanting.

Illuminated Signage

Illuminated signage is proposed on the site, including two 9-metre pylon signs (one existing and one new) that will incorporate LED technology for the fuel price board. DPTI has released the 'Advertising Signs Assessment Guidelines for Road Safety' publication to assist with the review and assessment of advertising signs abutting the arterial road network. DPTI has assessed the proposed signage against the above guidelines and recommends that appropriate conditions be applied to any approval in the interests of road safety

ADVICE

The Department of Planning, Transport and Infrastructure supports the proposed development and advises the planning authority to attach the following conditions to any approval:

1. All vehicles shall enter and exit the site in a forward direction.
2. All access to Park Terrace and Cross Keys Road shall be constructed in general accordance with ADS Architects Site Plan, Drawing No. 14/JN1188sk01c, dated 19 December 2019.
3. A back to back median shall be installed within Park Terrace (extending west from the roundabout) in order to physically restrict right turn movements to/from the western access point. All costs associated with installation of the median (and associated signage) shall be borne by the applicant.

15300189

4. All road works including installation of the back to back median, lighting (review and upgrade if required), associated signage and the new access points shall be designed and constructed to comply with Austroads Guides, Australian Standards and be to the satisfaction of DPTI, with all costs (including design, construction, lighting, project management etc.) being borne by the applicant. The applicant shall enter into a Developer Agreement with DPTI regarding these works and is required to contact DPTI's Network Management Services, Network Integrity Engineer, Mrs Teresa Xavier on telephone (08) 8226 8389 or via email teresa.xavier@sa.gov.au to obtain approval and discuss any technical issues regarding the required road works. These road works shall be completed prior to operation of the proposed development.
5. The crossover/driveway width required for passenger cars at the Cross Keys Road access point shall be delineated and the extra crossover/driveway width required to permit access for a 16.4-metre semi-trailer shall be chevron line marked.
6. The access points shall be suitably flared to Park Terrace and Cross Keys Road to allow convenient ingress and egress movements in order to minimise disruption to the free flow of traffic.
7. The Park Terrace and Cross Keys Road access points shall be suitably signed and line marked to reinforce the desired traffic flow.
8. The redundant crossovers (or parts thereof) shall be reinstated with kerb and gutter prior to the business becoming operational.
9. The largest vehicle permitted on-site shall be restricted to a 16.4 metres semi-trailer.
10. All off-street car parking areas shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009.
11. Commercial vehicle facilities shall be designed in accordance with AS 2890.2:2018.
12. Signage shall not contain any element of LED or LCD display, except for the fuel prices on the pylon signs. The fuel prices shall be white characters on a black background.
13. Signage shall not be permitted to operate in such a manner that could result in impairing the ability of a road user by means of high levels of illumination or glare. Accordingly, all illuminated signs visible from Park Terrace and Cross Keys Road shall be limited to a low level of illumination (i.e. <math><150\text{Cd/m}^2</math>), except in the case of electronic signage, which shall be limited to the following stepped luminance levels:

Ambient Conditions	Sign Illuminance Vertical Component (Lux)	Sign Luminance (Cd/m ²) Max
Sunny Day	40000	6300
Cloudy Day	4000	1100
Twilight	400	300
Dusk	40	200
Night	<math><4</math>	150

14. Signage shall not flash, scroll, move or change, with the exception of the LED fuel price signs, which may change on an as-needs basis.
15. Signage shall, in the case of electronic signage, incorporate an automatic error detection system which will turn the display off or to a blank, black screen should the screen or system malfunction.

15300189

16. The applicant shall ensure that all stormwater generated by the proposal is appropriately collected and disposed of without entering or jeopardising the safety of the adjacent arterial road network.

Yours sincerely



A/MANAGER, TRANSPORT ASSESSMENT
for **COMMISSIONER OF HIGHWAYS**

A copy of the decision notification form should be forwarded to dpti.developmentapplications@sa.gov.au

15300189



Environment Protection Authority
 GPO Box 2607 Adelaide SA 5001
 211 Victoria Square Adelaide SA 5000
 T (08) 8204 2004
 Country areas 1800 623 445

EPA Reference: 34551

15 May 2020

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

Dear Mr Curtis

ADVICE FOR REGARD - Activity of Environmental Significance

Development Application No.	361/1923/2018/3B
Applicant	Peregrine Corporation
Location	A100 DP113199, Hundred Yatala, 105-109 Park Terrace, Salisbury , SA 5108.
Activity of Environmental Significance	Schedule 8 Item 10(b); Schedule 21 Item
Proposal	Demolition of existing petrol station and removal of underground tanks and construction of new integrated petrol filling station (with 2 X 70,000L underground fuel storage tanks) comprising drive thru takeaway food outlet, eight fuel bowsers, fuel canopy, car wash, signage, landscaping and car parking.
Decision Notification	A copy of the decision notification must be forwarded to: Client Services Officer Environment Protection Authority GPO Box 2607 ADELAIDE SA 5001

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

The following response is provided in accordance with Section 37(4)(a)(i) of the *Development Act 1993* and Schedule 8 Item 10(b) of the *Development Regulations 2008*.

In determining this response the EPA had regard to and sought to further the objects of the

page 1 of 7

www.epa.sa.gov.au

Environment Protection Act 1993, and also had regard to:

- the General Environmental Duty, as defined in Part 4, Section 25 (1) of the Act; and
- relevant Environment Protection Policies made under Part 5 of the Act.

Please direct all queries relating to the contents of this correspondence to Robert De Zeeuw on telephone (08) 8204 1112 or facsimile (08) 8124 4673 or email Robert.DeZeeuw@sa.gov.au.

THE PROPOSAL

The proposal is for the demolition of an existing petrol station and removal of underground tanks and construction of a new integrated petrol filling station (with two X 70,000L underground fuel storage tanks) comprising drive thru takeaway food outlet, eight fuel bowsers, fuel canopy, car wash, signage, landscaping and car parking.

The proposed integrated service station complex is to operate 24 hours per day, seven days per week.

SITE DESCRIPTION

The site of the proposed development is described as Allotment 100, in Certificate of Title Volume 6181 Folio 7, known as 105-109 Park Terrace, Salisbury.

The site is located within the Commercial Zone as delineated by the City of Salisbury Development Plan (consolidated 15 December 2016).

The closest dwelling (9 Cross Keys Road) to the site is immediately adjacent to the south. The closest existing fuel bowser is approximately 35 metres from the dwellings north east side boundary.

CONSIDERATION

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

The 'Discussion Relating to Advice' and 'Advice' sections of the following response are provided in accordance with section 37(4)(a)(i) of the Development Act and Schedule Item 10(b) of the Development Regulations.

As per Schedule 21, 1(3) of the Development Regulations the referral trigger to the EPA for assessment is for petroleum storage. Therefore, the EPA has provided an assessment of the potential environmental impacts associated with petroleum storage activity only.

The 'Other Comments' section of this response is to assist the relevant authority undertake an environmental assessment of those parts of the application outside the scope of the activity of environmental significance that triggered the referral to the EPA.

DISCUSSIONS RELATING TO DIRECTION

Interface Between Land Uses

The EPA publication *Evaluation distances for effective air quality and noise management* (August

page 2 of 7

2016) recommends an evaluation distance of 200 metres between a service station/retail outlet operating 24 hours per day not on a highway/freeway and a sensitive receiver (i.e. dwelling, Residential Zone etc.). From an air quality perspective (human health and amenity), the EPA considers the 50 metre evaluation distance to be appropriate.

While the distance from the fuel bowzers to the nearest sensitive receiver boundary was not nominated in the application, it is apparent from GIS imagery and the plans provided that the closest sensitive receiver to the south is located less than 50 metres (approximately 35 metres) from the nearest fuel bowser. In this regard, air quality impacts are considered below. In relation to noise, as the referral trigger to the EPA only relates to petroleum storage, refer to the 'Other Comments' section below.

The *Evaluation distances for effective air quality and noise management* (August 2016) publication is available at:

http://www.epa.sa.gov.au/data_and_publications/search-documents?q=DISTANCE+GUIDELINES&published=&category=&doctype=4

Air Quality

Petrol vapour emissions at retail petrol stations are a significant and growing source of air pollution in South Australia. Emissions of volatile organic compounds contribute to air pollution and are emitted from storage systems holding hydrocarbon (other than diesel and LPG), as well as from fuel bowzers and tanker deliveries.

Vapour recovery systems are designed to reduce petrol emissions into the atmosphere from underground storage systems. The EPA notes that the proponent has proposed that a Stage 1 vapour recovery system be fitted to underground storage tanks, including underground storage tank vent pipes being fitted with a pressure vacuum relief valve, to minimise loss during the unloading and storage of fuel.

The EPA notes that the proponent has not proposed to install a Stage 2 vapour recovery system for the fuel bowzers which directs vapours back into the tank during vehicle refuelling (correspondence from Andrew Caspar, dated 12 April 2019). The proponent notes that the number of individual points at the site currently at which a vehicle might take on fuel of any kind is 15 (the maximum number of separate vehicles which might concurrently refuel at the site at present). The number of individual points at which a vehicle might take on fuel following completion of the proposed redevelopment is eight. Therefore the EPA notes that as there is a reduction in the fuel fill points, air quality impacts from the proposed development may be reduced compared to the existing petrol station development.

Given the reduction in number of fuel filling points, the EPA is satisfied that the proposed Stage 1 vapour recovery system is adequate to mitigate potential adverse air quality impacts from the petroleum storage to nearby sensitive receivers. A condition is advised below in this regard.

Notwithstanding the above, given the distance of the closest sensitive receiver, the EPA recommends that the proponent should also consider the installation of a Stage 2 vapour recovery system as best practice.

Water Quality

Potentially contaminated stormwater runoff can be generated at retail petrol stations from the hard surfaced forecourt areas including re-fuelling areas, parking areas, footpaths, loading areas and other trafficable areas.

An amended *Stormwater Plan*, prepared by Sagero, dated April 2020 (provided via email to the EPA and Council on 1 May 2020) provides details (Project No. SA190095 Drawing No. C0A, C01A, C03A) which confirm that all runoff from hardstand areas (including high risk areas under the canopy) would be collected via a series of grated inlet pits and pass to an Purceptor Class 1 full retention oil water separator. It is proposed that this has a 10,000 litre capacity retention tank to capture a major spill on site from a delivery truck. A series of detention tanks are also proposed for outflow to the street stormwater system. This is satisfactory to the EPA and a condition to this effect is advised below.

The EPA advises that any sludge or oily residue collected within the Class 1 full retention oil water separator must be removed as necessary by an EPA licensed waste transporter to a licenced waste depot. A condition to this effect is advised below.

Site Contamination

Leak Detection

The new underground storage tanks are proposed to be double contained fiberglass with Automatic Tank Gauging (ATG) installed as a leak detection and monitoring system. In addition, the delivery pipework (tanks to pumps) would be double contained with a mechanical pressure leak detection system which would test the pressure within the fuel lines when the dispensers are not in use. Should the system detect pressure anomalies, it would automatically shut off the fuel pump to prevent fuel from being pumped from the tanks and minimise any potential for fuel leakage. This is satisfactory to the EPA and conditions to this effect are advised below.

The fuel lines from the tanker fill box to the underground storage tanks would be single walled and not fitted with a pressure leakage detection. The potential for leaks would be monitored through visual inspection at the time the fuel is being dispensed from the fuel delivery vehicle to the tanker loading box, and through submitting daily fuel reconciliation data for statistical inventory reconciliation analysis. This is satisfactory to the EPA.

The proposed fuel storage methods and protection measures for minimisation and/or detection of leaks are satisfactory to the EPA.

Construction Management

A revised Construction Environment Management Plan (CEMP) has been submitted titled "*Construction Environment Management Plan, OTR Hilltop - 105 Park Terrace, Salisbury SA*", prepared by Fyfe (Ref: 80017-39-2), dated 26 March 2020, to address the mitigation of environmental impacts during the construction phase at the site identified as Certificate of Title Volume 6181 Folio 7.

The EPA does not hold any site contamination assessment reports for the site. The CEMP detailed a limited groundwater assessment which was undertaken by OTEK in 2006, with the field program and associated results providing minimal useful information in regards to the contamination status of the

page 4 of 7

site.

Based on a review of the CEMP all requested additional information, as requested in the EPA's further information request letter 18 March 2020, have been addressed.

The EPA is therefore satisfied that the CEMP appropriately identifies the issues likely to arise from the site works and indicates the control measures that would be put in place to mitigate and/or manage those issues. Conditions and notes reflecting the above are advised below.

OTHER COMMENTS

Noise

Integrated petrol/service station complexes comprise many varied noise sources, including the following:

- Cars and trucks entering, operating within and leaving the premises
- The closing of vehicle doors, and customer voices
- Fuel deliveries and rubbish collection
- Operation of fuel pumping equipment
- Operation of fixed plant and equipment (including refrigeration and air conditioning plant)
- Car wash and vacuum facilities
- Drive thru takeaway fast food facilities

As the referral to the EPA relates to petroleum storage only, the EPA has not undertaken an assessment of any potential noise impacts. As the proposed facility would operate 24 hours a day, seven days a week, and a sensitive receiver is located in close proximity, the planning authority should be satisfied that the proposed development would comply with the *Environment Protection (Noise) Policy 2007*.

CONCLUSION

Based on the information provided with the application and provided the conditions are implemented below, the EPA is satisfied that the proposed petroleum storage activity would not cause unacceptable air quality, water quality or site contamination impacts.

ADVICE

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

1. Prior to operation, all fuel storage tanks (apart from diesel and LPG) must be fitted with a Stage 1 vapour recovery system (which includes underground storage tank vent pipes being fitted with a pressure vacuum relief valve) that directs the displaced vapours back into the tank during filling.
2. All runoff from hardstand areas (including the refuelling and fuel delivery areas) of the site (refer to plans by Sagero Project No. SA190095, Drawing No. C0A, C01A, C03A) must be directed via grates and grade changes to a forecourt full retention oil/water separator (no bypass function) that:
 - a. has as a minimum spill capture capacity of 10,000 litres

page 5 of 7

- b. reduces oil content in the outlet to less than 5 mg/L (as confirmed by independent third party scientific testing)
 - c. operates effectively in the event of a power failure.
 - d. has an alarm connected by telemetry to appropriate maintenance personnel.
3. Any sludge or residues collected within the forecourt full retention oil/water separator is considered waste and must be removed by an EPA licensed waste transporter.
4. All underground fuel storage tanks must be double-walled and fitted with Automatic Tank Gauging (ATG) as a leak detection and monitoring system.
5. Prior to use, all fuel lines between the underground storage tanks and fuel dispensers must be double contained and fitted with a mechanical pressure leak detection system.
6. The development (which includes the removal and disposal of all underground storage systems) must be undertaken in accordance with relevant standards and guidelines and the *Construction Environment Management Plan, OTR Hilltop - 105 Park Terrace, Salisbury SA*", prepared by Fyfe (Ref: 80017-39-2) dated 26 March 2020. A suitably qualified and experienced site contamination consultant or certified site contamination practitioner must be engaged to implement the CEMP and to:
 - a. manage and dispose of contaminated soil in accordance with EPA and other relevant guidelines
 - b. validate Underground Storage System excavations in accordance with the *National Environment Protection (Assessment of Site Contamination) Measure 1999* (as amended in 2013) and other EPA guidelines prior to backfilling or replacement of the Underground Storage System.

The following notes provide important information for the benefit of the applicant and are requested to be included in any approval:

- The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act*, 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>
- If at any stage contamination is identified which poses actual or potential harm to water that is not trivial, a notification of contamination which affects or threatens groundwater (pursuant to section 83A of the Environment Protection Act 1993) must be submitted to the EPA.
- A copy of the validation report for the excavation of the underground storage tanks should be provided to the EPA and planning authority prior to occupation of the redeveloped site.
- An environmental authorisation in the form of a licence is required for the operation of this development. The applicant is required to contact the Environment Protection Authority before acting on this approval to ascertain licensing requirements. Information on applying for a licence (including licence application forms) can be accessed here: http://www.epa.sa.gov.au/business_and_industry/applying_for_a_licence

Yours faithfully
Courtney Stollznow
Delegate
ENVIRONMENT PROTECTION AUTHORITY

Attachment 4:
Extract of Relevant Development Plan
Provisions Consolidated 15 December 2016



Salisbury Council

Consolidated - 15 December 2016

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



Government of South Australia
Department of Planning,
Transport and Infrastructure

Consolidated - 15 December 2016

Table of Contents

Introduction Section	1
Amendment Record Table	3
Introduction to the Development Plan	5
Council Preface Map	10
General Section	11
Advertisements	13
Safety	14
Freestanding Advertisements	14
Flags, Bunting and Streamers	16
Advertising along Arterial Roads	16
Animal Keeping	17
Horse Keeping	17
Dairies	18
Intensive Animal Keeping	18
Building near Airfields	21
RAAF Base Edinburgh	21
Bulk Handling and Storage Facilities	23
Centres and Retail Development	24
Arterial Roads	25
Retail Development	25
Coastal Areas	27
Environmental Protection	27
Maintenance of Public Access	28
Hazard Risk Minimisation	29
Erosion Buffers	29
Land Division	30
Protection of Economic Resources	30
Development in Appropriate Locations	30
Community Facilities	31
Crime Prevention	33
Design and Appearance	35
Development Adjacent Heritage Places	36
Overshadowing	36
Visual Privacy	36
Building Setbacks from Road Boundaries	37

Consolidated - 15 December 2016

Salisbury Council
Table of Contents

Energy Efficiency	38
On-site Energy Generation	38
Hazards.....	39
Flooding.....	39
Bushfire	40
Salinity.....	41
Acid Sulfate Soils	41
Site Contamination.....	41
Containment of Chemical and Hazardous Materials	42
Landslip	42
Heritage Places	43
Industrial Development.....	45
Infrastructure	47
Interface between Land Uses	49
Noise Generating Activities	49
Air Quality.....	50
Rural Interface.....	50
Land Division	52
Design and Layout	53
Roads and Access	55
Land Division in Rural Areas.....	56
Landscaping, Fences and Walls	57
Marinas and Maritime Structures	59
Medium and High Rise Development (3 or More Storeys).....	60
Site Configuration.....	60
Design and Appearance.....	60
Visual Privacy.....	61
Building Separation and Outlook	61
Dwelling Configuration	61
Private and Communal Open Space	61
Adaptability.....	62
Natural Ventilation and Sunlight.....	62
Noise Attenuation.....	62
Environmental	62
Site Facilities and Storage	63
Metropolitan Open Space System.....	64
Mineral Extraction.....	66
Separation Treatments, Buffers and Landscaping	67
Natural Resources	68
Water Sensitive Design.....	69

Consolidated - 15 December 2016

Biodiversity and Native Vegetation	71
Soil Conservation	73
Open Space and Recreation	74
Orderly and Sustainable Development	77
Regulated Trees	78
Renewable Energy Facilities	79
Residential Development	80
Design and Appearance	80
Overshadowing	81
Garages, Carports and Outbuildings	81
Street and Boundary Setbacks	81
Site Coverage	82
Private Open Space	82
Site Facilities and Storage	83
Visual Privacy	83
Noise	84
Car Parking and Access	84
Undercroft Garaging of Vehicles	85
Dependent Accommodation	85
Swimming Pools and Outdoor Spas	85
Short-Term Workers Accommodation	86
Significant Trees	87
Siting and Visibility	89
Sloping Land	90
Supported Accommodation, Housing for Aged Persons and People with Disabilities	91
Telecommunications Facilities	93
Tourism Development	94
Tourism Development in Association with Dwelling(s)	94
Tourism Development Outside Townships	95
Residential Parks and Caravan and Tourist Parks	96
Transportation and Access	97
Land Use	97
Movement Systems	97
Cycling and Walking	98
Access	99
Access for People with Disabilities	99
Vehicle Parking	100
Vehicle Parking for Residential Development	101
Vehicle Parking for Mixed Use and Corridor Zones	101

Consolidated - 15 December 2016

Salisbury Council
Table of Contents

Undercroft and Below Ground Garaging and Parking of Vehicles	101
Waste	103
Wastewater	104
Waste Treatment Systems	104
Waste Management Facilities	106
Overlay Section	109
Noise and Air Emissions Overlay	111
Strategic Transport Routes Overlay	112
Zone Section	113
Airfield (Parafield) Zone	115
Bulky Goods Zone	117
Caravan and Tourist Park Zone.....	121
Coastal Conservation Zone	125
Coastal Marina Zone.....	129
Coastal Open Space Zone	131
Coastal Settlement Zone.....	134
Commercial Zone	137
Precinct 1 Salisbury Plains Commercial.....	139
Precinct 20 Globe Derby Park Commercial.....	139
Precinct 22 Park Terrace and Stanbel Road Commercial	139
Precinct 23 Greenfields Commercial.....	140
Precinct 21 Para Hills West Commercial and Precinct 24 Pooraka Commercial.....	140
Community Zone	144
Globe Derby Park Policy Area 1	145
Deferred Urban Zone	147
Precinct 2 Deferred Urban.....	148
Precinct 3 Deferred Industry.....	148
District Centre Zone	151
Ingle Farm Policy Area 2.....	153
Precinct 4 Community and Business.....	153
Precinct 5 Education.....	153
Precinct 6 Medium Density Residential.....	153
Precinct 7 Recreation	153
Precinct 8 Retail Core.....	153
Salisbury Downs Policy Area 4	154
Precinct 14 Bulky Goods	155
Precinct 15 Community	155
Precinct 16 Mixed Use.....	156
Precinct 17 Retail Core.....	156

Consolidated - 15 December 2016

Salisbury Council
Table of Contents

Table Section	287
Table Sal/1 - Building Setbacks from Road Boundaries.....	289
Table Sal/2 - Off Street Vehicle Parking Requirements.....	291
Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas.....	293
Table Sal/3 - Off Street Bicycle Parking Requirements.....	295
Table Sal/4 - State Heritage Places	296
Mapping Section	299
Map Reference Tables.....	301
Spatial Extent Maps.....	307
Bushfire Risk BPA Maps.....	617
Concept Plan Maps.....	623

Copyright

© Government of South Australia.

All rights reserved. The document may be reproduced free-of-charge in any format providing that it is reproduced accurately and not used in any misleading context. The material must be acknowledged as Government of South Australia copyright and the title of the document specified.

Disclaimer

Although every effort has been made to ensure the accuracy of the information contained in this document, the Government of South Australia, its agents, officers and employees make no representations, either express or implied, that the information contained is accurate or fit for any purpose and expressly disclaims all liability for loss or damage arising from reliance upon the information supplied. Persons using this information should consult the relevant Gazette Notices and/or view an authorised copy of the subject Development Plan Amendment when exacting legal clarification on any amendment is required.

Consolidated - 15 December 2016

Advertisements

OBJECTIVES

- 1 Urban and rural landscapes that are not disfigured by advertisements and/or advertising hoardings.
- 2 Advertisements and/or advertising hoardings that do not create a hazard.
- 3 Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:
 - (a) consistent with the predominant character of the urban or rural landscape
 - (b) in harmony with any buildings or sites of historic significance or heritage value in the area
 - (c) co-ordinated with and complement the architectural form and design of the building they are to be located on.
- 2 The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:
 - (a) clutter
 - (b) disorder
 - (c) untidiness of buildings and their surrounds
 - (d) driver distraction.
- 3 Buildings occupied by a number of tenants should exhibit co-ordinated and complementary advertisements and/or advertising hoardings to identify the tenants and their type of business.
- 4 The content of advertisements should be limited to information relating to the legitimate use of the associated land.
- 5 Advertisements and/or advertising hoardings should:
 - (a) be completely contained within the boundaries of the subject allotment
 - (b) be sited to avoid damage to, or pruning or lopping of, on-site landscaping or street trees
 - (c) not obscure views to vistas or objects of high amenity value.
- 6 Advertisements and/or advertising hoardings should not be erected on:
 - (a) a public footpath or veranda post
 - (b) a road, median strip or traffic island
 - (c) a vehicle adapted and exhibited primarily as an advertisement

Salisbury Council
General Section
Advertisements

- (d) residential land.
- 7 Advertisements and/or advertising hoardings attached to buildings should not be sited on the roof or higher than the walls of a building.
- 8 Advertisements and/or advertising hoardings erected on a veranda or that project from a building wall should:
- (a) have a clearance over a footway, of at least 2.5 metres, to allow for safe and convenient pedestrian access
- (b) where erected on the side of a veranda, not exceed the width of the veranda or project from the veranda
- (c) where erected on the front of a veranda, not exceed the length of the veranda or project from the veranda
- (d) where projecting from a wall, have the edge of the advertisement or advertising hoarding abutting the surface of the wall.
- 9 Advertisements should be designed to conceal their supporting advertising hoarding from view.
- 10 Advertisements should convey the owner/occupier and/or generic type of business, merchandise or services using simple, clear and concise language, symbols, print style and layout and a small number of colours.
- 11 Advertisements which perform a secondary role in identifying the business, goods or services should only be readable in the immediate vicinity of the site.
- 12 Outside of townships and country settlements advertisements other than traffic signs, tourist signs or advertisements on an existing tourist information bay display board, should not be erected in road reserves.

Safety

- 13 Advertisements and/or advertising hoardings should not create a hazard by:
- (a) being so highly illuminated as to cause discomfort to an approaching driver, or to create difficulty in the driver's perception of the road or persons or objects on the road
- (b) being liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals
- (c) distracting drivers from the primary driving task at a location especially where the demands on driver concentration are high
- (d) obscuring a driver's view of other road or rail vehicles at/or approaching level crossings, or of pedestrians or of features of the road that are potentially hazardous (eg junctions, bends, changes in width, traffic control devices).
- 14 Any internally illuminated advertising signs and/or advertising hoardings which utilise LED, LCD or other similar technologies should be located a minimum of 80 metres from traffic signals, level crossings and other important traffic control devices.

Freestanding Advertisements

- 15 Freestanding advertisements and/or advertising hoardings should be:
- (a) limited to only one primary advertisement per site or complex

(b) of a scale and size in keeping with the desired character of the locality and compatible with the development on the site.

16 Freestanding advertisements and/or advertising hoardings for multiple-business tenancy complexes should:

(a) incorporate the name or nature of each business or activity within the site or complex in a single advertisement

(b) be integrally designed and mounted below the more predominant main complex or site identity advertisement.

17 Portable, easel or A-frame advertisements should be displayed only where:

(a) no other appropriate opportunity exists for an adequate co-ordinated and permanently erected advertisement and/or advertising hoarding

(b) they do not obstruct or compromise the safety of pedestrians or vehicle movement

(c) there is no unnecessary duplication or proliferation of advertising information

(d) there is no damage to, or removal of, any landscaping on the site

(e) they are restricted to 1 per site, or 1 per major road frontage if located upon a large corner site

(f) each sign does not exceed 1 square metre in advertisement area per face, and 1.2 metres in height.

18 Freestanding advertisements should not exceed the total height (measured from natural ground level) as specified within the following table:

Location of freestanding advertisement	Total height (in metres)
Mixed Use (Bulky Goods, Entertainment and Leisure) Zone Precinct 8 Retail Core (within the Ingle Farm Policy Area 2) Core area within the Urban Core (Salisbury) Zone Precinct 17 Retail Core (within the Salisbury Downs Policy Area 4) Bulky Goods Zone Precinct 23 Greenfields Commercial (within the Commercial Zone)	8
Industry Zone Neighbourhood Centre Zone Precinct 21 Para Hills West Commercial (within the Commercial Zone) Precinct 24 Pooraka Commercial (within the Commercial Zone)	6
Commercial Zone (Except within Precinct 23 Greenfields Commercial, Precinct 21 Para Hills West Commercial or Precinct 24 Pooraka Commercial) Precinct 5 Education (within the Ingle Farm Policy Area 2) Precinct 7 Recreation (within the Ingle Farm Policy Area 2) Local Centre Zone Precinct 15 Community (within the Salisbury Downs Policy Area 4) Precinct 16 Mixed Use (within the Salisbury Downs Policy Area 4) Transition area within the Urban Core (Salisbury) Zone	4
In all other locations	3

19 Portable, easel or A-frame advertisements associated with a development should be displayed only during the hours the development is open for trading.

Salisbury Council
General Section
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.

Salisbury Council
General Section
Centres and Retail Development

Centres and Retail Development

OBJECTIVES

- 1 Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centres.
- 2 Centres that ensure rational, economic and convenient provision of goods and services and provide:
 - (a) a focus for community life
 - (b) safe, permeable, pleasant and accessible walking and cycling networks.
- 3 The provision of a safe pedestrian environment within centres which gives high priority to pedestrians, public and community transport.
- 4 Increased vitality and activity in centres through the introduction and integration of housing.
- 5 Centres developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role.
- 6 Development of centres outside of Greater Adelaide in accordance with the following hierarchy:
 - (a) Regional Centre
 - (b) District Centre
 - (c) Town Centre (for smaller towns with a single centre zone)
 - (d) Local Centre (subsidiary centres for towns with a regional or district centre).
- 7 The central business district of the City of Adelaide providing the principal focus for the economic, social and political life of Greater Adelaide and the State.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development within centres should:
 - (a) integrate facilities within the zone
 - (b) allow for the multiple use of facilities and the sharing of utility spaces
 - (c) allow for the staging of development within the centre
 - (d) be integrated with public and community transport.
- 2 Development within centres should be designed to be compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas.
- 3 Development within centres should provide:
 - (a) public spaces such as malls, plazas and courtyards

- (b) street furniture, including lighting, signs, litter bins, seats and bollards, that is sited and designed to complement the desired character
 - (c) unobtrusive facilities for the storage and removal of waste materials
 - (d) public facilities including toilets, infant changing facilities for parents, seating, litter bins, telephones and community information boards
 - (e) access for public and community transport and sheltered waiting areas for passengers
 - (f) lighting for pedestrian paths, buildings and associated areas
 - (g) a single landscaping theme
 - (h) safe and secure bicycle parking
- 4 Development should be designed to minimise energy consumption for lighting, heating, cooling and ventilation.
- 5 A single architectural theme should be established within centres through:
- (a) constructing additions or other buildings in a style complementary to the existing shopping complex
 - (b) renovating the existing shopping complex to complement new additions and other buildings within the centre
 - (c) employing a signage theme.
- 6 The design of undercroft or semi-basement car parking areas should not detract from the visual quality and amenity of adjacent pedestrian paths, streets or public spaces.
- 7 Undercroft or semi-basement car parking areas should not project above natural or finished ground level by more than 1 metre.

Arterial Roads

- 8 Centres should develop on one side of an arterial road or in one quadrant of an arterial road intersection.
- 9 Centre development straddling an arterial road should:
- (a) concentrate on one side of the arterial road or one quadrant of the arterial road intersection
 - (b) minimise the need for pedestrian and vehicular movement from one part of the centre to another across the arterial road.

Retail Development

- 10 A shop or group of shops with a gross leaseable area of greater than 250 square metres should be located within a centre zone.
- 11 A shop or group of shops with a gross leaseable area of less than 250 square metres should not be located on arterial roads unless within a centre zone.
- 12 A shop or group of shops located outside of zones that allow for retail development should:
- (a) be of a size and type that will not hinder the development, function or viability of any centre zone
 - (b) not demonstrably lead to the physical deterioration of any designated centre

Salisbury Council
General Section
Centres and Retail Development

- (c) be developed taking into consideration its effect on adjacent development.
- 13 Bulky goods outlets should only be located in centres, commercial and bulky goods zones.
- 14 Bulky goods outlets located within centres zones should:
- (a) complement the overall provision of facilities
 - (b) be sited towards the periphery of those centres where the bulky goods outlet has a gross leaseable area of 500 square metres or more.

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

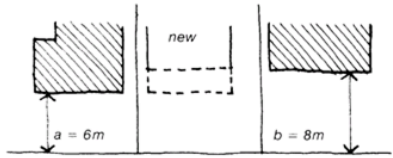
- 19 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:
- windows of habitable rooms
 - upper-level private balconies that provide the primary open space area for a dwelling
 - solar collectors (such 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 $b > a: 2$, 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.

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.

**Salisbury Council
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.

Interface between Land Uses

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Noise Generating Activities

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

Salisbury Council
General Section
Interface between Land Uses

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

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

Air Quality

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

Rural Interface

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

Salisbury Council
General Section
Interface between Land Uses

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

Landscaping, Fences and Walls

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

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.

Salisbury Council
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.

Salisbury Council
General Section
Natural Resources

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

- (iii) a wilderness protection area
 - (iv) the edge of a substantially intact stratum of native vegetation greater than 5 hectares in area
 - (b) 50 metres from the edge of stands of native vegetation 5 hectares or less in area.
- 35 Horticulture involving the growing of olives should have at least one locally indigenous tree that will grow to a height of at least 7 metres sited at least every 100 metres around the perimeter of the orchard.

Soil Conservation

- 36 Development should not have an adverse impact on the natural, physical, chemical or biological quality and characteristics of soil resources.
- 37 Development should be designed and sited to prevent erosion.
- 38 Development should take place in a manner that will minimise alteration to the existing landform.
- 39 Development should minimise the loss of soil from a site through soil erosion or siltation during the construction phase of any development and following the commencement of an activity.

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.

Salisbury Council
General Section
Regulated Trees

Regulated Trees

OBJECTIVES

- 1 The conservation of regulated trees that provide important aesthetic and/or environmental benefit.
- 2 Development in balance with preserving regulated trees that demonstrate one or more of the following attributes:
 - (a) significantly contributes to the character or visual amenity of the locality
 - (b) indigenous to the locality
 - (c) a rare or endangered species
 - (d) an important habitat for native fauna.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should have minimum adverse effects on regulated trees.
- 2 A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:
 - (a) the tree is diseased and its life expectancy is short
 - (b) the tree represents a material risk to public or private safety
 - (c) the tree is causing damage to a building
 - (d) development that is reasonable and expected would not otherwise be possible
 - (e) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree.
- 3 Tree damaging activity other than removal should seek to maintain the health, aesthetic appearance and structural integrity of the tree.

Significant Trees

OBJECTIVES

- 1 The conservation of significant trees, in Metropolitan Adelaide, that provide important aesthetic and environmental benefit.
- 2 The conservation of significant trees in balance with achieving appropriate development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should preserve the following attributes where a significant tree demonstrates at least one of the following attributes:
 - (a) makes an important contribution to the character or amenity of the local area; or
 - (b) is indigenous to the local area and its species is listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species
 - (c) represents an important habitat for native fauna
 - (d) is part of a wildlife corridor of a remnant area of native vegetation
 - (e) is important to the maintenance of biodiversity in the local environment
 - (f) forms a notable visual element to the landscape of the local area.
- 2 Development should be undertaken so that it has a minimum adverse effect on the health of a significant tree.
- 3 Significant trees should be preserved, and tree-damaging activity should not be undertaken, unless:
 - (a) in the case of tree removal, where at least one of the following apply:
 - (i) the tree is diseased and its life expectancy is short
 - (ii) the tree represents an unacceptable risk to public or private safety
 - (iii) the tree is within 20 metres of a residential, tourist accommodation or habitable building and is a bushfire hazard within a Bushfire Prone Area
 - (b) the tree is shown to be causing or threatening to cause substantial damage to a substantial building or structure of value
 - (c) all other reasonable remedial treatments and measures have been determined to be ineffective
 - (d) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.
 - (e) in any other case, any of the following circumstances apply:
 - (i) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree
 - (ii) the work is required due to unacceptable risk to public or private safety

**Salisbury Council
General Section
Significant Trees**

- (iii) the tree is within 20 metres of a residential, tourist accommodation or habitable building and is a bushfire hazard within a Bushfire Prone Area
 - (iv) the tree is shown to be causing or threatening to cause damage to a substantial building or structure of value
 - (v) the aesthetic appearance and structural integrity of the tree is maintained
 - (vi) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.
- 4 Development involving ground work activities such as excavation, filling, and sealing of surrounding surfaces (whether such work takes place on the site of a significant tree or otherwise) should only be undertaken where the aesthetic appearance, health and integrity of a significant tree, including its root system, will not be adversely affected.
- 5 Land should not be divided or developed where the division or development would be likely to result in a substantial tree-damaging activity occurring to a significant tree.

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.

Salisbury Council
General Section
Transportation and Access

- 5 Land uses that generate large numbers of visitors such as shopping centres and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by existing transport networks and encourage walking and cycling.
- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set down areas. The design of such areas should ensure interference to existing traffic is minimised and give priority to pedestrians, cyclists and public and community transport users.
- 7 The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.
- 8 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 10 Driveway crossovers affecting pedestrian footpaths should maintain the level of the footpath.
- 11 Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.
- 12 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.
- 13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

- 14 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public and community transport stops and activity centres.
- 15 Development should provide access, and accommodate multiple route options, for cyclists by enhancing and integrating with:
 - (a) open space networks, recreational trails, parks, reserves and recreation areas
 - (b) Adelaide's Metropolitan Open Space System.
- 16 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 17 New developments should give priority to and not compromise existing designated bicycle routes.
- 18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 19 Developments should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
 - (a) showers, changing facilities, and secure lockers
 - (b) signage indicating the location of bicycle facilities

- (c) secure bicycle parking facilities provided at the rate set out in [Table Sal/3 - Off Street Bicycle Parking Requirements](#).

- 20 Pedestrian facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 13*.
- 21 Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 14*.

Access

- 22 Development should have direct access from an all weather public road.
- 23 Development should be provided with safe and convenient access which:
- avoids unreasonable interference with the flow of traffic on adjoining roads
 - provides appropriate separation distances from existing roads or level crossings
 - accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
 - 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:
- limited to local roads
 - 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:
- follow the natural contours of the land
 - minimise excavation and/or fill
 - minimise the potential for erosion from run-off
 - avoid the removal of existing vegetation
 - 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.

Salisbury Council
General Section
Transportation and Access

Vehicle Parking

- 32 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with *Table Sal/2 - Off Street Vehicle Parking Requirements* or *Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas* (whichever applies) unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:
- (a) a financial contribution is paid into the Council Car Parking Funds specified by the Council, in accordance with the gazetted rate per car park associated with the 'Car Park Fund Areas' identified on *Concept Plan Map Sal/27 - Salisbury District Centre Car Park Fund Area*, *Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area* and *Concept Plan Map Sal/32 - Mawson Lakes Town Centre Car Parking Fund Area*
 - (b) it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.
- 33 Development should be consistent with *Australian Standard AS 2890 Parking facilities*.
- 34 Vehicle parking areas should be sited and designed in a manner that will:
- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
 - (f) minimise the number of vehicle access points to public roads
 - (g) avoid the necessity for backing onto public roads
 - (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
 - (i) not dominate the character and appearance of a site when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.
- 35 Vehicle parking areas should be designed to reduce opportunities for crime by:
- (a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
 - (b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
 - (c) being appropriately lit
 - (d) having clearly visible walkways.
- 36 Where parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to customers.

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

Vehicle Parking for Residential Development

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

Vehicle Parking for Mixed Use and Corridor Zones

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

Undercroft and Below Ground Garaging and Parking of Vehicles

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

Salisbury Council
General Section
Transportation and Access

- (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

Salisbury Council
General Section
Waste

- (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
- (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

Wastewater

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

Waste Treatment Systems

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

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

Commercial Zone

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

OBJECTIVES

- 1 A zone accommodating a range of commercial and business land uses.
- 2 Development that minimises any adverse impacts upon the amenity of the locality within the zone.
- 3 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

Precinct 20 Globe Derby Park Commercial

The **Precinct 20 Globe Derby Park Commercial** will be a vibrant commercial area that provides a range of commercial based employment opportunities and facilities for local residents and workers in the area taking advantage of the proximity and visual exposure to Port Wakefield Road. Due to the controlled access and strategic nature of Port Wakefield Road, direct driveway access to individual sites to/from Port Wakefield Road is not envisaged. Rather access should be provided via a common roadway from Port Wakefield Road along with access points to/from Globe Derby Drive and Daniel Avenue.

Landscaping (including the use of taller vegetation) will be used extensively along site boundaries and within car parks and public areas to provide shade, enhance amenity and mitigate building bulk and scale. Landscaping will incorporate Water Sensitive Urban Design measures and be linked to on-site stormwater detention and reuse or regional schemes.

The following statements apply to those portions of the zone located at Salisbury Highway, Greenfields, (identified as **Precinct 23 Greenfields Commercial**) and at Main North Road, Para Hills West and Pooraka (identified as **Precinct 21 Para Hills West Commercial** and **Precinct 24 Pooraka Commercial**).

Development within the precincts will occur in a co-ordinated, integrated and holistic manner.

Given the former industrial zoning of these portions of the zone and the continuing industrial development in the adjacent **Industry Zone**, sensitive development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable and safe for the intended use. Similarly, development will not occur that impedes activities of established industrial activities in proximity or sensitive residential areas.

Access to the precincts will require upgrading as traffic generated by development in the precinct areas increases. Access options that will be considered include:

- (a) provision of a new junction with Salisbury Highway to the north of Nucera Court incorporating left in/out turns as well as right turn entry (with appropriate storage lanes) from Salisbury Highway
- (b) provision of a connection between Nucera Court and Greenfields Drive and from the northern land parcel in the Precinct to Watervale Drive.

Precinct 23 Greenfield Commercial

Road works external to the precinct may also be required, including provision of a third northbound through lane on the Salisbury Highway approach to the intersection with Elder Smith Road.

Salisbury Council
Zone Section
Commercial Zone

Precinct 21 Para Hills West Commercial and Precinct 24 Pooraka Commercial

Road works external to the Precinct may be required, including provision of a second right turn lane from the southern approach on Main North Road at the intersection with McIntyre Road/Kings Road.

Car parks will allow a direct visual connection to the front of tenancies and facilitate safe and convenient pedestrian movement. Within developments that incorporate areas accessible to the public, generously dimensioned and designated pedestrian routes will be developed between car parking areas and buildings. They will be clearly defined by landscaping, pavement treatment, verandas, lighting and street furniture.

It is essential that buildings are well designed and developed to complement each other. Development will deliver a positive visual impact incorporating articulation, high quality materials, texture and colour. Buildings facing onto public roads or thoroughfares will avoid large expanses of solid unarticulated walling or blank facades by incorporating design elements to increase the void to solid ratio of external surfaces and will incorporate landscaping to soften their appearance.

Development will incorporate design and layout that minimises adverse operational noise, traffic, light-spill or other amenity impacts. This may include the construction of high screen fencing or other mitigation measures to reduce impact on adjoining properties. Servicing areas and loading bays will be positioned to the rear or side of tenancies and should be allocated separate vehicle access. These areas will be screened from general public view.

It is particularly important that development in **Precinct 23 Greenfields Commercial** does not adversely impact on residential development on the northern side of Ryans Road. In addition to measures undertaken on private land, a public reserve could be established on the southern side of Ryans Road, providing significant setbacks to that road while facilitating stormwater management in a pleasant landscaped environment.

Particular attention is required to ensure that development within each of the precinct areas incorporate a uniform, consistent and integrated approach to outdoor lighting, advertising displays and advertisements.

Landscaping (including the use of taller vegetation) will be used extensively along site boundaries and within car parks and public areas to provide shade, enhance amenity and mitigate building bulk and scale. Landscaping will incorporate Water Sensitive Urban Design measures.

Stormwater management is an issue in both precinct areas and new development will be required to manage stormwater in a coordinated manner with links to on-site stormwater detention and reuse or wider area or regional schemes.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 The following forms of development are envisaged in the zone:

- bulky goods outlet
- caravan park within **Precinct 20 Globe Derby Park Commercial**
- consulting room
- harness racing associated facilities within **Precinct 20 Globe Derby Park Commercial**
- light industry
- motel within **Precinct 20 Globe Derby Park Commercial**
- motor vehicle related business other than wrecking yard
- non-residential club
- office
- petrol filling station
- service trade premises
- shop with a gross leasable area less than 250 square metres (except in **Precinct 20 Globe Derby Park Commercial** where shops should have a gross leasable area 2500 square metres in area, with no single tenancy greater than 1500 square metres in area)
- store

- tavern/hotel within **Precinct 20 Globe Derby Park Commercial**
 - warehouse.
- 2 Development listed as non-complying is generally inappropriate.
 - 3 Retail development in the zone should not hinder the development or function of any centre zone.
 - 4 Shops, other than a bulky goods outlet, should have a gross leasable area less than 250 square metres, (other than within **Precinct 20 Globe Derby Park Commercial**).

Form and Character

- 5 Offices should not:
 - (a) hinder the development or function of any centre zone or centres generally
 - (b) occupy a gross leasable floor area in excess of 250 square metres (except in **Precinct 20 Globe Derby Park Commercial**).
- 6 Freestanding advertisements and advertising displays should not exceed 4 metres in height.

Land Division

- 7 Land division should create allotments that vary in size and are suitable for a variety of commercial and business activities.

PRECINCT SPECIFIC PROVISIONS

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

Precinct 1 Salisbury Plains Commercial

- 8 Development in the precinct should principally comprise service trade premises, bulky goods outlets, consulting rooms, offices, low-scale industry and limited retail activities.
- 9 Development of uses such as offices, consulting rooms, bulky goods outlets and shops should not hinder the function of nearby centre zones.
- 10 Bulky goods outlets should have a minimum retail floor area of 500 square metres per individual tenancy.
- 11 New development should not rely on direct access to or from Main North Road.

Precinct 20 Globe Derby Park Commercial

- 12 Development in the precinct should principally comprise service trade premises, bulky goods outlets, consulting rooms, offices, low-scale industry and small scale retail activities.
- 13 Development of uses such as offices, consulting rooms, bulky goods outlets and shops should not hinder the function of nearby centre zones.
- 14 Shops, other than a bulky goods outlet, should have a gross leasable area 2500 square metres in area, with no single tenancy greater than 1500 square metres in area.

Precinct 22 Park Terrace and Stanbel Road Commercial

- 15 No additional retail development should occur within the precinct, except where it is a bulky goods outlet or replacing existing retail.

31 Advertisements attached to buildings should:

- (a) cover no more than 15 per cent of a single wall face
- (b) in the case where the building contains more than one tenancy, not consist of more than one wall mounted advertisement per tenancy.

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
Dairy	
Dwelling	
Educational establishment	Except where located in Precinct 23 Greenfields Commercial .
Farm building	
Farming	
Fuel depot	
General industry	Except where it is located within Precinct 1 Salisbury Plains Commercial , or Precinct 21 Para Hills West Commercial , or Precinct 23 Greenfields Commercial or Precinct 24 Pooraka Commercial .
Horticulture	
Hospital	
Intensive animal keeping	
Nursing home	
Place of worship	Except where it is located in within Precinct 20 Globe Derby Park Commercial or Precinct 23 Greenfields Commercial .
Pre-school	Except child care where it is located in within Precinct 20 Globe Derby Park Commercial or Precinct 23 Greenfields Commercial .
Prescribed mining operations	
Residential flat building	
Road transport terminal	

Salisbury Council
Zone Section
Commercial Zone

Form of development	Exceptions
Shop or group of shops	<p>Except where it achieves one of the following:</p> <ul style="list-style-type: none"> (a) it is located within Precinct 1 Salisbury Plains Commercial and the total gross leasable floor area of all shops in the Precinct does not exceed 6130 square metres (b) it is located outside of Precinct 1 Salisbury Plains Commercial and/or Precinct 22 Park Terrace and Stanbel Road Commercial and the gross leasable area is less than 250 square metres (c) it is located within Precinct 20 Globe Derby Park Commercial and will not result in shops in the precinct exceeding a total gross leasable area of 2500 square metres in area, with no single tenancy greater than 1500 square metres in area (d) it is located within Precinct 23 Greenfields Commercial and is in the form of a fast food restaurant or take away food premise or a large format retail (liquor) store (e) it is a bulky goods outlet.
Special industry	
Stadium	
Stock sales yard	
Stock slaughter works	
Waste reception, storage, treatment, or disposal	
Winery	
Wrecking yard	

Public Notification

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

Further, the following forms of development within **Precinct 20 Globe Derby Park Commercial** and **Precinct 23 Greenfields Commercial** (except where the development is classified as non-complying) are designated:

Category 1	Category 2
Bulky goods outlet	All forms of development that are not Category 1.
Caravan park	
Consulting room	
Harness racing associated facilities (except in Precinct 23 Greenfields Commercial)	
Light industry	
Motel	
Motor vehicle related business other than wrecking yard	
Non-residential club	

Category 1	Category 2
Office	
Petrol filling station	
Service trade premises	
Shop with a gross leasable area less than 250 square metres (except in Precinct 20 Globe Derby Park Commercial where shops should have a gross leasable area of 2500 square metres, in an area with no single tenancy greater than 1500 square metres in area) or is located in Precinct 23 Greenfields Commercial and is in the form of a fast food restaurant or take away food premise).	
Store	
Tavern/hotel	
Warehouse	

Salisbury Council
Table Section
Table Sal/2 - Off Street Vehicle Parking Requirements

Table Sal/2 - Off Street Vehicle Parking Requirements

The following vehicle parking requirements do not apply:

- (a) to the Mixed Use (Bulky Goods, Entertainment, Leisure) Zone except where the form of development is light industry whereby the rates for Industry, warehouse, stores are applicable
- (b) to development that is subject to the requirements in [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#).

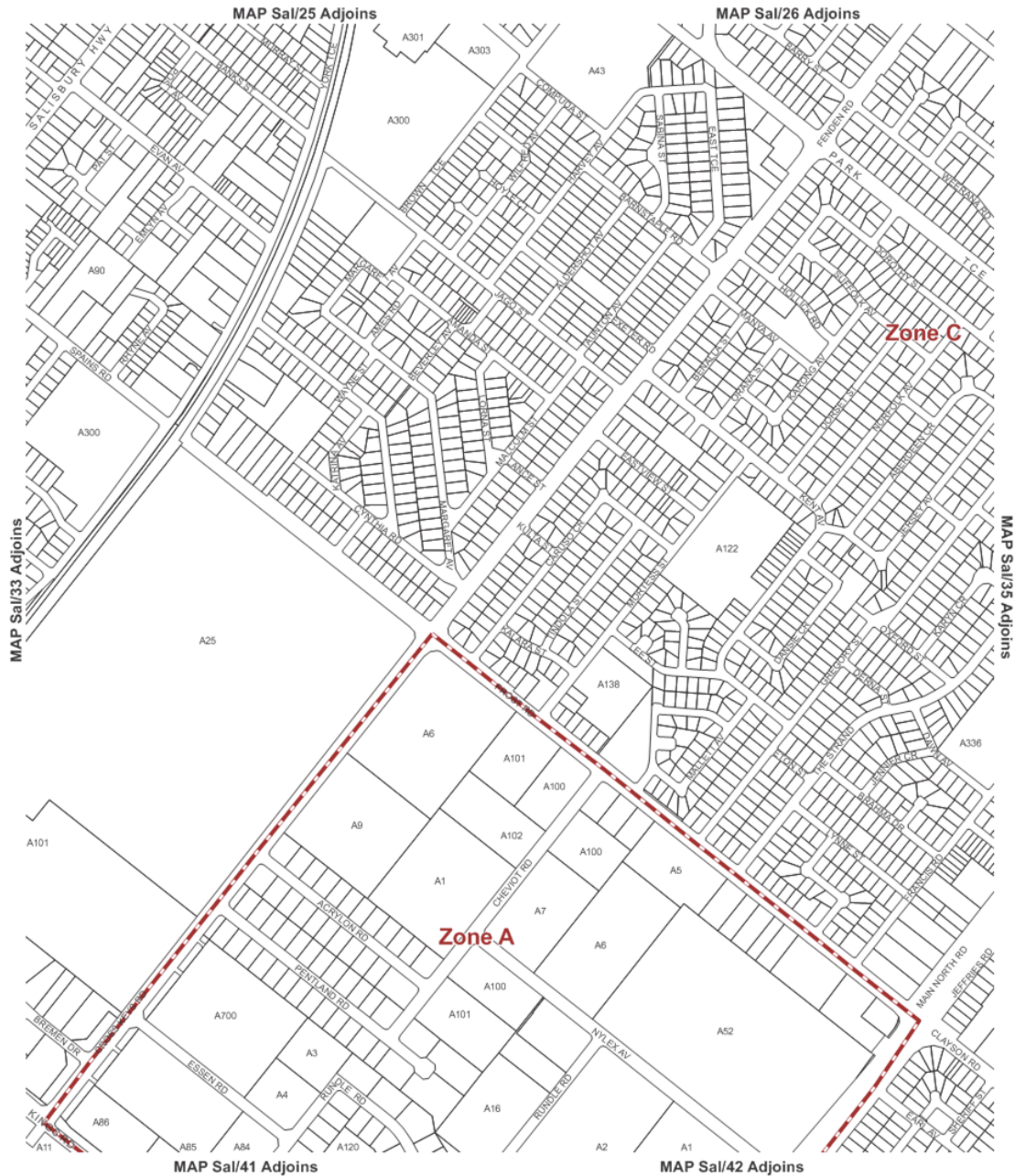
Form of Development	Number of Required Car Parking Spaces
Accommodation	
Aged Care / retirement home	1 space per unit
Serviced apartment	1 space per unit plus 1 space per employee
Motel	1 space per unit
Commercial	
Bulky goods outlet	3 spaces per 100 square metres of gross leasable floor area
Cinema	1 space per 4 cinema seats
Hotel	1 space per 2 square meters of floor area available to the public
Public bar	1 space per 6 square metres of floor area available to the public
Lounge or beer garden	1 space per 6 square metres of floor area available to the public
Gaming room	1 space per 2 machines
Office	1 space per 25 square metres, with a minimum of 4 spaces per office
Restaurant	Greater of 1 space for every 3 seats or 1 space for every 15 square metres of dining area
Service trade premises	3 spaces per 100 square metres
Shop	7 spaces per 100 square metres of gross leasable area for shops outside of centre zones 5 spaces per 100 square metres of gross leasable area for shops within centre zones
Community/civic	
Child care centre	1 space per 4 children
Community centre	10 spaces per 100 square metres of total floor area
Library	4 spaces per 100 square metres
Place of worship	Greater of 1 space for every 3 seats or every 3 attendees
Dwellings	

Salisbury Council
Table Section
Table Sal/2 - Off Street Vehicle Parking Requirements

Form of Development	Number of Required Car Parking Spaces
Detached dwelling Semi Detached Dwelling Row Dwelling	2 spaces per dwelling, one of which is to be covered
Residential flat building Multiple dwelling Group dwelling	1 space per dwelling, plus 0.5 on-site visitor car parking spaces per dwelling
Industry, warehouses, stores	
Office component	1 space per 30 square metres
Plus	Plus
Non-office component	
Up to 200 square metres	1 space per 50 square metres
Plus 200-2000 square metres	1 additional space for every 75 square metres
Plus greater than 2000 square metres	1 additional space for every 150 square metres
Or	Or
For labour intensive industries, inclusive of office component (whichever ever is greater)	0.75 car parking spaces per employee
Medical	
Consulting room	10 per 100 square metres of total floor area, with a minimum of 3 spaces per tenancy
Hospital	2.5 spaces per bed
Nursing home	1 space for every 4 beds
The following vehicle parking requirements apply to development specifically within the Mixed Use (Bulky Goods, Entertainment and Leisure) Zone :	
Form of Development	Minimum number of required vehicle parking spaces
All forms of development (except Light Industry)	3 spaces per 100 square metres of gross leasable floor area



Item 5.1.2 - Attachment 4 - Extract of Relevant Development Plan - Provisions Consolidated 15 December 2016



NOTE: Airport Building Heights should be read in conjunction with concept plan map showing heights for Edinburgh Defence Airfield

Airport Building Heights
Referral to Commonwealth Secretary
for Dept. of Transport and Regional Services

Zone A All Structures
Zone C All Structures Exceeding 15 metres above existing ground level



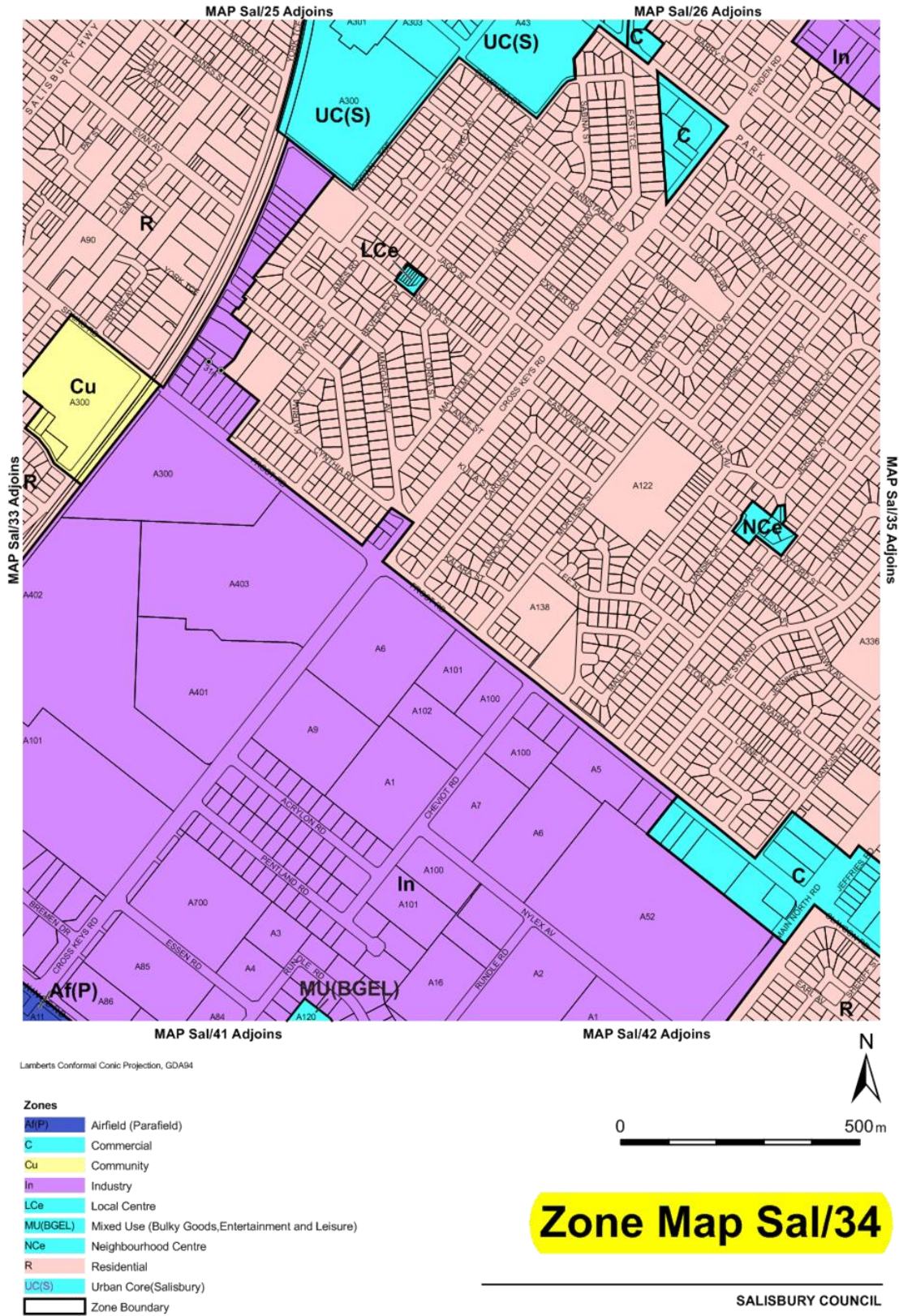
 Airport Building Heights

Overlay Map Sal/34

DEVELOPMENT CONSTRAINTS

SALISBURY COUNCIL
Consolidated - 15 December 2016

Item 5.1.2 - Attachment 4 - Extract of Relevant Development Plan - Provisions Consolidated 15 December 2016



Item 5.1.2 - Attachment 4 - Extract of Relevant Development Plan - Provisions Consolidated 15 December 2016

ITEM	5.2.1
	COUNCIL ASSESSMENT PANEL
DATE	22 September 2020
HEADING	Appointment of Deputy Presiding Member
AUTHOR	Chris Zafiroopoulos, Manager Development Services, City Development
CITY PLAN LINKS	4.3 We deliver quality outcomes that meet the needs of our community

SUMMARY The Council Assessment Panel is required to appoint a Deputy Presiding Member.

RECOMMENDATION

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

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

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

2. REPORT

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

3. CONCLUSION / PROPOSAL

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

CO-ORDINATION

Officer: GMCID
Date: 10/8/2020

ITEM	5.2.2
	COUNCIL ASSESSMENT PANEL
DATE	22 September 2020
HEADING	Annual Report of the Council Assessment Panel for 2019/20
AUTHOR	Chris Zafiroopoulos, Manager Development Services, City Development
CITY PLAN LINKS	3.4 Our urban growth is well planned and our centres are active 4.2 We deliver quality outcomes that meet the needs of our community
SUMMARY	The Council Assessment Panel Operating Procedures require the preparation of an Annual Report to Council via the Policy and Planning Committee. A draft report is provided for the Panel's consideration.

RECOMMENDATION

1. That the draft Council Assessment Panel Annual Report for 2019/20 be noted and endorsed, subject to inclusion of the Presiding Member's commentary and a summary of learnings from development assessed by the Panel, and the Presiding Member be delegated to approve the final report for referral to Council.

ATTACHMENTS

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

1. Draft Annual Report 2019/20

1. BACKGROUND

- 1.1 The General Operating Procedures require the Panel to provide its Annual Report to Council via the appropriate standing committee on or around the anniversary of the appointment of the Panel.
- 1.2 The Panel may provide advice to Council on trends, issues and other matters relating to planning and development that have become apparent or arisen through the assessment of applications under the Act.

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
 - 2.1.1 The Panel is not required to consult on its report.

3. REPORT

- 3.1 The draft report is provided in Attachment 1 for the Panel's consideration and endorsement.
- 3.2 The draft report provides for commentary from the Presiding Member, which is to be included. In addition, the report provides for the inclusion of comments from the review of a selection of development applications that have been approved by the Panel. Information in relation to the selected development applications approved by the Panel has been provided to members separately. It is proposed that the Panel finalise its comments on these applications at the September meeting for the learnings to be included in the final report.

4. CONCLUSION / PROPOSAL

- 4.1 That the Panel endorses its Annual Report for 2019/20 and that the Presiding Member signs the report on behalf of the Panel.

CO-ORDINATION

Officer: GMCiD
Date: 10/09/2020



**Annual Report
of the
Council Assessment Panel
for 2019/20**

City of Salisbury

Terry Mosel

Presiding Member

Insert date

Table of Contents

1. Background3
2. Report.....3
 Overview of the Panel3
 Panel Performance.....4
 Key Policy and Operational Issues.....6
 Presiding Member General Comments.....6
3. Conclusion / Proposal6

Attachment 1: Council Assessment Panel General Operating Procedures

Attachment 2: Overview of Development Applications

1. BACKGROUND

- 1.1 Council is required to establish the Council Assessment Panel (CAP) to act as a delegate of Council for the purposes prescribed in the Planning, Development and Infrastructure Act 2016 (the Act). The Panel is required to undertake the following functions:
 - 1.1.1 Determine development applications made under the Act.
 - 1.1.2 Provide advice to Council on trends, issues and other matters relating to planning or development matters.
 - 1.1.3 Perform other functions assigned to the Panel by Council.
- 1.2 1.3 The General Operating Procedures of the Panel require an annual report to be provided to Council via the appropriate Standing Committee. This report provides an outline of the performance of the Panel and advice to Council on trends and issues.
- 1.3 The Panel endorsed this report at its meeting held ...

2. REPORT

Overview of the Panel

- 2.1 In accordance with the Act, Council has appointed five members to the Panel comprising four independent members including the Presiding Member:

Mr Terry Mosel	Presiding Member
Mr R Bateup	Independent Member
Ms C Gill	Independent Member
Mr M Canny	Independent Member
Mr B Brug	Elected Member

The current term of the Panel will expire in May 2021.

Mr Mike Canny passed away in April 2019. The Panel provided condolences to the family of Mike Canny, acknowledging his role on the Salisbury Council Assessment Panel where he was respected for his considered and professional contribution.

- 2.2 The Council has delegated its functions and powers to the Panel in accordance with the Act to consider and determine development proposals including:
 - 2.2.1 Applications where third party representors indicate a desire to be heard by the relevant authority;
 - 2.2.2 Applications listed as 'non-complying' in the relevant zone within the Development Plan;
 - 2.2.3 Applications determined of significance to warrant determination by the Council Assessment Panel; and
 - 2.2.4 Where a potential conflict of interest may exist and the Minister has directed that the Panel consider the application.
- 2.3 The Panel has established General Operating Procedures in accordance with the requirement under the Act.

A copy of the General Operating procedures is provided in Attachment 1.

- 2.4 The Panel takes considerable effort in providing an environment for hearing representors in a way to encourage participation, recognising that for some members of the community presenting to a formal committee in front of a gallery can be an intimidating experience.

Panel Performance

- 2.5 The Panel held eight (8) meetings over the period and considered 11 development applications.
- 2.6 The Panel approved all the applications that it considered during this period.
- 2.7 No appeals were lodged against a decision of the Panel in the last 12 months.
- 2.10 A summary of key statistics is provided in the table below.

	2018/19	2019/20
Meeting		
Number	7	8
Items (Applications)	19	11
Applications with representors	17	11
Public Notification Category		
Category 1	1	0
Category 2	7	5
Category 3	11	6
Development Applications – public notification		
Merit	16	10
Non Complying	3	1
Decisions		
Approve	17	11
Refuse	2	0
Defer	0	0
ERD Court Appeals		
Applicant	1	0
Third party (representor)	1	0
ERD Court Decisions		
Compromise	0	0
Appeal withdrawn	2	0
Appeal upheld	0	0
Appeal dismissed	0	0
Still Pending	0	0

- 2.11 An overview of the development applications considered by the Panel is provided in Attachment 2.

- 2.12 While the number of applications considered by the Panel is low, they often represent the more complicated and contentious proposals, where representors have objected to a proposal or an element of a proposal. A total of 9 applications considered by the Panel included verbal submissions from representors.
- 2.13 The Panel considered a relatively broad range of development applications including retail development, a telecommunication facility, places of worship, and commercial / industrial developments.
- 2.14 The applications that are not considered by the Panel have been delegated to Council staff to administer and determine. Staff processed 2,026 applications for this period.

Key Policy and Operational Issues

- 2.15 The Panel has also undertaken a review of completed developments that the Panel has determined. The review is intended to understand the outcomes from the development and how issues considered by the Panel have resulted in the completed development. The developments span the variety of developments considered by the Panel. The key conclusions from this review during this period include relate to *medium density developments, and the importance of design and landscaping to enhance the appearance and integration of development in established neighbourhoods.*

Presiding Member General Comments

- 2.17 As I discussed in the last report, the assessment of various categories of development applications by the CAP is the subject of complex operational procedures and terms of reference. The onerousness of the task is made all the more so by the way in which planning policy is necessarily expressed, the vastly different circumstances that apply to each and every proposal that must be taken into account and the directives that have evolved from a long history of litigation in the planning and development jurisdiction. In light of this the CAP places heavy reliance on the professionalism of the planning staff.

One of the many functions of the Presiding Member is to ensure that those in attendance understand the independence of the CAP, that those who are entitled to make representations are able to do so in a comfortable and non-threatening environment and in a manner able to be clearly heard and understood by the CAP, that the discussion fully utilises the professional experience and expertise of all Panel Members and the decisions made with common sense appropriately balancing the public interest as expressed in the Development Plan (and informed by experience) with the interests of the applicant. The Panel has continued to deliberate the matters before it in this way.

The state government's program for the reforms of the planning system (Planning, Development and Infrastructure Act 2016) will have considerable implications on the operations of the CAP from this coming year. In particular, the new regime will identify the Panel as a relevant authority for development prescribed by the development regulations. It is understood that this will include all performance assessed developments that undergo public notification. This is likely to increase the matters assigned to the Panel for consideration and the Panel will need to consider delegations to staff that will

allow for the efficient processing of applications and mitigate the risk of an applicant pursuing a deemed planning consent outcome.

It is also likely that the Panel will need to consider its role as the relevant authority for development applications requiring building consent. There does not appear to be any particular reason that Panels have been assigned the relevant authority in respect to building assessment, given Panels are essentially authorities established to assess planning matters. The Act provides that Panels may refer a proposed development which involves the assessment of the building rules to the council for the area in which the proposed development is to be undertaken. It is understood this is the practice anticipated to be commonly adopted across the state.

The independent members are now required to maintain the appropriate level of accreditation (Accreditation Level 2) under the Act. It is understood that this has proven a disincentive for some independent members to continue participating on Panels. The Panel appreciates the Council's contribution towards maintaining their accreditation requirements, given the costs now imposed on independent members relative to historic sitting fees.

The Panel will need to give careful consideration to its role in considering appeals against the delegated decision of staff (Assessment Manager). This new process is untested and brings challenges in how a Panel will review such applications. The full implications of this change are still to be fully documented but it is apparent that there is an additional role for the Panel and most likely the Presiding Member.

These reforms and the implications for development assessment processes within the City of Salisbury are significant. Briefings from Council staff on these reforms and attendance at in-house workshops and training events will assist Panel members in being well informed for the increased role for Panels that is anticipated under this new legislative regime. The Panel has greater responsibilities and will need to increasingly consider administrative type matters to support the smooth running of its operations. I anticipate that this is likely to require a review of the full implications of these changes following a period of operation.

3. CONCLUSION / PROPOSAL

- 3.1 The Council Assessment Panel Annual Report for 2019/20 summarises the activities and outcomes of the Panel over the preceding financial year. The Panel is operating effectively, and reaching decisions on development applications following consideration of relevant matters under the Development Plan, and in accordance with its operating procedures. Accordingly this Report is submitted to Council for noting.

ATTACHMENT 1: General Operating Procedures



COUNCIL ASSESSMENT PANEL

General Operating Procedures

Adopted on 28 November 2017.

Clause 3.6 updated on 23 July 2019

Clause 2.1 updated on 27 August 2019

Table of Contents

1	Purpose.....	Error! Bookmark not defined.
2	Timing & Notice of Meetings.....	Error! Bookmark not defined.
3	Commencement of Meetings & Quorum.....	Error! Bookmark not defined.
4	Appointment of Deputy Elected Member.....	Error! Bookmark not defined.
5	Appointment of Additional Members.....	Error! Bookmark not defined.
6	Decision Making	Error! Bookmark not defined.
7	Minutes and Reporting.....	Error! Bookmark not defined.
8	CAP Procedures & Support.....	Error! Bookmark not defined.
	Appendix A	Error! Bookmark not defined.

These Meeting Procedures are to be read in conjunction with the meeting procedures contained within the Planning, Development and Infrastructure (General) (Assessment Panels) Variation Regulations 2017. (Refer Appendix A).

1 Purpose

- 1.1. The purpose of the Council Assessment Panel (CAP) is to determine development applications made under the Planning Development and Infrastructure Act 2016 (or, during the transition to the PDI Act, the Development Act 1993) that are delegated from Council. The Panel may also provide advice to Council on trends, issues and other matters relating to planning or development matters.
- 1.2. The Panel acknowledges that in performing its statutory function, it is bound by the:
 - 1.2.1 Code of conduct adopted by the Minister for Planning.
 - 1.2.2 Objects, Planning Principles and General Responsibilities under the Planning, Development and Infrastructure Act 2016.
 - 1.2.3 Operating Procedures established by the Panel.

2 Timing & Notice of Meetings

Meeting time and place

- 2.1. CAP meetings will be scheduled by the CAP on the fourth Tuesday of the month, commencing at 6.30pm or another date as determined by the Presiding Member, subject to there being business to consider.
- 2.2. The CAP will meet in the Council Civic Centre at 12 James Street Salisbury or at such other place as the Presiding Member may determine.

Notice of meeting

- 2.3. The Assessment Manager pursuant to the Planning Development and Infrastructure Act 2016 must provide written notice detailing the date, time and place of a meeting to all CAP members at least three working days before the meeting. The notice shall include the Agenda for the meeting.
- 2.4. Notice of CAP meetings may be given to CAP members by email, to an email address nominated by a CAP Member, or by personal delivery or post to the usual residence of a CAP Member, or via such other means as authorised by a CAP Member.

Viewing agenda

- 2.5. A copy of the Agenda for every ordinary meeting of the CAP shall be available for viewing by the public at the Council's offices and on the Council's web site at least three working days before the meeting of the CAP. The three working days notice shall not apply to a special meeting of the CAP under clause 2.6, or to an item included by the Assessment Manager under clause 2.8, in which cases the agenda will be made available for viewing by the public as soon as practicable.

Special meeting

- 2.6. A special meeting of the CAP may be convened by the Presiding Member, at any time, to consider urgent business by giving not less than two working days written notice to all CAP Members.
- 2.7. Notice of a special meeting of the CAP must be accompanied by an Agenda stating the item(s) of business for which the meeting has been convened. A special meeting must only deal with the business for which the meeting has been convened.

Late items

- 2.8. The Assessment Manager may, with leave or at the request of the Presiding Member, include in the agenda an item to be considered at the meeting to which the agenda relates after notice of the meeting has been given to CAP Members. In such instance, the Assessment Manager shall provide an updated agenda and any documents and/or reports relating to that item to be considered at the meeting to Members as soon as practicable. The Assessment Manager will also make an updated agenda available to the public in accordance with clause 2.5.

3 Commencement of Meetings & Quorum

- 3.1. CAP Meetings will be conducted in accordance with the requirements of the Planning, Development and Infrastructure Act 2016 ('the PDI Act'), Development Act 1993 ('the Act') and these Operating Procedures.
- 3.2. Meetings will commence on time, or as soon as a quorum is present. If a quorum is not present within thirty minutes of the time for commencement, the Presiding Member may adjourn the meeting to the next scheduled meeting time and date, or to another time and date.
- 3.3. A quorum for a meeting of the CAP is three (3) CAP Members.
- 3.4. If the number of apologies received by the Assessment Manager in advance of a meeting indicate that a quorum will not be present at a meeting, the Presiding Member may, by notice from the Assessment Manager, provide to all CAP Members in advance of the meeting, a notice adjourning the meeting to a future time and date as specified in the notice (a copy of this notice will be displayed at

the Council Offices and on the Council’s website).

- 3.5. If a meeting is required to be adjourned by the Presiding Member, the reason for the adjournment, and the date and time to which the meeting is adjourned will be recorded in the Minutes.

Deputy Presiding Member

- 3.6. A Deputy Presiding Member of the CAP must be appointed by resolution of the CAP, and will preside at any meeting, or part thereof, when the Presiding Member is not present. [Mr M Canny was appointed by the Panel on 23 July 2019 for the Term to 31 May 2021]
- 3.7. If both the Presiding Member and Deputy Presiding Member are absent from a CAP meeting (or part thereof), a CAP Member will be appointed from those present by means of resolution, and will preside at the meeting. That member will have all of the powers and duties of the Presiding Member.

Meeting behavior

- 3.8. Subject to the PDI Act and these Operating Procedures, the Presiding Member will facilitate the meeting in a manner which promotes relevant, orderly, constructive, respectful and expeditious discussion, but not repetitious discussion, with the intent of ensuring well-informed decisions and debate leading to a determination of any matters before the Panel.
- 3.9. The Presiding Member may adjourn a meeting in the event of a disruption or disturbance by a CAP Member, an applicant, a representor, or any other person present at the CAP meeting, until such time as the disruption or disturbance ceases.
- 3.10. The Presiding Member may ask a member of the public who is present at a meeting of a CAP to leave the meeting if this person is:
 - 3.10.1 behaving in a disorderly manner; or
 - 3.10.2 causing an interruption.

4 Appointment of Deputy Elected Member

- 4.1. A Deputy Elected Member has been appointed to the CAP in the event the Elected Member on the CAP is not available for a meeting or part meeting.
- 4.2. The Deputy Elected Member will attend when:
 - 4.2.1 The Elected Member notifies the Presiding Member of their unavailability before the meeting; and
 - 4.2.2 The Deputy Elected Member receiving the Agenda for the meeting three days prior to the meeting.
- 4.3. Unless the context otherwise requires, a reference to a Member in these Meeting Procedures includes a Deputy Elected Member.

5 Appointment of Additional Members

- 5.1. The CAP may appoint up to two Additional Members in accordance with Section 85 of the PDI Act.
- 5.2. Where the CAP has appointed Additional Member(s), the Presiding Member, in consultation with the Assessment Manager, may invite one or both Additional Members to attend any meeting (or part thereof) where he or she considers the Additional Member(s) will, by virtue of their qualifications, expertise or experience, assist the CAP in dealing with a matter that it must assess under the PDI Act (or, during the transition to the PDI Act, the Development Act 1993).
- 5.3. A request that an Additional Member attend a meeting must be made in writing and be accompanied by the notice for the meeting in accordance with clause 2.6, highlighting the item(s) the Additional Member is required to consider.
- 5.4. Unless the context otherwise requires, a reference to a Member in these Meeting Procedures includes an Additional Member, save that an Additional Member is not able to vote on any matter arising for determination by the CAP.

6 Decision Making

- 6.1. The CAP will conduct its meetings, and undertake all considerations, in accordance with the PDI Act (or, during the transition to the PDI Act, the Development Act).

Public meetings

- 6.2. Subject to circumstances where it excludes the public from attendance at a meeting or part thereof pursuant to Part 13 of the Development, Infrastructure (General) (Assessment Panels) Variation Regulations 2017, the Panel will generally discuss and determine applications for Development Plan Consent in public.

Member participation

- 6.3. The Presiding Member will invite all Panel members to speak on any matter before the Panel prior to calling for a motion.
- 6.4. Subject to a CAP Member not having a direct or indirect personal or pecuniary interest in a matter before the CAP (other than an indirect interest that exists in common with a substantial class of persons), each CAP Member present at a meeting of the CAP must vote on a question arising for decision.

Decisions by consensus

- 6.5. Decisions of the Panel will be where possible by consensus determined through debate and discussion of the agenda item, and where a consensus is reached the Presiding Member shall then call for a mover and confirm the consensus by a show of hands.

Decisions by vote

- 6.6. Where it is evident through debate and discussion that a consensus will not be reached by the Panel, the Presiding Member shall call for a mover and put the matter to a formal vote to determine.
- 6.7. Each CAP Member present at a meeting is entitled to one vote on any matter arising for decision and, if the votes are equal, the Member Presiding at the meeting is entitled to a second or casting vote.
- 6.8. All decisions of the CAP shall be made on the basis of a majority decision of the Members present and the Minutes shall record that decision only (Votes for/against will not be recorded, and are not relevant once the majority is determined).

CAP considerations

- 6.9. The CAP must use the Development Plan or Planning and Design Code (as may be relevant to the particular application under consideration), referred to hereafter as the Planning Rules, as the basis for its decisions, having had regard to any relevant written and verbal representations made in accordance with the provisions of the Act, or any other relevant legislation.

Seriously at variance

- 6.10. The CAP will, for each and every application, determine whether the proposal is seriously at variance with the Planning Rules, and expressly record its determination on this matter in the Minutes. If the CAP determines that the proposal is seriously at variance with the Planning Rules, the CAP must provide reasons for its determination, and must expressly record those reasons in the Minutes.

- 6.11. A development application that is assessed by the CAP as being seriously at variance with the Planning Rules will be refused.

Reasons for decision

- 6.12. The CAP must, for each and every application, provide reasons for granting or refusing Planning Rules Consent, and for the imposition of any conditions, and express or record those reasons in the Minutes.

Representations

- 6.13. Subject to the Act, a person who has lodged a valid representation in relation to a Category 2 or 3 development application, and has indicated their desire to be heard on their representation, is entitled to appear before the CAP and be heard in support of their representation, in person or by an agent.

- 6.14. The Presiding Member may in his or her discretion exclude:

6.14.1 a representation or response to representation(s) which is received out of time; or

6.14.2 a representation or response to representation(s) which is otherwise invalid.

Speaking time

- 6.15. Applicants and Representors will be allowed five minutes to address the CAP, unless a longer time is allowed by the Presiding Member. Where a person is nominated in a representation or by notice of the representors as representing three or more representors (including themselves) the Presiding Member may allow a longer time to address the Panel. Where an applicant is responding to a significant number of representations or a significant number of issues raised in representations, the Presiding Member may allow a longer time to address the Panel.

Hearing applicants

- 6.16. Should there be no Representor wishing to be heard for a non-complying development application, Category 2 or Category 3 development application, and the recommendation is for a refusal, the Applicant will be entitled to appear before the CAP and be heard in support of the application. Applicants will be allowed five minutes to address the CAP, unless a longer time is allowed by the Presiding Member.
- 6.17. Should there be no Representor wishing to be heard for a non-complying development application, Category 2 or Category 3 development application, and the recommendation is for approval, the Presiding Member may allow the Applicant to address the Panel to seek clarification and/or further information that may be required by the Panel in order to determine the application.

Additional material

- 6.18. At the discretion of the Presiding Member, any new or additional material to be submitted to the CAP by a person who has made a development application or a valid representation in relation to a matter may be accepted and considered by the CAP. A copy of any additional material accepted shall be provided to the applicant or representors by the party presenting the additional material.

Member's participation

- 6.19. A CAP Member may ask questions of any person appearing before the CAP. Subject to the Presiding Member's determination, all questions shall be relevant to the subject of the development application before the panel.

7 Minutes and Reporting

- 7.1. The Assessment Manager is responsible for ensuring that accurate Minutes are kept of Panel meetings and that they are confirmed by the Panel and signed by the Presiding Member.
- 7.2. The Minutes of the proceedings of a CAP meeting will record:
- 7.2.1 the names of the CAP Members present;
 - 7.2.2 the names of all CAP Members from whom apologies have been received;
 - 7.2.3 the name and time that a CAP Member enters or leaves the meeting;
 - 7.2.4 the name of a person who has made a representation to the CAP at the meeting;
 - 7.2.5 the decision of the CAP, including the express opinion of the CAP on whether the proposed development is seriously at variance with the Planning Rules (including reasons as appropriate);
 - 7.2.6 reasons for granting or refusing Planning Rules Consent, and for the imposition of any conditions on a Planning Rules Consent;
 - 7.2.7 in the absence of a decision, the deferral of the application including the reasons for the deferral;
 - 7.2.8 any disclosure of a conflict of interest made by a Member pursuant to the Code of Conduct adopted by the Minister under Clause 1(1)(c) of Schedule 3 of the Act (Code of Conduct), and the nature of the Interest;

7.2.9 a decision to exclude public attendance; and

7.2.10 a notation, describing the confidential nature of the information and matter, in the event a matter has been excluded from the Minutes.

7.3. Minutes shall be read and adopted by the CAP at the end of the meeting.

7.4. On the adoption of the Minutes, the Assessment Manager will forward the Minutes to the Presiding Member who will confirm the Minutes by electronic communication.

7.5. The Minutes of a CAP meeting must be forwarded to the Council and must be publicly available within two business days after their confirmation by the CAP.

Annual report

7.6. The Panel shall prepare and consider an Annual Report for presentation to the Council via the appropriate Standing Committee. The Annual Report may be presented by the Presiding Member and may contain (but not be limited to) statistical information in relation to the number of items considered, the outcomes of decisions on those items, and matters identified by the Panel in the course of its assessment of development applications that warrant referral to Council for consideration of Planning Rules policy, legislative, or procedural change.

7.7. The Annual Report shall be presented to Council on or around the anniversary date of the appointment of the Panel, subject to Council meeting timing.

8 CAP Procedures & Support

Additional procedures

- 8.1. Insofar as the Act and these Operating Procedures do not prescribe the procedure to be followed at a CAP meeting, the CAP may determine the procedure at the time. Any such determination may be added to these Operating Procedures.

Staff Participation

- 8.2. The CAP will permit and encourage the active participation of Council staff in attendance at a meeting in providing advice to the CAP.

Assistance

- 8.3. The CAP may call for and consider such professional assistance from Council staff and other professional advisors as it deems necessary and appropriate.

Electronic communication

- 8.4. For the purpose of facilitating constructive debate on a development application under consideration by CAP, electronic communication or other telecommunication devices may be acceptable delivery method, at the discretion of the Presiding Member, for the purpose of conducting the meeting and hearing verbal representation from a person, or their representative, in support of their representation concerning a development application, and providing the applicant, or their representative, the opportunity to verbally respond to any relevant matter. Should electronic communication or other telecommunication devices be utilised they should ensure fair and equitable communication to all attendees to the CAP meeting.
- 8.5. Should electronic communication or other telecommunication devices be utilised for the conduct of a CAP meeting, all voting shall be conducted on the voices, with the Presiding Member verbally acknowledging each individual vote before declaring the outcome of the vote, and noted in the minutes of the meeting, consistent with *Part 6: Decision Making* of the Operating Procedures.
- 8.6. Should electronic communication or other telecommunication devices be utilised for the conduct of a CAP meeting, the Presiding Member and the Assessment Manager shall be present at the meeting place as nominated in the CAP Agenda for that meeting.

Appendix A

No 209 of 2017 published in *Gazette 1.8.2017 p 3051*

South Australia

Planning, Development and Infrastructure (General) (Assessment Panels) Variation Regulations 2017

under the *Planning, Development and Infrastructure Act 2016*

Contents

Part 1—Preliminary

- 1 Short title
- 2 Commencement
- 3 Variation provisions

Part 2—Variation of *Planning, Development and Infrastructure (General) Regulations 2017*

- 4 Substitution of heading to Part 2
Part 2—Administration and structural matters
 - 5 Variation of regulation 8—Disclosure of financial interests
 - 6 Insertion of regulation 11
11 Compliance with code of conduct—assessment panels
 - 7 Insertion of Part 3
Part 3—Assessment panels—procedures
 - 12 Application
 - 13 Public access to meetings
 - 14 Minutes and other documents
 - 15 Quorum
 - 16 Voting
 - 17 Validity of proceedings
 - 18 Other matters
-

Part 1—Preliminary

1—Short title

These regulations may be cited as the *Planning, Development and Infrastructure (General) (Assessment Panels) Variation Regulations 2017*.

2—Commencement

These regulations will come into operation on 1 October 2017.

3—Variation provisions

In these regulations, a provision under a heading referring to the variation of specified regulations varies the regulations so specified.

Part 2—Variation of *Planning, Development and Infrastructure (General) Regulations 2017*

4—Substitution of heading to Part 2

Heading to Part 2—delete the heading and substitute:

Part 2—Administration and structural matters

5—Variation of regulation 8—Disclosure of financial interests

Regulation 8—after subregulation (12) insert:

- (13) For the purposes of paragraph (b) of the definition of *relevant official* in clause 1(1) of Schedule 1 of the Act in relation to an assessment panel appointed by a council, the chief executive officer of the council is prescribed as the relevant official.

6—Insertion of regulation 11

After regulation 10 insert:

11—Compliance with code of conduct—assessment panels

- (1) In this regulation—
- code of conduct* means the code of conduct to be observed by members of an assessment panel adopted by the Minister under clause 1(1)(c) of Schedule 3 of the Act.
- (2) A person may make a complaint to the Commission if the person believes that a member of an assessment panel has acted in contravention of the code of conduct.
- (3) A complaint must—
- (a) be in writing; and
 - (b) contain particulars of the allegation on which the complaint is based; and
 - (c) be verified by statutory declaration.
- (4) Except with the approval of the Commission, a complaint must not be lodged with the Commission more than 6 months after the day on which the complainant first had notice of the matters alleged in the complaint.
- (5) The Commission may require the complainant to give further particulars of the complaint (verified, if the Commission so requires, by statutory declaration).
- (6) The Commission may refuse to entertain a complaint or, having accepted a complaint for investigation, may refuse to continue to entertain a complaint, if it appears to the Commission—
- (a) that the complainant does not have a sufficient interest in the matter to which the complaint relates; or

Planning, Development and Infrastructure (General) (Assessment Panels) Variation Regulations 2017
 Variation of *Planning, Development and Infrastructure (General) Regulations 2017*—Part 2

- (b) that the matter raised by the complaint is trivial; or
 - (c) that the complaint is frivolous or vexatious or is not made in good faith; or
 - (d) that there is some other good reason not to proceed (or further proceed) with the matter under this regulation.
- (7) The Commission may, as the Commission's first step in dealing with a complaint, refer the matter to the member of the assessment panel to whom the complaint relates for a response.
- (8) The Commission may take such further action as the Commission thinks fit (including deciding not to proceed further with the matter).
- (9) The Commission may, whether or not the Commission has acted under subregulation (7), appoint a person to investigate a complaint.
- (10) If the Commission appoints an investigator—
- (a) the Commission must inform the member of the assessment panel to whom the complaint relates of the appointment of an investigator and furnish formal notification of the nature of the complaint; and
 - (b) the investigator must conduct an investigation into the complaint as soon as practicable after the appointment has been made; and
 - (c) the investigator must give the member of the assessment panel to whom the complaint relates a reasonable opportunity to make representations to the investigator about the complaint; and
 - (d) the investigator may require—
 - (i) the complainant; and
 - (ii) the member of the assessment panel to whom the complaint relates,
 to provide to the investigator any document or other information relevant to the investigation of the complaint (verified, if the investigator so requires, by statutory declaration); and
 - (e) the investigator—
 - (i) must otherwise comply with the rules of natural justice; and
 - (ii) subject to subparagraph (i), may conduct the investigation in such a manner as the investigator thinks fit (including by undertaking such other consultations and undertaking such other inquiries as the investigator thinks fit).

Planning, Development and Infrastructure (General) (Assessment Panels) Variation Regulations 2017
 Variation of *Planning, Development and Infrastructure (General) Regulations 2017*—Part 2

- (11) If during an investigation the investigator is satisfied that there is a matter about which another complaint could have been made against the member of the assessment panel, the investigator may, after consultation with the Commission, deal with the matter as if a complaint had been made about the matter.
- (12) The investigator—
- (a) may report to the Commission at any stage of the investigation; and
 - (b) must present a report to the Commission at the conclusion of the investigation.
- (13) The Commission must provide the person to whom the complaint relates with a copy of a report presented under subregulation (12)(b) (and the Commission may, if the Commission thinks fit, invite a response from the person).
- (14) The Commission may, on the receipt of a report under subregulation (12)(b), or at the conclusion of any process that the Commission has adopted in the alternative—
- (a) decide to take no further action on the complaint; or
 - (b) undertake any consultation or further inquiry as the Commission thinks fit; or
 - (c) take action to have the member of the assessment panel to whom the complaint relates removed from office; or
 - (d) take such other action as the Commission thinks fit.
- (15) The Commission must inform the complainant of the outcome of a complaint under subregulation (14).
- (16) Without limiting a preceding subregulation, the Commission may, at any time, consult with or provide a report to—
- (a) the Minister; and
 - (b) in the case of a complaint that relates to a member of an assessment panel appointed by a joint planning board or a council, the joint planning board or the council (as the case requires),
- about a complaint that has been made under this regulation.
- (17) Nothing in this regulation limits or restricts any action or proceedings that may be taken against or in relation to a member of an assessment panel on account of the member being an accredited professional under the Act.

Planning, Development and Infrastructure (General) (Assessment Panels) Variation Regulations 2017
 Variation of *Planning, Development and Infrastructure (General) Regulations 2017*—Part 2

7—Insertion of Part 3

After Part 2 insert:

Part 3—Assessment panels—procedures

12—Application

This Part applies to and in relation to the procedures of an assessment panel established under section 83 of the Act or clause 12 or 13 of Schedule 8 of the Act.

13—Public access to meetings

- (1) In connection with the conduct of the proceedings of an assessment panel, members of the public are entitled to attend a meeting of the panel other than as set out in subregulation (2).
- (2) An assessment panel may exclude the public from attendance at a meeting—
 - (a) during so much of the meeting as is necessary to receive, discuss or consider in confidence any of the following matters:
 - (i) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead);
 - (ii) information the disclosure of which—
 - (A) could unreasonably be expected to confer a commercial advantage on a person, or to prejudice the commercial position of a person; and
 - (B) would, on balance, be contrary to the public interest;
 - (iii) information the disclosure of which would reveal a trade secret;
 - (iv) commercial information of a confidential nature (not being a trade secret) the disclosure of which—
 - (A) could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and
 - (B) would, on balance, be contrary to the public interest;
 - (v) matters affecting the safety or security of any person or property;

Planning, Development and Infrastructure (General) (Assessment Panels) Variation Regulations 2017
Variation of Planning, Development and Infrastructure (General) Regulations 2017—Part 2

- (vi) information the disclosure of which could reasonably be expected to prejudice the maintenance of law, including by affecting (or potentially affecting) the prevention, detection or investigation of a criminal offence, or the right to a fair trial;
- (vii) matters that should be considered in confidence in order to ensure that the assessment panel, or any other entity, does not breach any law, or any order or direction of a court or tribunal constituted by law, any duty of confidence, or other legal obligation or duty;
- (viii) legal advice;
- (ix) information relating to actual litigation, or litigation that the assessment panel believes on reasonable grounds will take place;
 - (x) information the disclosure of which—
 - (A) would divulge information provided on a confidential basis by or to a Minister of the Crown, the Commission, or another public authority or official; and
 - (B) would, on balance, be contrary to the public interest; and
- (b) during so much of the meeting that consists of its discussion or determination of any application or other matter that falls to be determined by the assessment panel.

14—Minutes and other documents

- (1) An assessment panel must ensure that accurate minutes are kept of its proceedings.
- (2) A disclosure by a member of an assessment panel of a direct or indirect pecuniary interest in any aspect of a development or any body associated with any aspect of a development required under the Act must be recorded in the minutes of the assessment panel.
- (3) Members of the public are entitled to reasonable access to—
 - (a) the agendas for meetings of an assessment panel; and
 - (b) the minutes of meetings of an assessment panel.
- (4) However, an assessment panel may, before it releases a copy of any minutes under subregulation (3), exclude from the minutes information about any matter dealt with on a confidential basis by the assessment panel.
- (5) Minutes must be available under subregulation (3) within 5 business days after their adoption by the members of the assessment panel.

15—Quorum

A quorum at a meeting of an assessment panel is a number obtained by dividing the total number of members of the assessment panel for the time being in office by 2, ignoring any fraction resulting from the division, and adding 1.

16—Voting

- (1) Each member of an assessment panel present at a meeting of the assessment panel is entitled to 1 vote on a matter arising for decision and, if the votes are equal, the member presiding at the meeting is entitled to a second or casting vote.
- (2) Subregulation (1) does not apply to a person who is taken to be a member of an assessment panel under section 85 of the Act.

17—Validity of proceedings

A proceeding of an assessment panel (and any decision made by an assessment panel) is not invalid by reason only of a vacancy in its membership or a defect in the appointment of a member.

18—Other matters

Except insofar as a procedure is not prescribed by the Act or these regulations, the procedures of an assessment panel in relation to the conduct of its business will be as determined by the assessment panel (and an assessment panel is accordingly a specified body for the purposes of section 246(6)(d) of the Act).

Note—

As required by section 10AA(2) of the *Subordinate Legislation Act 1978*, the Minister has certified that, in the Minister's opinion, it is necessary or appropriate that these regulations come into operation as set out in these regulations.

Made by the Governor

with the advice and consent of the Executive
Council on 1 August 2017

No 209 of 2017

PLN0019/17CS

ATTACHMENT 2: Applications Considered by the Council Assessment Panel July 2019 - June 2020

Meeting Date	Application Number	Address	Proposal Description	Category	Decision	Representors / No. verbal
23-Jul-19	361/467/2019	71-75 Woomera Avenue, Edinburgh	Alterations and additions to existing material recycling facility (building extension to rear of building, extension to rear hardstand and consequential adjustment to storage area, fencing and stormwater system)	2	Approve with conditions	Received – 3 Heard - 3
	361/624/2019/NB	316 Salisbury Highway, Salisbury Downs	Drive through coffee shop, associated advertising signage (including 4.8m high illuminated pylon sign), access, car parking, light poles and landscaping (non-complying)	3	Approved following concurrence of SCAP with conditions	Received – 2 Heard - 0
27-Aug-19	361/821/2019/3B	172 and 174 Burton Road, Paralowie	Alterations and additions to existing community facility and place of worship - retrospective (including extension of car park onto 174 Burton Road)	3	Approved with conditions	Received – 5 Heard - 1
	361/366/2019/3B	193 Salisbury Highway, Salisbury Downs	Parking of a Truck In Excess of 3 Tonne Tare	3	Approved with conditions	Received – 3 Heard - 1
	361/849/2019/3B	21 Playford Crescent, Salisbury North	Construction of a Place of Worship with associated carparking, acoustic fencing and landscaping (to be constructed in two (2) stages)	3	Approved with conditions	Received – 3 Heard - 1

Meeting Date	Application Number	Address	Proposal Description	Category	Decision	Representors / No. verbal
24-Sep-19	361/1270/2019/3B	Bridgestone Reserve, Frost Road, Salisbury South	Construction of an athletic track with associated clubroom storage shed, six (6) 25m high light poles and carparking	3	Approved with conditions	Received – 1 Heard - 0
	361/736/2019/2B	225-241 Martins Road, Parafield Gardens	Alterations and Additions to Existing Shopping Centre (New Retail Tenancy)	2	Approved with conditions	Received – 1 Heard - 1
22-Oct-19	361/1279/2019/2B	30-36 Woodyates Ave, Salisbury North	Change of use to Place of Worship and associated internal and external building alterations, landscaping, carparking, acoustic fencing and demolition of outbuildings.	2	Approved with conditions	Received – 5 Heard - 3
26-Nov-19	361/799/2019/2B	361-369 Diment Road, Direk	Scrap metal recycling facility (container and truck storage, weighbridge, bin storage, office/amenities, storage and processing shed, fencing and associated carparking, stormwater detention and landscaping) (staged development)	2	Approved with conditions	Received – 2 Heard - 1
17-Dec-19	361/1314/2019/2B	147-153 Whites Road, Salisbury North	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	2	Approved with conditions	Received – 2 Heard - 1

Meeting Date	Application Number	Address	Proposal Description	Category	Decision	Representors / No. verbal
29-Jan-20	361/1323/2019/3B	4-16 Penner Avenue, Burton	Road transport terminal comprising warehouse, office and fuel station, weighbridge, fencing, hardstand, car parking, signage, lighting and landscaping	3	Approved with conditions	Received – 16 Heard - 8
Feb – May 20	No meetings					
June 20	Agenda - workshop on future operations of the Panel under the Planning, Development and Infrastructure Act 2016					