NOTICE

of

COUNCIL ASSESSMENT PANEL MEETING

Pursuant to the provisions of Section 56A of the Development Act 1993

TO BE HELD IN

COUNCIL CHAMBERS
PLAYFORD CIVIC CENTRE
10 PLAYFORD BOULEVARD, ELIZABETH

MEMBERS MAY PARTICIPATE BY ELECTRONIC MEANS

ON

MONDAY, 20 JUNE 2022 AT 6:00PM

THIS MEETING WILL ALSO BE VIEWABLE AT
https://www.youtube.com/user/CityOfPlayford

SAM GREEN
CHIEF EXECUTIVE OFFICER
Issue Date: Thursday, 16 June 2022

MEMBERSHIP

MR GEOFF PARSONS – PRESIDING MEMBER

Mr Aaron Curtis	Ms Cherie Gill (Deputy)	Mr Nathan Grantham
Mr Paul Mickan	Ms Misty Norris	Ms Katrina Stroet

City of Playford
Council Assessment Panel Meeting

AGENDA
MONDAY, 20 JUNE 2022 AT 6:00PM

1 ATTENDANCE RECORD

1.1 Present

1.2 Apologies

Cr Katrina Stroet
Cr Misty Norris

1.3 Not Present

2 CONFIRMATION OF MINUTES

RECOMMENDATION

The Minutes of the Council Assessment Panel Meeting held 16 May 2022 be confirmed as a true and accurate record of proceedings.

3 APPLICATIONS WITHDRAWN

4 DECLARATIONS OF INTEREST

5 APPLICATIONS FOR CONSIDERATION – PERSONS WISHING TO BE HEARD

5.1 Retail fuel outlet and associated advertising (ID 21039188) (Attachments).....6

Representors: Alex Sutherland
Slyvia Nincevic
Domenic Gerardis
Applicant: Leyton Property C-/ Future Urban

6 APPLICATIONS FOR CONSIDERATION – NO PERSONS TO BE HEARD

6.1 Alterations and additions to an existing educational establishment – New two storey classroom and amenities building and alterations to an existing car park (Attachments) 116

Representors: Mrs Faye Dunn
Applicant: Playford College Ltd

7 APPLICATIONS FOR CONSIDERATION - CATEGORY 1

Nil

8 OUTSTANDING MATTERS – APPEALS AND DEFERRED ITEMS

Nil

9 OTHER BUSINESS

9.1 STAFF REPORTS

Nil

10 CONFIDENTIAL MATTERS

Nil

11 POLICY DISCUSSION FORUM

Nil

12 CLOSURE

APPLICATIONS FOR CONSIDERATION

APPLICATIONS FOR CONSIDERATION – PERSONS WISHING TO BE HEARD

5.1 RETAIL FUEL OUTLET AND ASSOCIATED ADVERTISING (ID 21039188)

Snapshot

Author:	Tessa Bishop- Ben Green & Associates
Assessing Officer:	Danni Biar
Proposal:	Retail fuel outlet and associated advertising
Development Number:	21039188
Date of Lodgement:	10 January 2022
Owner:	Giuseppe and Janet Gerardis
Applicant:	Leyton Property C-/ Future Urban
Location:	625 Angle Vale Road, Angle Vale
Zone:	Employment
Classification:	Performance Assessed
Public Notification:	Yes
Representation Received:	Yes
Request for Additional Information Made?	Yes
Recommendation:	To Grant Development Plan Consent

Attachments:

1⇩. Application Documents
2⇩. Applicant's Planning Report
3⇩. Noise Assessment Report
4⇩. Traffic and Car Parking Assessment Report and Response
5⇩. Stormwater Management Plan
6⇩. Copy of Representations
7⇩. Response To Representations
8⇩. EPA Referral Response

1. The Subject Land

The subject land known as 625 Angle Vale Road, Angle Vale and comprises a single parcel that fronts Angle Vale Road to the north and with secondary frontage to Frisby Road to the west. The land is currently described on PlanSA as Allotment 7 with the Certificate of Title Reference Volume 5189/ Folio 729.

The land is approximately 36,565m^2 in area with a frontage of 149 metres to Angle Vale Road and 239 metres to Frisby Road on its western boundary.

The land currently contains a single storey detached dwelling and associated structures which fronts and obtains access from Angle Vale Road.

There are no Regulated or Significant Trees on the subject site and there are no easements or encumbrances registered on the Title. There is a Land Management Agreement applicable to the land, which relates to the provision of infrastructure associated with the Angle Vale growth area.

2. The Locality

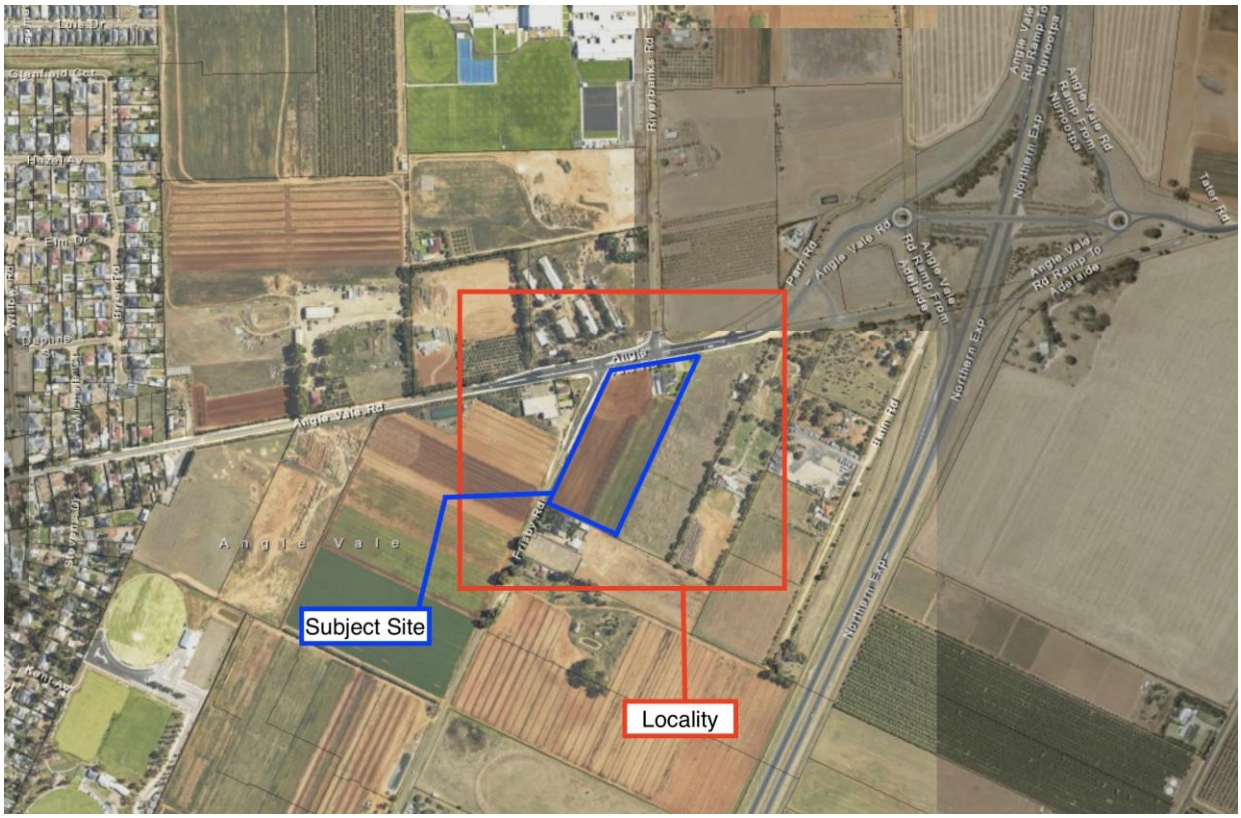
The locality comprises a wide range in land uses including residential, education, industry, commercial and primary production.

The Northern Expressway carriageway is located an approximate 400 metres to the east of the subject site, noting that Angle Vale Road is also a State maintained road under the care and control of the Department of Infrastructure and Transport (DIT). Importantly, the on-ramp to the Northern Expressway is only approximately 100 metres to the east of the site.

Riverbanks College is located to the north of site, opening to students February 2022.

Land to the south is largely comprised of land zones as Master Planned Township, with a residential intent. The subject land and the 3 sites to the south are all zoned for Employment uses.

2.1 Locality Plan



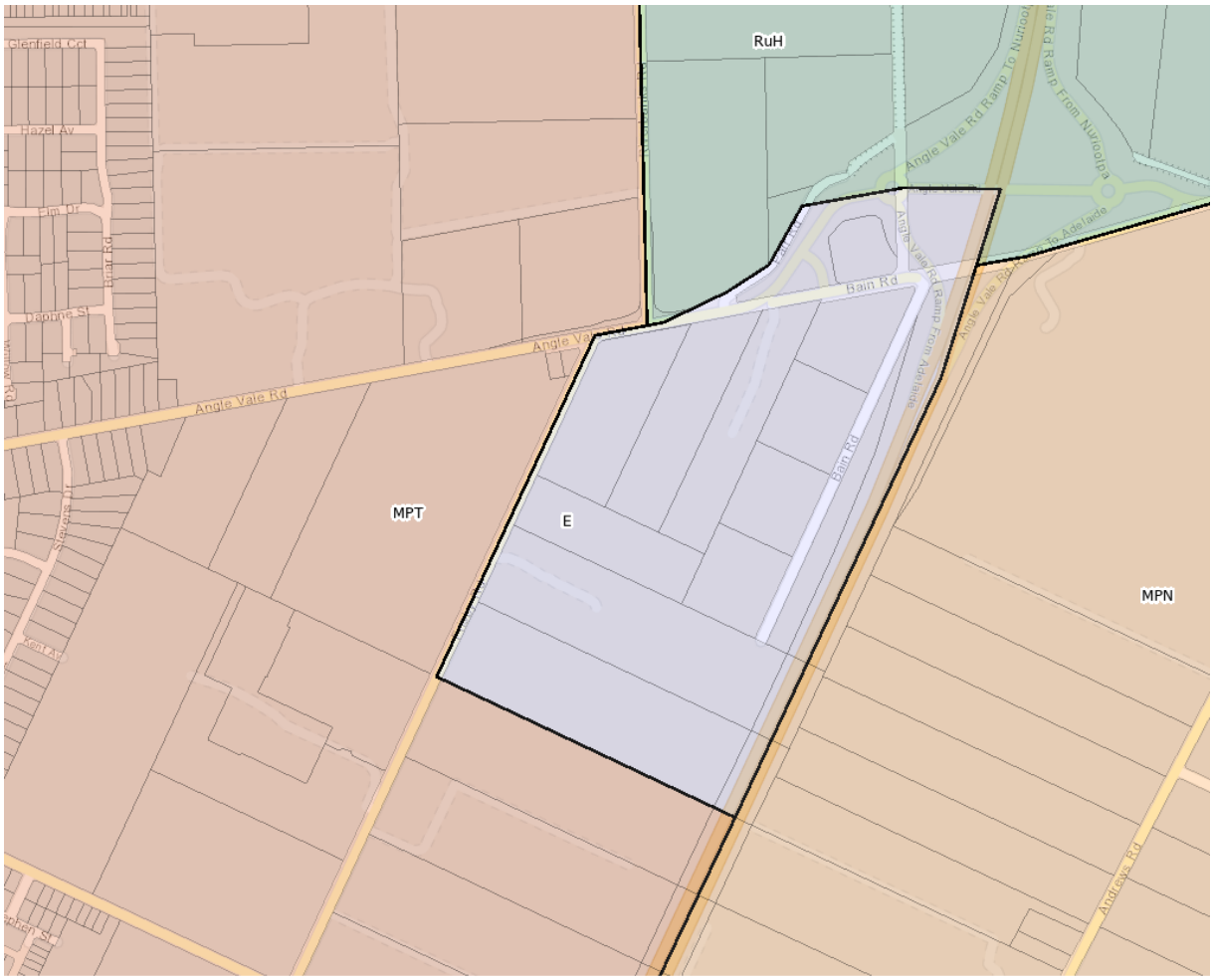
2.2 Zoning

The subject land is located within the Employment Zone as identified in the Planning and Design Code.

By virtue of its location, the land is entirely within:

- Employment Zone
- Covered by the following Overlays:
  Defence Aviation Area
  Future Road Widening
  Hazards (bushfire – Urban Interface)
  Hazards (Flooding - General)
  Prescribed Wells Area
  Regulated and Significant Tree
  Traffic Generating Development
  Urban Transport Route

The subject site is located within the Employment Zone, however is also bound by the Master Planned Township Zone to the west and the Rural Horticulture Zone to the north-east, on the opposite side of Angle Vale Road. Further to the east and south of the subject site is the Master Planned Neighbourhood Zone, as shown in the mapping image below from SAPPA.



3. Background

The subject land is located at the intersection of Frisby and Angle Vale Road, which was upgraded to a signalised intersection by the Department of Transport and Infrastructure as project associated with the construction of Riverbanks College north of the site.

The subject land is located within the Angle Vale Growth Area and was subject to the ministerial rezoning which occurred in 2013. As part of this, to enable the rezoning of rural areas to higher intensity of use, landowners entered into three deeds associated with the provision of regional infrastructure. The Road Deed is administered by DIT, while the Interim Stormwater deed and Social Deed are administered by Council, with each deed responsible for collecting and administering developer contributions towards identified infrastructure projects.

It is noted the application proposes development over only the northern-most portion of the subject site, equating to approximately 6,580 square metres in area. The applicant has advised a separate land division application will be submitted to divide the land accordingly. This land division application was approved by Council staff in June 2022 which will result in the creation of two allotments along the Angle Vale frontage of the land, and a larger allotment to the south, comprising the balance land.

4. The Proposal

The Applicant seeks consent for the following:

- Retail fuel outlet comprising of:
  - operating 24 hours a day, seven days a week
  - 6.35m high fuel canopy and 8 fuel dispensers
  - car wash facility with four manual bays, two auto-wash bays, four vacuum bays and a dog washing facility with a height of 6.15m with aluminium cladding and precast exposed finish concrete with yellow and black signage.
  - 390 square metre convenience shop with a single lane drive through. The convenience shop reaches a total height of 7.2 metres and designed using face brick in basalt, shopfront glass with powder-coated aluminium framing in black and colorbond roofing in Monument.

- Advertising
  - 6.3 metre high pylon signage, internally illuminated
  - All buildings contain advertising attached to the building including six internally illuminated signs on the retail fuel outlet and canopy

- Access and car parking comprising of:
  - A left turn slip lane into the site via Angle Vale Road
  - A left-out exit via Angle Vale Road, primarily to service the retail fuel outlet
  - A two-way access on Frisby Road
  - 26 car parks are proposed within the development site, including 2 disability access parks and two bicycle rails (four spaces)

A copy of the architectural drawings depicting the above are contained within Attachment 1.

5. Procedural Matters

5.1 Classification

The proposed development comprises of a retail fuel outlet and advertising. It is noted that the carwash, vacuum bays and dog wash are all considered to part of the retail fuel outlet definition, as detailed in Part 7 of the Planning and Design Code.

The above elements are not classified as an Accepted, Deemed-to-Satisfy or Restricted development within the relevant Tables of the Zone. The proposed development is therefore a Code Assessed - Performance Assessed development pursuant to Sections 105(b) and 107 of the Act, requiring an on-merit assessment against the relevant provisions of the Code.

5.2 Public Notification

Generally, all classes of performance assessed development require public notification unless, pursuant to Section 107(6) of the Act, the class of development is excluded from notification by the Code in Table 5 – Procedural Matters (PM) - Notification of the relevant Zone.

Public notification was required as the following elements did not meet the requirements of Table 5:

- Retail fuel outlet triggers notification, as the subject site is adjacent land used for residential purposes in a neighbourhood-type zone.

The notification process commenced on 9 February 2022 and closed on 1 March 2022 and Council received the following representations:

Representor	Summary of Issues Raised	Wish to be heard
Domenic Gerardis 29 Frisby Road, Angle Vale	• Loss of clear and safe access to water metre	Yes
Sylvia Nincevic 394 Williamstown Road, Port Melbourne	• Air pollution • Traffic hazard • Soil contamination • Risk of fuel leaks • Proximity to freeway off ramp and traffic congestion • Noise pollution • Pedestrian safety • Impact to adjoining land holders • Impact planned organic farm certification	Yes
Alex Sutherland 30 Bain Road, Angle Vale	• Traffic congestion on Angle Vale Road and impact to new school and pedestrian safety • Concerns around “fast-food” • Increase noise and air pollution • Trucks damaging road • Oversaturation of fuel stations and advertising • Increase COVID transmissions • Impact to nesting native birds on the subject site	No

The Applicant's Planning Consultant has responded to the representation addressing the following concerns:

- Interface and Amenity Impacts
- Traffic
- Pedestrian Safety
- Health Concerns
- Demand
- Other

The representations received are contained within Attachment 6 while the Applicant's Planning Consultant's response is contained within Attachment 7.

5.3 Statutory Referrals

Pursuant to Schedule 9 of the Regulations, the Commissioner of Highways and the Environmental Protection Authority received referrals for this development application. Their responses are as follows:

Agency	Referral Response
Environment Protection Authority	Based on the information provided with the application and provided the conditions are implemented, the EPA is satisfied that the proposed petroleum storage and dispensing activity would not cause unacceptable environmental impacts.
Department of Infrastructure and Transport	Support the proposal with conditions (contained within the Recommendation).

5.4 Internal Referrals

Internal referrals were undertaken to Council's engineers to review traffic management, car parking, access and stormwater. Internal comments were included in the request for information and have been resolved in the amended plans save for technical details relating to the stormwater plan, which is detailed within the recommendations of the report. The traffic, access and car parking matters are discussed in detail below.

6. Key Issues

The following matters are considered pertinent in reaching a recommendation for the proposal:

- Whether the proposal is an appropriate form of development in the Employment Zone
- Whether the proposal is consistent with the general policies of the Planning and Design Code that relate to Retail Fuel Outlet, and Advertising
- Whether the proposal will create an adverse impact and conflict between other land uses within the locality
- Whether the development will create an adverse traffic impact on the existing road network in the locality.

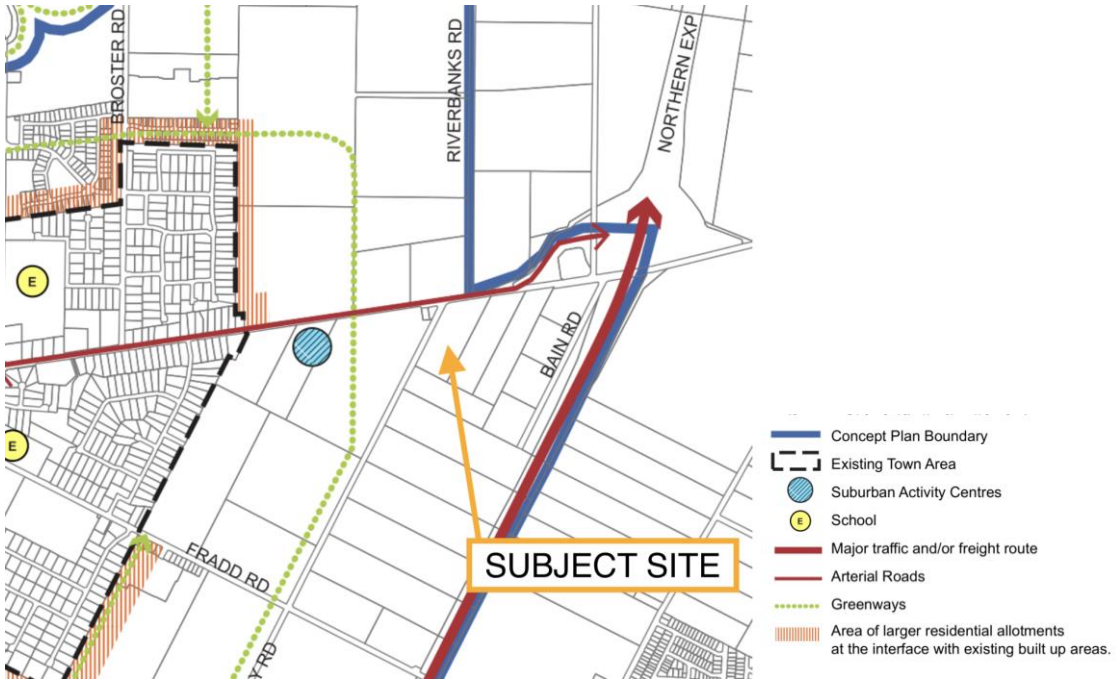
7. Planning Assessment

7.1 Desired Outcome and Land Use

The subject land is located within the Employment Zone (Zone). The Desired Outcomes (DO) for the Zone encourages a '*diverse range of light industrial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities*.'

Generally, the Zone supports a variety of commercial and light industrial development, and whilst it facilitates a focus on the above-mentioned land uses, retail and commercial land uses are also permitted where appropriate. The proposal, consisting of a retail fuel outlet and associated advertisements provides what is considered to be appropriate land use when design and traffic aspects are appropriately considered and addressed. Zone Designated Performance Feature (DPF) 1.1(a) and (i) supports the elements proposed in this application. Further, Zone Performance Outcome (PO) 1.2 encourages shops and restaurants at a limited scale.

The position of the retail fuel outlet being located on the corner of a State maintained arterial road and adjacent a major traffic and/or freight route is well suited to the corner and the development proposes the principal land uses anticipated within the Zone. The proposed land uses are further supported on the basis that the location and design of the development does not prejudice the development of adjoining land in a manner envisaged with the relevant zoning. The development would be appropriately separated from The Master Planned Neighbourhood Zone on the eastern side of Frisby Road and would not impact development envisaged by the Emerging Township Activity Centre (ETAC) Subzone. The below extract from Concept Plan 17 Angle Vale of the Planning & Design Code identifies the location of a Suburban Activity Centre anticipated within the ETAC Subzone west of the subject land.



Extract from Concept Plan 17 Angle Vale, Planning & Design Code

Based on the above, it is considered that the proposed land uses are not only supported in the Zone but further do not detract from the viability of nearby Emerging Activity Centres, meeting the requirements of the relevant Desired Outcomes and Performance Outcomes.

7.2 Built form and Design

The Employment Zone encourages '*distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces*', as per Zone DO 2.0. Further, Zone PO 2.1 similarly encourages development to achieve '*distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces*.'

It is considered that the proposed plans suitably address the intent of the Desired Outcome in relation to design as the elevations provide sufficient visual interest and finishes through the use of a mix of materials and articulation to the fronting public roads, specifically the frontage to Angle Vale Road. The proposed materials consist of a combination of face brick finish in 'Basalt' and precast wall panels in 'Black', precast concrete wall with exposed finish and metal sheet cladding to the northern elevation of the drive through canopy.

Discussions were held in relation to location of the bin storage/plant room between Council and the applicant and it was accepted the proposed location is the most suitable for access and safety purposes. The applicant justified the storage area will be concealed with a Colourbond fence that compliments the primary built form and surrounded by landscaping. Additional changes negotiated with the applicant have reduced fencing along the western boundary of the site, resulting in increased levels of passive surveillance and visibility.

The retail fuel outlet reaches a maximum height of 7.2 metres and the fuel canopy has a maximum height of 6.35 metres, which is considered to satisfy PO 3.5. Additionally, the associated car and dog wash facility has a lower maximum height of 6.15 metres. This aspect also utilises a variation in materials consisting of precast concrete wall exposed finish to the lower portion and pre-finished solid aluminium cladding to the upper portion in 'Black' which will complement the primary building for the 'Fuel Shop'. These building heights are considered appropriate within the locality, as they are well separated from site boundaries and any adjacent built form.

Based on the above, it is considered that the development provides distinctive buildings of appropriate scale for the land use and location. The built form comprises of a variety of building materials with visual interest and a scale that is appropriate within the Zone.

7.3 Advertisements

The proposed development contains a number of advertisements, predominantly on the building facades and associated fuel dispenser canopy.

A 6.3 metre high freestanding sign is proposed in the north-western corner of the subject site adjacent the built form and consist of signage related to the land use. It is noted the signage is 300mm higher than the desired 6 metres ad prescribed in PO 6.1.

It is considered that the additional height of 300mm is not fatal to the application especially given the location in close proximity to the 7.2 metre high built form, also consisting of associated business signage.

The location and illuminated nature of the signage has been assessed by DIT and appropriate conditions would be included in relation to the luminance levels.

On balance, the proposed signage is considered to be appropriate in context to the land use and is not considered to unreasonably impact or proliferate the signage in the locality.

7.4 Interface Between Land Uses

The Interface between Land Uses General Development section of the Planning and Design Code contains a suite of provisions that are considered applicable to the proposed development. The key issues identified for consideration relate to odours from the refuse area, noise and light spill. Each of these matters are considered under the following headings:

Noise

An Environmental Noise Assessment has also been undertaken by Sonus for the proposed development with the potential on-site vehicle movements, drive thru activity, car parking activities, fuel deliveries, rubbish collection, operating hours, car wash and dog wash, vacuum area and mechanical plants operations being assessed.

The Environmental Noise Assessment considered that the proposal, subject to a number of noise attenuation measures, has been designed to ensure that it will not cause unreasonable interference or detrimentally affect the amenity of the locality and ensures consistency with the intent of the Planning and Design Code.

As part of the application, the applicant amended the proposal at the request of Council to remove acoustic fencing along the western boundary of the land, adjacent Frisby Road. The amended report from Sonus details that the revised proposal will be able to operate in accordance with the intent of the Planning and Design Code relating to amenity.

A Condition of Approval consistent with the recommendations contained within the Sonus Environmental Noise Assessment has been included in the recommendation should the Panel determine to grant Planning Consent for the proposal.

This report is contained within Attachment 3.

Lighting

The application indicates that lighting of the site would only occur between 5am till midnight, 7 days a week.

All proposed lighting and illumination within the site will be designed to conform with Australian Standards AS 4282 – Control of the obtrusive effects of outdoor lighting. This will ensure that all lighting will be directed downwards into the site and not into adjoining residential allotments. Lighting can be fitted with shields and baffles to assist in satisfying the above Australian Standard.

A Condition of Approval that reinforces this requirement has been included within the recommendation should the Panel determine to grant Planning Consent for the proposal.

Odours

A refuse area is located to the west of the main control building and adjoining the dog wash area. Rubbish collection is proposed to be restricted between the hours of 9am and 7pm on Sundays and Public Holidays and 7am to 7am on any other days (as per Sonus recommendations).

Discussions were held regarding the location of this area, however it was determined that the current site is the most appropriate so as to allow access from service vehicles. This area has been designed with appropriate screening so as to reduce visual impacts and any event of odour external to the site. All waste and rubbish should also be stored in

covered containers to reduce the potential impact of odours. A condition to this effect has been included within the recommendation.

In summary, it is considered that the proposed development has satisfactorily addressed the interface between land uses requirements in respect to noise, light spill and odour subject to the inclusion of a number of conditions of consent.

7.5 Traffic Impact, Access and Car Parking

Angle Vale Road is an arterial road under the care and control of the Department for Infrastructure and Transport (DIT). Adjacent the site, Angle Vale Road generally comprises two traffic lanes, one in each direction. Adjacent the site, a 60 km/h speed limit applies on Angle Vale Road. The applicant's Traffic Consultant MFY Pty Ltd, provided a response to Council's Request for Further Information (RFI). The elements addressed relate to traffic entering and exiting via Angle Vale Road and Frisby Road, access and crossovers, traffic speeds and safety, movements, bicycle and disability parking, large vehicle movements and external infrastructure requirements have been addressed.

Council's Senior Traffic Engineer has reviewed the application documentation and MFY's documentation, including:

- Amended Site Plan dated 24 May 2022
- Letter (in Response to Council's Request for Further Information) dated 25 February 2022
- Letter (in Response to Council's Request for Further Information) dated 24 May 2022

Council's Senior Traffic Engineer has confirmed the information contained with Attachment 4 as being appropriate.

Car and bicycle parking

In accordance with *Table 1* of the Code, the following car parking rates apply to the proposed land uses:

- *Retail fuel outlet* - 3 spaces per 100 m² gross leasable floor area
- *Shop (restaurant with a dine-in and drive-through take-away service)* - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point

A total of 26 spaces have been provided which will meet the relevant Australian Standards. Following a request from Council, two of the car parks are dedicated all-access spaces and two bike parking rails equalling four spaces has been incorporated into the proposal.

Access and Layout

As discussed above in the Statutory Referrals Section, the proposal was referred to Commissioner of Highways for direction and no objections were raised with the proposed access from Angle Vale. Conditions from the referral response are contained within the Recommendation.

The development includes the following proposed access to the site:

- Left-in slip lane from Angle Vale Road (DIT)
- Left out onto Angle Vale Road (DIT)
- Two-way exit/entry on Frisby Road

MFY Pty Ltd advises that the access points and internal circulation roads have been designed to accommodate the turning movements of the largest vehicles anticipated within the site. The site has been designed such that all movements can enter and exit in a forward direction. Further, MFY have confirmed in their Letter dated 25 February 2022, that the largest service vehicle associated with the site will be a PBS Level 2A vehicle for the retail fuel outlet. These vehicles (and other small service/delivery vehicles) are General Access Vehicles that are permitted to utilise Angle Vale Road, however, are restricted from access to Frisby Road.

Council's traffic engineer has reviewed the proposed traffic plan and has no further comments, albeit that the '*egress will be signed as 'No Entry' and this would need to be shown on the construction drawings as a traffic control plan in accordance with the Road Traffic Act'.*

Traffic Impact

Council had a number of queries in relation to traffic impacts resulting from the proposed development, which were clarified within the applicants Response to Further Information by MFY Pty Ltd. Additional the applicant responded to the traffic impact concerns raised during the public notification process.

Based on the above, Council staff are satisfied that the proposal provides adequate on-site car parking when assessed against the Code. The proposed access arrangements are supported by DIT and Council's traffic engineer. The proposal will have an acceptable impact upon the adjoining road and accordingly, it is considered that the proposal satisfies the relevant traffic, access and car parking provisions of the Planning and Design Code.

7.6 Landscaping

The Applicant has prepared a Landscaping Plan that proposes plant species and specified heights of the trees and plants. It is confirmed there are no Regulated or Significant Trees on the subject site. The proposed landscaped areas throughout the whole development with the balance of the areas predominantly within the Angle Vale Road frontage and surrounding the 'Fuel Shop' to soften the impact of the proposed built form and extensive hardstand areas that are accommodating car parking areas. It is considered that there is an appropriate level of landscaping to assist in softening the hardstand areas and to enhance the visual appearance of development and overall amenity of the site and locality, satisfying Zone Performance Outcome 5.1 and 5.

7.7 Stormwater

In Council's Request for Further Information, it was requested the applicant provide additional detail in relation to the proposed Stormwater Management. The applicant provided updated stormwater and civil designs with additional updated survey information including detention calculations and notation of capacity of stormwater to meet 1% AEP.

The stormwater management plan and calculations were referred internally to Councils Stormwater Engineer.

This detail has been reviewed by Council's engineer who has confirmed that the stormwater detail provided by PT Design has addressed previous comments, save for a technical detail relating to stormwater discharge location. This detail has bene conveyed to the applicant who has advised that updated detail is able to be provided. As such, Administration consider that this information is able to be addressed by way of a reserved matter, so as to allow for the application to proceed. This reserved matter is contained within the recommendation of this report

7.8 Infrastructure/External Works

The Traffic Engineer has advised on behalf of the applicant, within the MFY letter dated 25 February 2022 that the proposed driveway crossovers will be sealed as per Council's requirements. The Traffic Engineer advised there are no external treatments required to Frisby Road due to the expected movement of vehicles and that the approval for any external works on Angle Vale Road will be required from DIT and will include a '*standard Developer Deed of Agreement which is negotiated once Development Consent is received'.*

Additionally, the Traffic Engineer advised *'the design of the access for the site was undertaken in consultation with both Council and DIT during the development of the design of the recently signalised intersection adjacent to the site. In principle endorsement from DIT for the access was obtained at that time. Minor adjustments were necessitated as a result of the change to the signal configuration, but the intent of the access design was retained.'*

It is noted that the eventual upgrade of this portion of Frisby Road is identified within the schedule of works within the Angle Vale Road Deed and will be coordinated as part of DIT's rolling schedule for Angle Vale. The detail provided by MFY on behalf of the applicant has demonstrated that access to and from Frisby Road is able to be facilitated appropriately.

As per above DIT have no objections with the proposal and attached a number of conditions as outlined in the recommendation, which encompass external infrastructure requirements for Angle Vale Road.

8. Conclusion

The development aligns with the overarching principles of the Employment Zone to provide a use that supports the local community and passing traffic. The proposed development delivers a land use that is considered to be acceptable for the Employment Zone. The design, bulk and scale of the proposed development is compatible with the employment Zone Desired and Performance Outcomes and has been designed to minimise impact on the other land uses surrounding.

The proposal is not anticipated to result in any unreasonable noise impacts upon the living amenity of nearby residents as outlined in the Sonus Acoustic Report and with the amended acoustic treatments.

Council's traffic engineer is satisfied with the on-site car parking provision, which satisfies the quantitative requirement of the Planning and Design Code. Vehicular access and egress is considered to be safe and convenient as confirmed by the DIT referral and by Council's traffic engineer.

The concerns of the representors have been addressed by the in the response provided by the applicant. The primary concerns in relation to traffic and noise impacts have been adequately addressed and supported with relevant reports and documentation prepared by suitably qualified professionals.

The development exhibits suitable merit when assessed on balance against the relevant Desired Outcomes, Performance Outcomes and applicable Designated Performance Features to such a degree that it warrants Planning Consent subject to the conditions listed below in the Recommendation.

9. Recommendation

STAFF RECOMMENDATION

That pursuant to the authority delegated to the Council Assessment Panel by the Council, it is recommended that the Council Assessment Panel:

a) DETERMINES that the proposed development is not seriously at variance with the policies in the Planning and Design Code; and

b) GRANTS Planning Consent to the application by Leyton Property C-/ Future Urban for a Retail fuel outlet and associated advertising at 625 Angle Vale Road, Angle Vale as detailed in Development Application ID 21039188 subject to conditions:

Reserved Matter

The following matter(s) have been reserved pursuant to section 102(3) of the Planning, Development & Infrastructure Act 2016, and sub-delegated to the Assessment Manager for a determination. Prior to the issue of Development Approval, the Applicant shall provide:

- An amended Stormwater Management Plan to provide further clarification on disposal of stormwater into Council's infrastructure in a manner to the reasonable satisfaction of Council.

Conditions

Council Conditions:

1. The development must be undertaken, completed and maintained in accordance with the plan(s) and information detailed in this Application except where varied by any condition(s) listed below.

   Reason: To ensure that the development is constructed and operated in accordance with the plans and details provided.

2. All recommendations contained within the Noise Assessment Report by Sonus Document Reference S7110C4 dated May 2022, shall be implemented prior to occupation of the site and complied with at all times.

3. Deliveries and service hours herein approved are as follows:

   Rubbish Collection and deliveries:

   - 9am -7pm on Sundays or Public Holidays
   - 7am-7om on any other day

   Fuel Deliveries

   - 7am to 10pm, seven days a week

4. Landscaping shown on the plans herein approved shall be established to the reasonable satisfaction Council prior to the operation of the development and shall be maintained and nurtured at all times with any diseased or dying plants being replaced.

5. All waste and rubbish shall be stored in covered containers prior to removal and shall be screened from public view.

6. Air conditioning or air extraction plant or ducting shall be screened such that noise emanating from the land is contained within the EPA's Noise Protection Policy and the Noise Assessment Report prepared by Sonus.

7. All external lighting of the site, including, but not limited to car parking areas, advertising signs, the car wash, the sitting area and all buildings shall be designed and constructed to conform with Australian Standards and must be located, directed and shielded and of such limited intensity so as to not, in the opinion of the relevant authority, create unreasonable overspill onto any adjoining property or roadway which may create a nuisance to any neighbour or road user.

8. The nominated on-site car parks are available at all times for customer or staff car parking.

9. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with the relevant Australian Standards and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of Council prior to the occupation or use of the development.

10. Car parking areas, driveways and vehicle manoeuvring areas shall be maintained at all times to the reasonable satisfaction of the relevant authority.

11. All storm-water drainage shall discharge so that it does not flow or discharge onto land of adjoining owners or, in the opinion of the relevant authority, detrimentally affect structures on this site, any adjoining land or public road.

Environment Protection Authority Conditions:

12. 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.

13. Prior to operation, all fuel dispensers (apart from diesel and LPG) must be fitted with a Stage 2 vapour recovery system that directs vapours back into the tank during vehicle refuelling.

14. Prior to operation, all underground fuel storage tanks must be double-walled and fitted with a leak detection system designed and installed in accordance with clause 4.5 of Australian Standard 4897-2008 The design, installation and operation of underground petroleum storage systems.

15. Prior to operation, all fuel lines between the underground storage tanks and fuel dispensers must be double contained and fitted with a leak detection system, designed and installed in accordance with clause 4.5 of Australian Standard 4897-2008 The design, installation and operation of underground petroleum storage systems.

16. Stormwater runoff from all hardstand areas of the petrol station (including the refuelling and fuel delivery areas) must be managed in accordance with the ‘Stormwater Management Plan’ prepared by PT design and marked Drawing No. 22549-C01, Issue B dated 29 October 2021 and must be directed via grates and

grade changes to the proposed SPEL Puraceptor (P.050.S.C1.2C.A) full retention oil/water separator (no bypass function) that:

a. Has a minimum spill capture capacity of 10,000 litres.
b. Reduces oil content in the outlet to less than 5mg/L at all times (as confirmed by independent third party scientific testing).
c. Operates effectively in the event of a power failure.

Department of Infrastructure and Transport Conditions:

17. A final site plan that ensures that all development is clear of the land that has recently been acquired (CT6264/206) shall be provided to DIT.

18. The final site plan shall be consistent with the access points shown in Hodge Collard Preston Architects, Proposed Site Plan/Overall Site Plan, Project No. 65.19, Drawing No. S03, Revision A dated 25 November 2021 and MFY correspondence, Reference MLM/19-0144, dated 9 November 2021. The new Angle Vale Road ingress access shall be provided with a channelised left turn lane as conceptually shown on MFY Figure 2 and 3 and be designed to cater PLBS Level 2A fuel tanker (Figure 4).

19. The Angle Vale Road exit point shall be angled 70 degrees to the road and cater for left turn out movements only. The access point shall incorporate chevron line-marking in the design to reduce the width of the access for passenger vehicles while still permitting egress for delivery vehicles.

20. All road works shall be designed and constructed in accordance with Austroads Guidelines and Australian Standards and to DIT's satisfaction. All costs (including design, construction, project management and any changes to pavement, road drainage, road lighting, etc.) being borne by the applicant. Prior to undertaking detailed design, the applicant shall contact Mr Narendra Patel, Senior Network Integrity Engineer, Network Management Services on telephone (08) 8226 8244, mobile 0400 436 745 or via email: narendra.patel@sa.gov.au to progress this. All road works shall be completed prior to commencement of operation of the development.

21. All land required from CT 6264/204 and CT 5554/48 for the construction of the channelised left turn and associated infrastructure (eg. footpath, pedestrian facilities, and associated road reserve) shall be set aside from the subject allotments for road purposes at no cost to the department. The new infrastructure shall match into the adjacent/proposed facilities to the satisfaction of DIT and Council.

22. 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.

23. All vehicles shall enter and exit the site in a forward direction.

24. All access points shall be suitably signed and line marked to reinforce the desired traffic flow through the site.

25. All manoeuvring areas for commercial vehicles shall be designed and constructed in accordance with AS 2890.2:2018.

26. All car parking areas shall be designed and constructed in accordance with AS/NZS 2890.1:2004 and 2890.6:2009. Additionally, 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.

27. All redundant access points/crossovers shall be made good to the satisfaction of DIT and Council will all costs borne by the applicant.

28. The 6.3m pylon sign incorporating LED fuel pricing as shown on Hodge Collard Preston Architects, Drawing S06, Revision A dated 25 November 2021 shall incorporate white LED on a black background only.

29. The illuminated signage shall be permitted to use LED lighting for internal illumination of a light box only. Illuminated 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.

30. 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 the arterial road network 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)
Sunny Day	40000	6300
Cloudy Day	4000	1100
Twilight	400	300
Dusk	40	200
Night	<4	150

31. The operational system for the fuel price sign/s shall incorporate an automatic error detection system that will turn the display off or to a blank, black screen should the screen or system malfunction.

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

3D VIEW 1

SITE LOCATION PLAN

X CONVENIENCE SERVICE STATION
LOT 200 ANGLE VALE ROAD
ANGLE VALE, SOUTH AUSTRALIA

CLIENT INFORMATION
ALL NEW BUILD

DRAWING LIST:

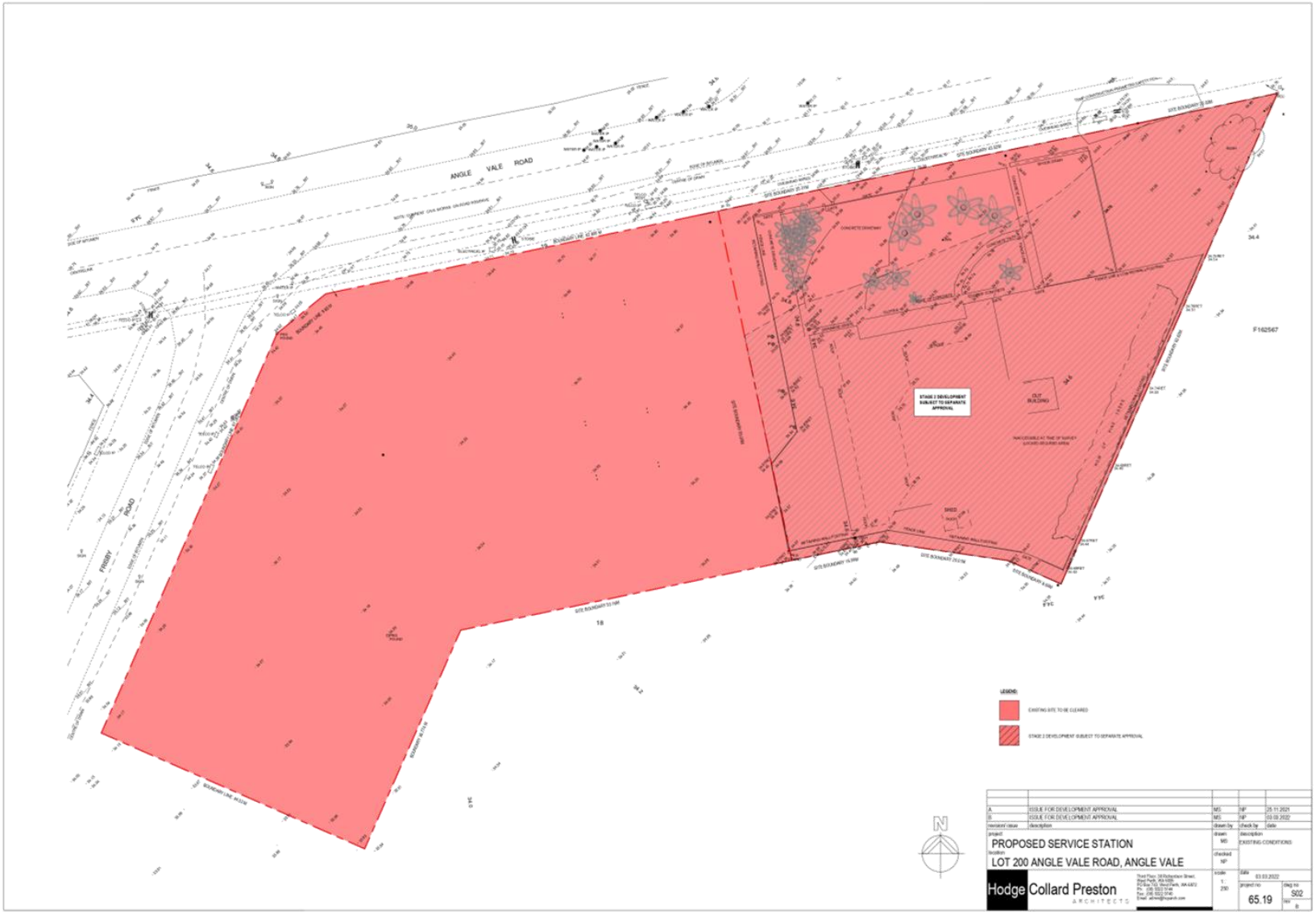
S01:COVER PAGE & DRAWING LIST
S02: EXISTING SITE CONDITIONS
S03:PROPOSED SITE PLAN
S04:PROPOSED FLOOR PLAN - CARWASH & VACUUM BAYS
S05:PROPOSED FLOOR PLAN - CONTROL BUILDING & FUEL CANOPY
S06: ELEVATIONS - CONTROL BUILDING & FUEL CANOPY
S07: ELEVATIONS - CARWASH & VACUUM BAYS
S08: PROPOSED LANDSCAPING PLAN
S09: 3D VIEWS

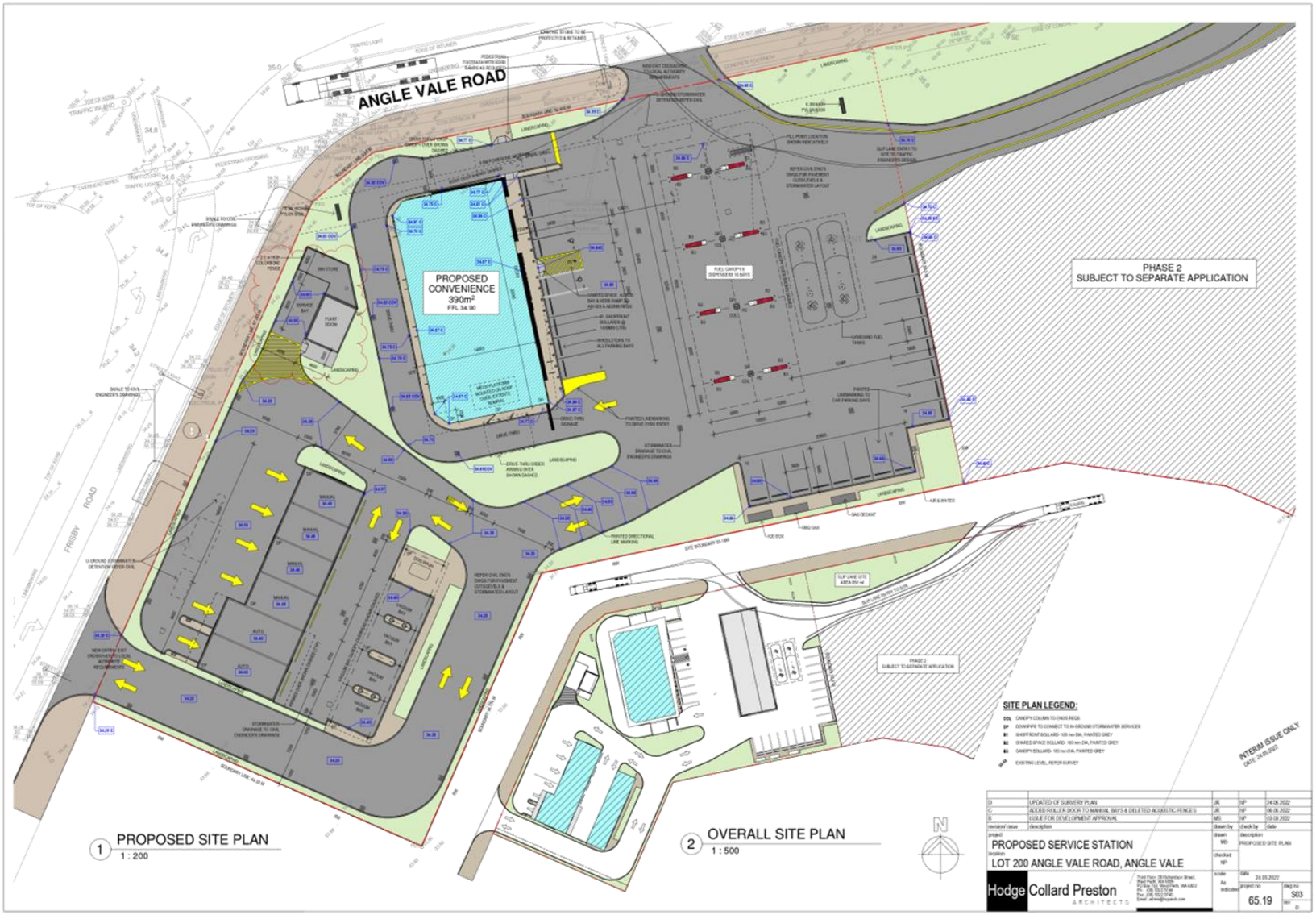
N

revision/ issue	description	drawn by	check by	date
A	ISSUE FOR DEVELOPMENT APPROVAL	MS	NP	25.11.2021
B	ISSUE FOR DEVELOPMENT APPROVAL	MS	NP	03.03.2022

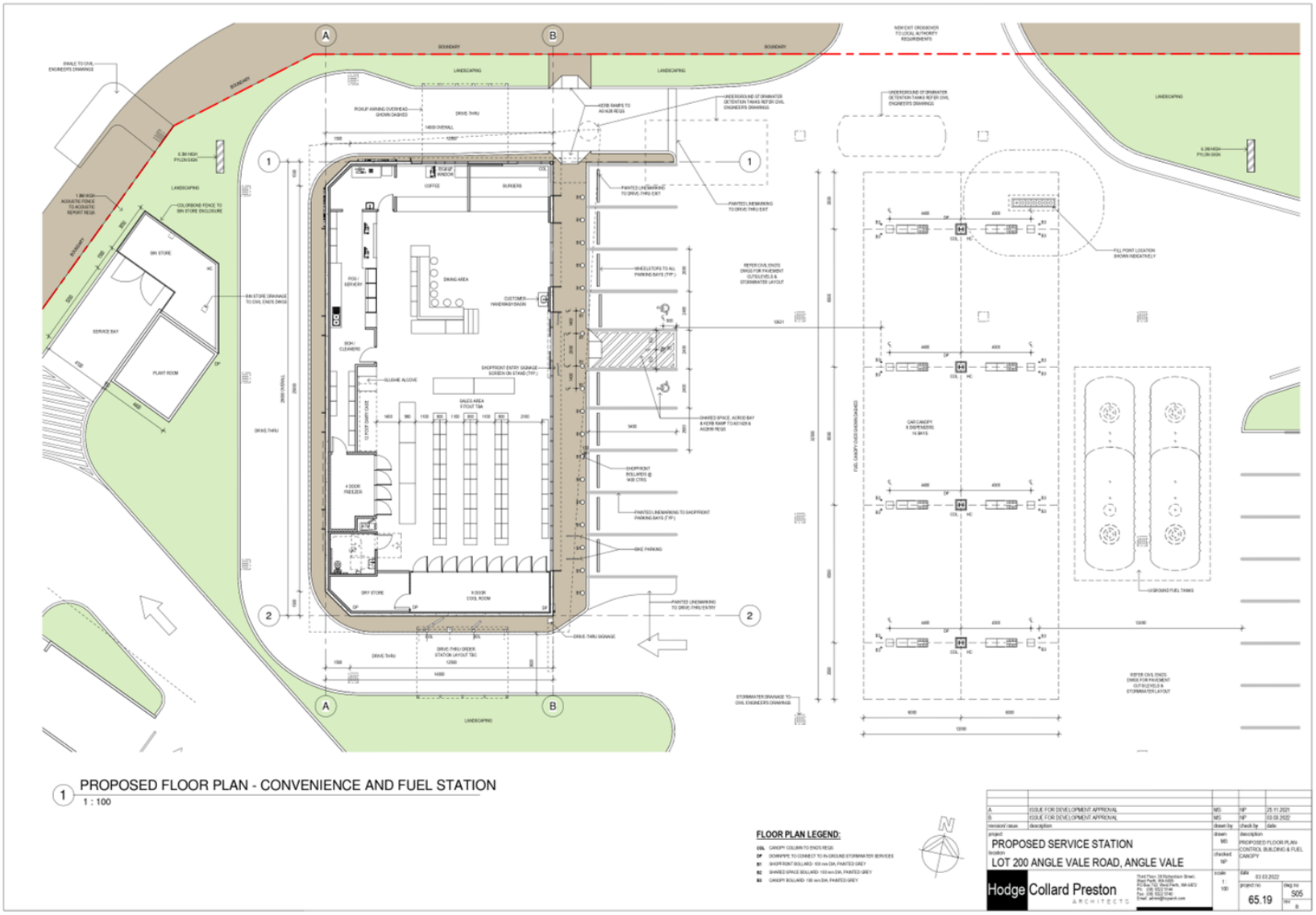
project: PROPOSED SERVICE STATION
location: LOT 200 ANGLE VALE ROAD, ANGLE VALE
drawn: MS
checked: NP
description: COVER PAGE & DRAWING LIST
scale: 1 : 20
date: 03.03.2022
project no: 65.19
dwg no: S01
rev: B

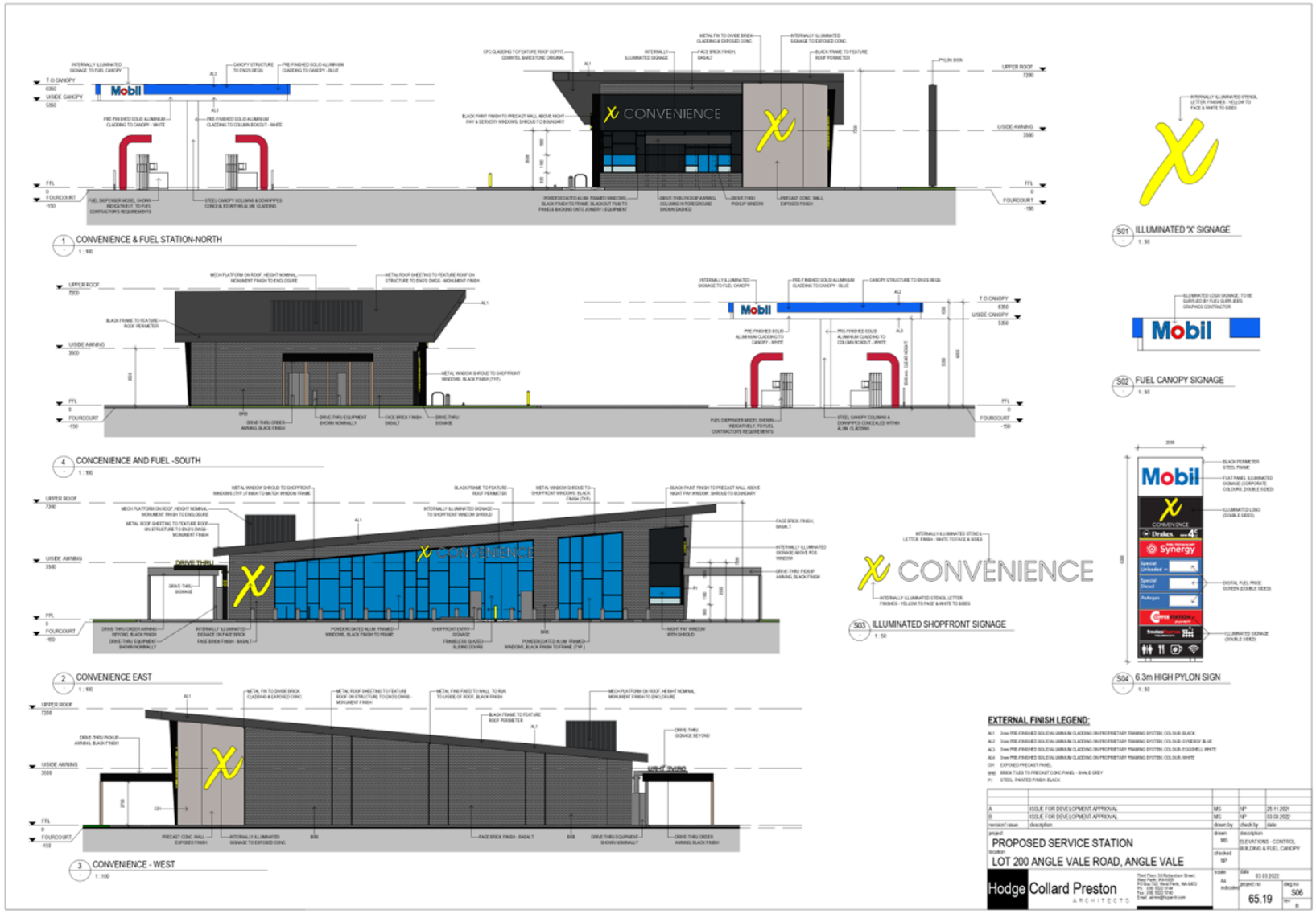
Hodge Collard Preston ARCHITECTS


ANGLE VALE ROAD
FRISBY ROAD
STAGE 2 DEVELOPMENT SUBJECT TO SEPARATE APPROVAL
SHED
OUT BUILDING
F162567
LEGEND:
EXISTING SITE TO BE CLEARED
STAGE 2 DEVELOPMENT SUBJECT TO SEPARATE APPROVAL
N
A ISSUE FOR DEVELOPMENT APPROVAL MS HP 25.11.2021
B ISSUE FOR DEVELOPMENT APPROVAL MS HP 03.02.2022
PROPOSED SERVICE STATION
LOT 200 ANGLE VALE ROAD, ANGLE VALE
EXISTING CONDITIONS
1:250
03.02.2022
65.19
S02
B
Hodge Collard Preston
ARCHITECTS


ANGLE VALE ROAD
PROPOSED CONVENIENCE 390m²
FFL 34.90
PHASE 2
SUBJECT TO SEPARATE APPLICATION
FRISBY ROAD
SITE PLAN LEGEND:
INTERIM ISSUE ONLY
1 PROPOSED SITE PLAN
1 : 200
2 OVERALL SITE PLAN
1 : 500
N
PROPOSED SERVICE STATION
LOT 200 ANGLE VALE ROAD, ANGLE VALE
Hodge Collard Preston
ARCHITECTS
65.19
S03


FRISBY ROAD
PROPOSED FLOOR PLAN - CAR WASH AND VACUUM BAYS
1 : 100
PROPOSED SERVICE STATION
LOT 200 ANGLE VALE ROAD, ANGLE VALE
Hodge Collard Preston
ARCHITECTS
65.19


1 PROPOSED FLOOR PLAN - CONVENIENCE AND FUEL STATION
1 : 100
FLOOR PLAN LEGEND:
PROPOSED SERVICE STATION
LOT 200 ANGLE VALE ROAD, ANGLE VALE
Hodge Collard Preston
ARCHITECTS
65.19
S05


1 CONVENIENCE & FUEL STATION-NORTH
1 : 100
4 CONCENIENCE AND FUEL -SOUTH
1 : 100
2 CONVENIENCE EAST
1 : 100
3 CONVENIENCE - WEST
1 : 100
S01 ILLUMINATED "X" SIGNAGE
1 : 50
S02 FUEL CANOPY SIGNAGE
1 : 50
S03 ILLUMINATED SHOPFRONT SIGNAGE
1 : 50
S04 6.3m HIGH PYLON SIGN
1 : 50
EXTERNAL FINISH LEGEND:
PROPOSED SERVICE STATION
LOT 200 ANGLE VALE ROAD, ANGLE VALE
Hodge Collard Preston ARCHITECTS
65.19
S06


1 CARWASH & VACUUM - NORTH ELEVATION
1 : 100
pitstop car wash
T.O. CARWASH 6150
FFL 0
FOURCOURT -150
5 VACUUM BAY - EAST ELEVATION
1 : 100
2 CARWASH - WEST ELEVATION
1 : 100
SELF SERVICE ENTRY
AUTOWASH ENTRY
6 VACUUM BAY - WEST ELEVATION
1 : 100
3 CARWASH & VACUUM - SOUTH ELEVATION
1 : 100
4 CARWASH - EAST ELEVATION
1 : 100
NO ENTRY
EXIT ONLY
EXTERNAL FINISH LEGEND:
C ADDED ROLLER DOOR TO MANUAL BAYS & DELETED ACOUSTIC FENCES JR HP 06.05.2022
B ISSUE FOR DEVELOPMENT APPROVAL MS HP 03.02.2022
PROPOSED SERVICE STATION
LOT 200 ANGLE VALE ROAD, ANGLE VALE
Hodge Collard Preston ARCHITECTS
ELEVATIONS - CAR WASH & VACUM BAYS
06.05.2022
65.19
S07
C


LANDSCAPE LEGEND
PROPOSED CONVENIENCE 390m²
FFL XX.XX
PROPOSED LANDSCAPING PLAN
1 : 200
PROPOSED SERVICE STATION
LOT 200 ANGLE VALE ROAD, ANGLE VALE
Hodge Collard Preston
ARCHITECTS
65.19
S08

3D VIEW 1

3D VIEW 2

3D VIEW 3

3D VIEW 4

A	ISSUE FOR DEVELOPMENT APPROVAL	MS	MP	25.11.2021
B	ISSUE FOR DEVELOPMENT APPROVAL	MS	MP	03.02.2022
revision/ issue	description	drawn by	check by	date

project: PROPOSED SERVICE STATION
location: LOT 200 ANGLE VALE ROAD, ANGLE VALE

drawn: MS | check by: MP | description: 3D VIEWS | scale | date: 03.02.2022

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project no: 65.19 | dwg no: S09 | rev: B

FUTURE URBAN

PLANNING REPORT
RETAIL FUEL OUTLET

625 ANGLE VALE ROAD, ANGLE VALE

Prepared for:
Leyton Property

Date:
01.12.2021

FUTURE URBAN

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APPENDIX 2. ARCHITECTURAL DRAWINGS
APPENDIX 3. STORMWATER AND CIVIL
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APPENDIX 5. ACOUSTIC ASSESSMENT
APPENDIX 6. APPLICABLE POLICIES FOR ADVERTISING

1. OVERVIEW

Subject Land and Location	625 Angle Vale Road, Angle Vale	
Current Land Use	Residential	
Certificate of Title Reference	Allotment 7 – Certificate of Title 5189/729	
Zone	Employment	
Overlays	Defence Aviation Area (All structures over 90 metres) Future Road Widening (4 metres) Hazards (Bushfire – Urban Interface) Hazards (Flooding General) Prescribed Wells Area Regulated and Significant Tree Traffic Generating Development Urban Transport Routes	
Technical Numeric Variations (TNVs)	Concept Plan (16) Concept Plan (17) Concept Plan (81)	
Development	Retail Fuel Outlet and Associated Advertising	
Elements	Retail Fuel Outlet Advertisement	
Assessment Pathway	*Elements*	*Assessment Pathway*
	Retail Fuel Outlet	Performance assessed
	Advertisement	Performance assessed
Public Notification	*Elements*	*Assessment Pathway*
	Retail Fuel Outlet	Public notification required
	Advertisement	Public notification **not** required
Referrals	Commissioner of Highways Environment Protection Authority	
Planning and Design Code Version and Date	V2021.16 – 4 November 2021	
Relevant Authority	Council Assessment Panel at the City of Playford	

2. INTRODUCTION

This report has been prepared to accompany an application by Leyton Property ('the Proponent') to demolish all existing structures on the site at 625 Angle Vale, Angle Vale ('the site') and construct a retail fuel outlet and associated advertising.

In preparing this report, we have:

- inspected the site and its immediate surroundings;
- identified and subsequently reviewed what we consider to be the most pertinent provisions of the Planning and Design Code ('the Code');
- had regard to the *Planning, Development, and Infrastructure Act 2016* ('the Act') and to the *Planning, Development and Infrastructure (General) Regulations 2017* ('the Regulations');
- also had regard to the certificate of title in **Appendix 1**;
- examined the architectural drawings in **Appendix 2**;
- reviewed and summarised the key findings of the;
  - » stormwater and civil plans prepared by PT Design in **Appendix 3**;
  - » traffic and parking assessment prepared by MFY in **Appendix 4**; and
  - » acoustic assessment prepared by Sonus in **Appendix 5**.

This report contains our description of the site, its surroundings and the proposal, and our assessment of the proposal against what we consider to be the most pertinent provisions of the Planning and Design Code.

3. SUBJECT SITE

The site is located on the southern corner of Angle Vale Road and Frisby Road. It is legally described as Allotment 7 on Certificate of Title 5189/729, or it is otherwise known as 625 Angle Vale Road, Angle Vale.

The site has a total area of approximately 36,565 square metres, and a frontage to Angle Vale Road of 149 metres and secondary street frontage to Frisby Road of 239 metres. It currently consists of a single storey detached dwelling which obtains access from Angle Vale Road.

No regulated or significant trees inhabit the site.

No easements currently exist over the site; however, a land management agreement is present which relates to the provision of infrastructure. The Proponent has discussed the implications of the Land Management Agreement and the ensuing provision of infrastructure/monetary compensation in lieu of the same with the Council.

It is noted the application proposes development over only the northern-most portion of the subject site, equating to approximately 6,580 square metres in area. A separate land division application will be submitted to divide the land accordingly.

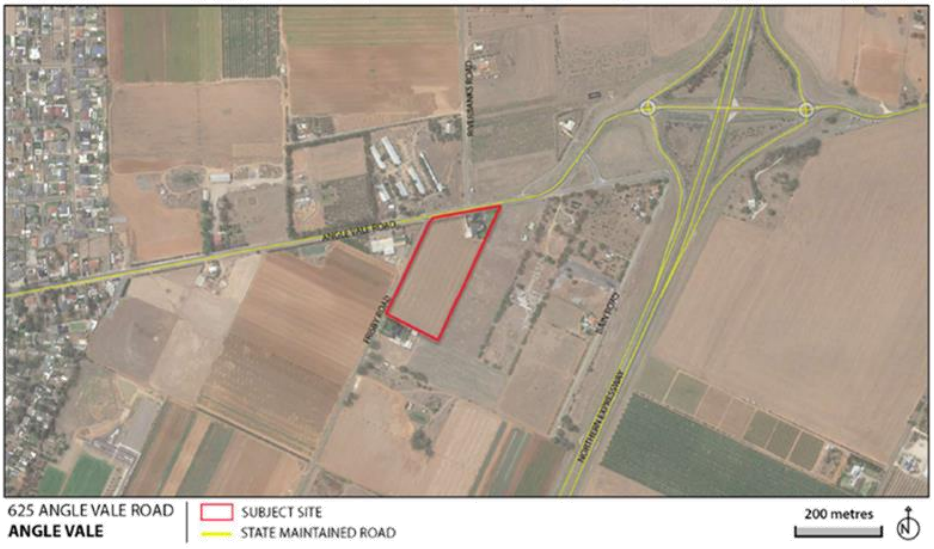
4. LOCALITY

Whilst inspecting the subject site and its surroundings, we noticed, amongst other things that:

- The locality comprises of a range of uses, including residential, commercial and primary production however, is clearly in a state of flux following recent rezoning of the wider locality, including the subject land, to encourage urban growth;
- The close proximity of the Northern Expressway carriage way approximately 400 metres to the east;
- Riverbanks College is currently under construction on the site to the north; and
- Angle Vale Road is a State maintained road under the care and control of the Department of Infrastructure and Transport (DIT) with the on-ramp to the Northern Expressway approximately 100 metres to the east of the subject land.

The site, in relation to its immediate surroundings, is captured in Figure 3.1 below.

Figure 4.1 *The site and locality*



5. PROPOSED DEVELOPMENT

The Proponent seeks to obtain planning consent to construct a retail fuel outlet with associated advertising. It will comprise of the following:

- eight fuel dispensers;
- a convenience store with a floor area of 390 square metres and a drive-through service;
- car wash facility including four manual washing bays, two automatic washing bays, four vacuum bays and one dog washing facility; and
- 6.3 metre high pylon signage.

It is noted that both the washing facility and café are considered ancillary and part of the retail fuel outlet, as indicated within the definition of the Code, which states:

> *"**Retail fuel outlet** means land used for:*
>
> *(a) the fuelling of motor vehicles involving the sale by retail or petrol, oil, liquid petroleum gas, automotive distillate and any other fuels; and*
>
> *(b) the sale by retail of food, drinks and other convenience goods for consumption on or off the land; and*
>
> *both are operated as and constitute one integrated facility where on-site facilities, systems and processes, car parking and access and egress are all shared.*
>
> *The use may also include one or more of the following secondary activities:*
>
> *(c) the washing and cleaning of motor vehicles*
>
> *(d) the washing of other equipment or things including dogs and pets…"*

The application therefore comprises of the following elements:

- retail fuel outlet; and
- advertisement.

The proposal is summarised below and depicted across the architectural drawings in **Appendix 2**.

5.1 Demolition

The existing structures on site will need to be demolished. With that said, this activity does not require development approval, as captured by Schedule 4, Clause 10(1) of the Regulations.

5.2 Built Form and Design

5.2.1 Siting

The convenience building will be setback 6.6 metres from its front boundary at Angle Vale Road.

The car wash and vacuum facility will be setback 10.2 metres from Frisby Road.

The pylon sign will be located 1.9 metres from the corner of the Angle Vale Road and Frisby Road intersection.

5.2.2 Building Height

The convenience store and the fuel canopy will have a total building height of 7.2 metres and 6.35 metres respectively.

The pylon sign will measure 6.3 metres at its highest point.

The car wash and vacuum facility will measure 6.15 metres in total height.

5.2.3 External Materials

The proposed fuel canopy is primarily coloured in the blue, red and white corporate livery of 'Mobil' whilst the control building will be primarily grey, black, blue and yellow reflecting the corporate colour scheme for "X-Convenience', a well-known retail fuel outlet brand in South Australia. Both buildings will be assembled from contemporary yet robust materials which are low light reflective.

5.3 Access

Access to the site is proposed via Angle Vale Road and Frisby Road. Access on Angle Vale Road will be via separate ingress and egress crossovers. The ingress will be prior to the signalised intersection of Riverbanks Road and Angle Vale Road and will cater for left turn entry movements. A short channelised left turn lane which has been designed in accordance with Austroads "Guide to Design – Part 4A: Unsignalised and Signalised Intersections" will be provided to facilitate safe entry movements to the site.

The proposed ingress will be constructed so that it can provide for entry movements associated with future development on the balance of the land. The egress will be located between the two signalised intersections and has ben designed to maximise separation to both intersections.

Both crossovers to Angle Vale Road will cater for PBS Level 2A fuel tanker vehicles and designed to meet the requirements of the Australian Standard, Parking Facilities Part 2: Off-Street commercial vehicle facilities AS 2890.2:2018).

The Frisby Road access has been located to maximise separation to the Angle Vale Road/Frisby Road signal. All vehicle movements will be permitted at this access and is designed to provide simultaneous movements.

5.4 Deliveries and Waste

A service bay has been provided which allows for deliveries and refuse collection safely achieved on-site and designed to provide deliveries and refuse collection may be undertaken on-site by a MRV vehicle.

5.5 Parking

The site will feature 26 parking spaces, including nine spaces directly in front of the convenience store including one disabled parking space.

Nine spaces are located along the southern boundary, and eight spaces along the eastern boundary of the site.

5.6 Hours of Operation

Operating times for the retail fuel outlet will be 24 hours a day at seven days a week.

5.7 Advertisements

A 6.3-metre-high pylon sign is proposed between the building and the front site boundary of the site. The sign is proposed to feature the *Mobil X Convenience* logo, along the petrol and diesel prices, and to advertise the ancillary coffee shop.

A collection of other corporate advertisements are proposed, being a mixture of internally illuminated signs and non-illuminated signage reflecting the corporate livery of Mobil X-Convenience.

6. PROCEDURAL MATTERS

At the time of preparing this report, the relevant version of the Planning and Design Code was gazetted and subsequently consolidated on V2021.16 (4 November 2021). Due to amendments, the version of the Code used to prepare this report may not be the relevant version at the time of lodgement of the application. To the extent of any inconsistency, the version of the Code at the time of lodgement will be relevant for the processing and assessment of the application.

6.1 Assessment Pathway

The application results in a performance assessed pathway.

6.2 Public Notification

Table 5 – Procedural Matters (PM) – Notification ('Table 5') in the Zone identifies classes of performance assessed development that are excluded from notification, subject to exceptions. Where development falls within one of the exceptions in Table 5 the development will require notification.

Pursuant to Table 5 of the Employment Zone the retail fuel outlet requires public notification as it is adjacent to land that is used for residential purposes in a neighbourhood-type zone. Advertisement however is excluded from notification by Table 5.

6.3 Relevant Authority

As the application requires public notification, the Council Assessment Panel at the City of Playford is the relevant planning authority.

6.4 Referrals

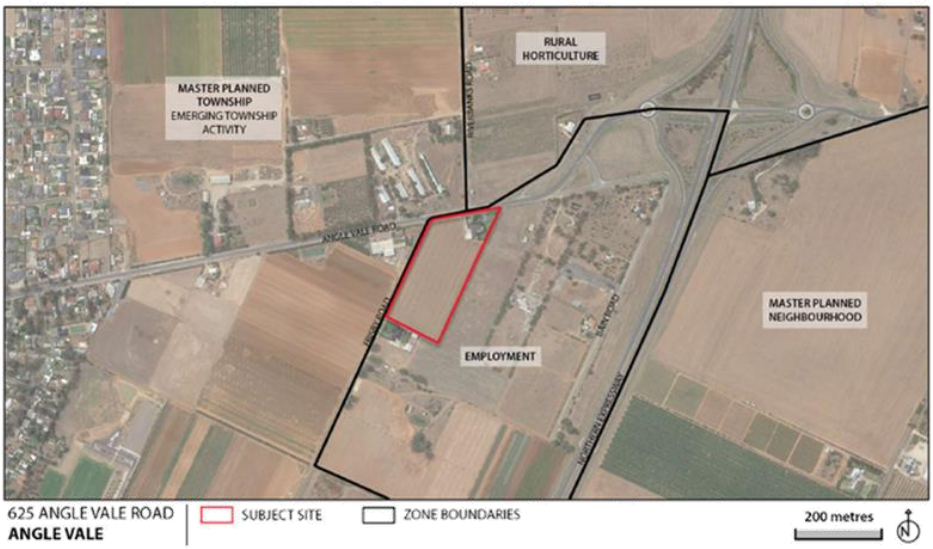
Pursuant to Schedule 9 of the Regulations, a referral is required to the:

- Commissioner of Highways for creation of a new access via a State Maintained Road; and
- Environment Protection Authority (EPA) due to the storage and retail sale of petroleum products.

7. ASSESSMENT AGAINST PLANNING AND DESIGN CODE

The subject site is situated within the Employment Zone as shown in Figure 7.1 below.

Figure 7.1 *Subject Site Zoning*



The site is also within the following Overlays and Technical and Numeric Variations (TNVs):

- Defence Aviation Area;
- Future Road Widening;
- Hazards (Bushfire – Urban Interface);
- Hazards (Flooding General);
- Prescribed Wells Area;
- Regulated and Significant Tree;
- Traffic Generating Development;
- Urban Transport Routes; and
- Concept Plans.

Table 3 of the Employment Zone lists the applicable policies for advertisement. These policies are attached in **Appendix 6**.

The Zone does not identify the applicable policies for a retail fuel outlet. In our opinion, the following provisions are relevant to this assessment:

Employment Zone	Desired Outcomes (DO)	1, 2
	Performance Outcomes (PO)	1.1, 2.1, 2.2, 3.1, 3.2, 3.4, 3.5, 3.8, 5.1, 5.2, 7.1

Defence Aviation Area Overlay	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	1.1
Future Road Widening Overlay	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	1.1
Hazards (Bushfire – Urban Interface)	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	2.1
Hazards (Flooding – General)	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	3.1
Traffic Generating Development	Desired Outcomes (DO)	1, 2
	Performance Outcomes (PO)	1.1, 1.2, 1.3
Urban Transport Routes	Desired Outcomes (DO)	1, 2
	Performance Outcomes (PO)	1.1, 2.1, 4.1, 5.1, 6.1, 7.1, 10.1
General Development Policies		
Clearance from Overhead Powerlines	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	1.1
Design	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	1.3, 1.4, 1.5, 2.1, 2.3, 2.4, 2.5, 3.1, 3.2, 4.2, 5.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 8.5, 31.1, 31.2, 32.1
Infrastructure and Renewable Energy Facilities	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	1.1, 11.1, 12.1, 12.2
Interface between Land Uses	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	1.2, 2.1, 4.2
Site Contamination	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	1.1
Transport, Access and Parking	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	1.1, 1.4, 2.1, 2.2, 3.1, 3.3, 3.4, 3.5, 3.8, 4.1, 5.1, 6.1, 6.2, 6.4, 6.5, 6.7, 10.1

7.2 Land Use

The Desired Outcome (DO) 1 and Performance Outcome (PO) 1.1 of the Employment Zone state:

> ***DO 1*** *A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities.*
>
> ***PO 1.1*** *A range of employment-generating light industrial, service trade, motor repair and other compatible businesses servicing the local community that do not produce emissions that would detrimentally affect local amenity.*

The proposed retail fuel outlet is considered to add to the already diverse range of uses found throughout the locality, while also creating additional employment opportunities for the community.

In addition to the above, the Designated Performance Feature (DPF) 1.1 for the Employment Zone also specifies that both advertisements and a retail fuel outlet are envisaged types of development within this Zone.

I am of the view the proposed development is suitable for this site within the Zone, and provides a service to the local community.

7.3 Built Form and Design

The Zone advises the following in relation to built form and character:

> ***PO 2.1*** *Development achieves distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.*
>
> ***PO 2.2*** *Building façades facing a boundary of a zone primarily intended to accommodate residential development, public roads, or public open space incorporate design elements to add visual interest by considering the following:*
>
> *(a) using a variety of building finishes*
>
> *(b) avoiding elevations that consist solely of metal cladding*
>
> *(c) using materials with a low reflectivity*
>
> *(d) using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.*

The proposal has been designed with a large expanse of windows, simple colour choices and skillion roof form, all of which to add greater visual interest to the currently open area. The materials chosen are low reflective.

7.3.1 Siting

The locality encompasses primarily vacant areas and with no existing streetscape pattern. Therefore, the siting of the proposed development is considered a positive improvement to the locality, allowing for:

- no impact upon potential future road widening requirements (PO 1.1 of the Future Road Widening Overlay);
- the provision of landscaping between the buildings and the street, assisting to enhance the appearance of the development when viewed from the street, as sought by Zone PO 3.2;

- vehicle access to the rear for parking, deliveries and maintenance vehicles (Zone PO 3.3).

7.3.2 Height

The proposed buildings satisfy Zone PO 3.5 in that they are all low-rise and do not exceed nine metres in total height.

7.4 Interface between Land Uses

To minimise the potential impact on future residential development adjacent the subject site, the Proponent engaged Sonus to undertake an environmental noise assessment. Sonus concluded that based on the predicted noise levels, it is recommended that a 1.8 metre solid fence be provided along a portion of the secondary street boundary, installation of acoustic absorption measures and full height partitions to manual wash bays; all of which the Proponent will undertake, satisfying DO 1 of the Interface between Land Uses module.

7.5 Waste Management

In line with the acoustic report, waste will be collected on site only between the hours of 9:00am and 7:00pm on a Sunday or public holiday, and 7:00am and 7:00pm on any other day.

The bin storage area is sited behind an acoustic fence and landscaping to reduce the negative impact caused from the public view, aligning with PO 1.5 from the Design module.

7.6 Standard EPA Requirements

The application will be referred to the EPA pursuant to Schedule 9 of the Regulations.

In anticipation of this referral, the following measures will be implemented by the applicant to ensure compliance with the EPA's standard requirements for an application of this nature, including:

- all underground fuel storage tanks (apart from diesel and LPG) will be fitted with a stage 2 Vapour Recovery System (which includes, underground storage tank vent pipes fitted with a pressure vacuum relief valve) that directs the displaced vapours back into the tank during filling;
- all underground fuel storage tanks and fuel lines between the underground storage tanks and fuel dispensers will be double-walled and fitted with a leak detection system designed and installed in accordance with clause 4.5 of the *Australian Standard 4897-2008 The design, installation and operation of underground petroleum storage systems;*
- all stormwater will be collected and diverted to a Waste Water Filtration System (Puraceptor Class 1) prior to discharge to the Council's stormwater infrastructure. The Puraceptor Class 1 has the capacity to receive fuel spills as well as stormwater runoff with oil separator and alarm system with remote monitoring in the event of a leak; and
- all sludge within the Puraceptor Class 1 retention / oil separator will be removed by a licensed EPA waste transporter to a licensed depot.

7.7 Traffic Management

7.7.1 Access

A comprehensive analysis of access and traffic management of the proposed development has been undertaken by MFY in their traffic assessment. The application is considered to meet the provisions of the Code in that:

- access to the site via Angle Vale Road and Frisby Road has been designed in discussion with DIT to allow for safe entry and exit to occur, and without substantially impacting upon the

functional performance of the State maintained road network, satisfying PO 1.1 of the Traffic Generating Development and Urban Transport Routes Overlays;

- there is sufficient space on site to allow queuing of vehicles awaiting refuelling and drive through, avoiding traffic hazards on the adjacent road network (PO 1.3 Traffic Generating Development Overlay and PO 2.1 of the Urban Transport Routes Overlay);
- the existing crossover no longer utilised will be reinstated to Council's requirements;
- the traffic generation associated with the overall development is considered to be within the capacity for the various access points, as intended by Traffic Generating Development Overlay PO 1.2; and
- service and delivery movements are capable of being safely and conveniently undertaken on site.

7.7.2 Parking

The Code designates a parking rate for a retail fuel outlet of 3 spaces per 100 square metres gross leasable floor area. Based on this rate, the site has a theoretical car parking demand of 12 spaces. A total of 26 spaces are provided.

The parking areas have been designed to satisfy the policies of the Transport, Access and Parking module as:

- the parking spaces are located in areas sited away from adjoining future residential areas and screened from direct view by either the proposed building and/or landscaping (Transport, Access and Parking PO 6.2); and
- the parking spaces have been designed to comply with the requirements of the Australian/New Zealand Standards.

7.8 Lighting

There are a number of provisions in the Code that promote the personal safety of people by using adequate lighting and passive surveillance. In this instance, lighting is proposed to provide safe operating areas and to act as a visual deterrent for vandalism and crime.

Lighting, in its own right, does not constitute development. Notwithstanding, the external lighting systems associated with the proposed development will be designed to comply with the Australian Standards relating to the obtrusive impacts of light spill and the applicant will accede to an appropriately worded condition of consent, should it be forthcoming, to ensure compliance with the same.

7.9 Stormwater

The Proponent engaged PT Design to ensure stormwater is able to be appropriately managed as a result of the proposed development.

The calculations and civil plans confirm that:

- the post-development discharge flows can be accommodated to ensure downstream systems are not overloaded;
- stormwater will be treated prior to release to the Council's stormwater infrastructure network to remove suspended solids and hydrocarbons from the surface water collected, thereby improving the quality of stormwater and minimising pollutant transfer to receiving waters (Design module PO 31.1, 31.2 and 32.1); and
- a detention tank is included beneath the car park area to ensure minimisation of post-development stormwater flows and reduce flooding risks.

7.10 Landscaping

Landscaping is provided throughout the site and along the site boundaries to enhance the overall street view and amenity, especially from what is currently existing on site, as sought by Zone PO 5.1 and 5.2.

Landscaping within these spaces will (Design module PO 3.1):

- help minimise heat absorption;
- enhance the appearance of the streetscape;
- maximise stormwater infiltration; and
- contribute to biodiversity.

7.11 Advertisements

The Advertisements Module gives guidance to advertisements:

PO 1.5 *Advertisements and/ or advertising hoardings are of a scale and size appropriate to the character of the locality.*

PO 2.2 *Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.*

PO 3.1 *Advertisements are limited to information relating to the lawful use of land they are located on to assist in the ready identification of activity or activities on the land and avoid unrelated content that contributes to visual clutter and untidiness.*

PO 5.2 *Advertisements and/ or advertising hoarding do not distract or create hazard to drivers through excessive illumination.*

The advertisements will:

- not flash or be animated;
- where affixed to a building, will not project above the parapet or roofline;
- convey the name of the prospective operator of the integrated service station complex and relate, therefore, to the intended use of the site;
- the single free-standing sign is associated with the use and is of a scale and size that is commonly associated with such uses to advertise petrol pricing; and
- feature corporate colours that are commonly found throughout Metropolitan Adelaide.

It is, therefore, most unlikely to distract motorists from their primary task or detract from the external appearance of the proposed buildings.

The proposed signage will not disfigure the locality, particularly given the primarily industrial nature of the immediate locality, nor will it create hazards for passing road users. The proposed signage is co-ordinated with and complements the architectural form and design of the building they are to be located on.

As sought by the provision 5 of the Advertisements module within the Development, the advertisements and advertising hoarding are completely contained within the boundaries of the subject site and are sited to avoid damage to, or pruning or lopping of, on-site landscaping or street trees, and finally do not obscure any views to vistas or objects of high amenity value.

7.12 Concept Plans

The subject site is compatible with the outcomes sought by the associated Concept Plans (Zone PO 7.1) by designing the entry into the site prior to the location of the signalised intersection, currently underway by the Department of Infrastructure and Transport.

8. CONCLUSION

We have concluded from our assessment of the proposal that it is worthy of consent.

In support of our conclusion, we wish to reiterate that:

- the proposed land use is envisaged within the Zone;
- the height and external appearance of all three structures (the convenience store, fuel canopies, and car wash and vacuuming facility) is entirely acceptable;
- acoustic measures are proposed to minimise impact on future residential development;
- all expected vehicles will be able to enter and exit the site in a forward direction;
- more than the recommended number of on-site car parking spaces will be provided;
- the traffic that is likely to be generated by the integrated service station complex is unlikely to have an adverse impact on the operation of the surrounding road network;
- putrescibles and recyclables will be temporarily stored and disposed of in an environmentally sound manner as well; and
- the one and only free standing corporate advertisement that is to be erected will convey the name of the prospective operator of the integrated service station complex and relate, therefore, to the intended use of the site.

200 Angle Vale Road, Angle Vale

Environmental Noise Assessment

May 2022

S7110C4

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200 Angle Vale Road, Angle Vale
Environmental Noise Assessment
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1 INTRODUCTION

An environmental noise assessment has been made of the proposed retail fuel outlet at 200 Angle Vale Road, Angle Vale (**the development**).

The development comprises the construction of an integrated service complex consisting of refuelling facilities, a control building including a drive through restaurant, and automated and manual car washing facilities.

The closest residence is to the west of the site, while an additional residence is located to the south. The subject site and locality are shown in Appendix A

The assessment has been based on:

- *Hodge Collard Preston Architects* drawing "EXISITNG CONDITIONS" for "PROPOSED SERVICE STATION", project number "65.19", drawing no. "S02", dated 13.08.2021;
- *Hodge Collard Preston Architects* drawing "PROPOSED SITE PLAN" for "PROPOSED SERVICE STATION", project number "65.19", drawing no. "S03", dated 19.10.2021;
- The retail fuel outlet having no LPG facilities; and,
- Previous noise measurements and data from similar sites for plant and equipment, car parking activity, manual and automated car wash activity, drive through activity, and fuel delivery.

2 CRITERIA

2.1 Planning and Design Code

The proposed development is located within the City of Playford local government area and is subject to the provisions of the *Planning and Design Code* (**the Code**)[1] under the *Planning Development and Infrastructure Act 2016* (**the PDI Act**).

In accordance with the Code, the subject site and the residence to the south are within the "Employment" zone, while the residence to the west is located within the "Master Planned Township" zone ("Emerging Township Activity Centre" subzone). Additionally, the residence to the west is located within a "Suburban Activity Centre" of Concept Plan 17 of the Code.

The Code has been reviewed and particular regard given to the following provisions deemed relevant to the assessment:

Part 4 – General Development Policies – Interface between Land Uses

	Desired Outcome
DO1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

[1] Version 2022.7, dated 28 April 2022.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General Land Use Compatibility	
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.1 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.

2.2 Environment Protection (Noise) Policy 2007

Deemed-to-Satisfy / Designated Performance Feature 4.1 of the Interface between Land Uses section of the Code references the *Environment Protection (Noise) Policy 2007* (**the Policy**). The Policy provides objective noise criteria to assess the environmental noise from a development.

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

General Activity

The Policy provides goal noise levels to be achieved at residences based on the principally promoted land use of the zones in which the noise source (the development) and the noise receivers (the residences) are located.

Based on the zone in which the subject site and nearby residences are located, and the "development" nature of the project, the following goal noise levels are provided by the Policy to be achieved at residences:

- Residence located in Suburban Activity Centre of Concept Plan 17 (residence to the west):
  - An average (L_{eq}) noise level of 56 dB(A) during the daytime (7am to 10pm); and,
  - An average (L_{eq}) noise level of 49 dB(A) during the night time (10pm to 7am).
- Residence located in Employment Zone (residence to the south):
  - An average (L_{eq}) noise level of 55 dB(A) during the daytime (7am to 10pm); and,
  - An average (L_{eq}) noise level of 48 dB(A) during the night time (10pm to 7am).

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

Rubbish Collection

The Policy deals with rubbish collection by effectively limiting the hours to the least sensitive period of the day. Division 3 of the Policy requires rubbish 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 instantaneous maximum (L_{max}) noise level from such activity is less than 60 dB(A).

3 ASSESSMENT

3.1 Noise Sources

The predicted noise levels at residences are based on a range of previous noise measurements and observations at similar facilities. These include:

- Car park activity such as people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into or accelerating away from their parked position;
- General vehicle movements on site;
- Drive through activity such as people ordering at the speaker, queuing, and idling while waiting for an order, collecting and paying for orders at the window, and vehicle movements through the drive through;
- Automatic and manual car wash activity including the associated plant room operation, dog wash, and vacuum bay activity;
- Fuel delivery trucks; and,
- Mechanical plant servicing the control building.

At the Development Application stage of a project, it is usual practice that the mechanical plant is not yet designed or selected. Therefore, the assessment has considered typical air conditioning, refrigeration and exhaust fans operating at other similar facilities to provide an indicative assessment.

The predictions have been made based on manufacturer's data and previous noise measurements of the following indicative air conditioning, refrigeration, and exhaust fan equipment:

- 2 x Kitchen Exhaust Fans with attenuators;
- 3 x Packaged air conditioning units;
- 1 x Evaporative cooling unit;
- 1 x Amenity Exhaust Fan;
- 1 x Large freezer condenser unit;
- 1 x Small freezer condenser unit;
- 1 x Large cool room condenser unit;
- 1 x Small cool room condenser unit.

The noise level and any acoustic treatment associated with the mechanical plant should be reviewed during the detailed design phase, should the final equipment selections have different sound power levels or should a different number of units be proposed to those specified within this report.

The sound power levels for the above activities and equipment are provided as Appendix B.

3.2 Operational Assumptions

The predictions of noise from the use of the facility have also been based on the following operational assumptions for the level of activity in any 15-minute[2] period:

- Day Time (7am to 10pm)
  - Continuous operation of all mechanical plant within the recommended area;
  - 15 vehicle movements through the site using the petrol filling stations or car park bays;
  - General activity in all car parks for a short period as people enter/exit their vehicles;
  - A stationary vehicle idling continuously at 4 of the refuelling bays (while waiting to use the filling station);
  - 10 vehicle movements through the site using the drive through;
  - Continuous operation of the drive through ordering speaker with a vehicle idling continuously at the speaker (while ordering or waiting to order);
  - Continuous use of the drive though pick up window with two vehicles idling continuously at the window (while paying, collecting an order or waiting);
  - High pressure spray in all manual wash bays for 5 minutes each;
  - Continuous use of the dog wash;
  - All vacuum cleaners operating for half the assessment period;
  - Continuous operating of both automatic car washes, and associated equipment within the plant room;
  - 8 vehicle movements through the car wash stations (either automatic or manual) and another 4 through the vacuum bays and/or the dog wash; and,
  - A single fuel or refrigerated truck delivery.
- Night Time (10pm to 7am)
  - Continuous operation of all mechanical plant within the recommended area;
  - 10 vehicle movements through the site using the petrol filling stations or car park bays;
  - General activity in half the car parks for a short period as people enter/exit their vehicles;
  - 5 vehicle movements through the site using the drive through;
  - Operation of the drive through ordering speaker for half the assessment period with a vehicle idling continuously at the speaker (while ordering or waiting to order);

[2] Default assessment period of the Policy.

- Continuous use of the drive though pick up window with a vehicle idling continuously at the window (while paying, collecting an order or waiting);
- High pressure spray in two manual wash bays for 5 minutes each;
- Use of the dog wash for half the assessment period;
- All vacuum cleaners operating for half the assessment period;
- Both automatic car washes operating for half the assessment period, and associated equipment within the plant room operating continuously; and,
- 6 vehicle movements through the car wash stations (either automatic or manual) and another 2 through the vacuum bays and/or the dog wash.

3.3 Recommended Acoustic Treatments

Based on the above, the following acoustic treatments are recommended for the site to achieve the goal noise levels of the Policy:

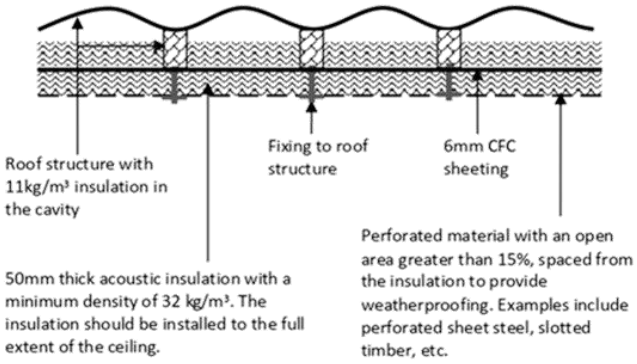
General Activity:

- Should amplified music be played outdoors, it should be set at a level which is inaudible at any residential property boundary;
- Reduce noise from any alarms produced by site equipment, such as for compressed air, as far as practicable; and,
- Ensure there are no irregularities on the site and all inspection points, gated trenches, etc. are correctly fixed to remove the potential from impact noise being generated when driven over.

Automatic Car Washes

- Restrict the height of the automatic car wash entry doors (as marked in **PURPLE** in the following figure) to 2.5m;
- Install glass doors to the entry of the automatic car wash which automatically close during operation (i.e., close before the start of the wash cycle, and do not open until the end of the wash cycle, including any drying). The doors should be constructed from a minimum of 10.38mm thick laminated glass (or a material with a higher surface density in kg/m^2) and be sealed as close to airtight as possible at all junctions when closed.

- Incorporate a layer of 6mm thick compressed fibre cement sheet (or equivalent material with surface density of at least 8 kg/m^3) to the underside of the roof structure and include insulation in the cavity (with a density of at least 11 kg/m^3). Line the underside of the sheet with 50mm thick insulation (having a minimum density of 32 kg/m^3), in accordance with Detail 1;



Detail 1: Underside of roof system (section view).

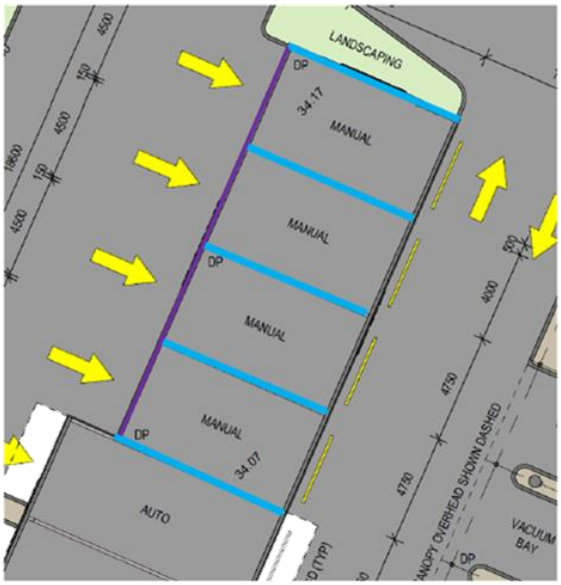
- Install acoustic absorption material, such as 50mm thick insulation with a minimum density of 32 kg/m^3 to the underside of the awning over the entry doors.

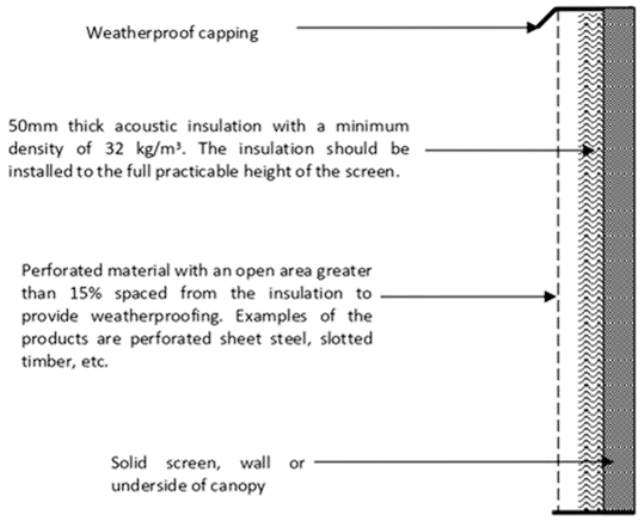
Manual Wash Bays

- Ensure that all partitions shown in **BLUE** in the following figure extend full height and seal airtight as far as practicable to the underside of the canopy;
- Install roller doors for the extent shown in **PURPLE** that automatically close during operation. The roller doors should achieve at least the following transmission loss:

Octave Band Centre Frequency (Hz)	63 Hz	125 Hz	250 Hz	500 Hz	1kHz	2kHz	4kHz
Minimum Transmission Loss (dB)	5	5	5	7	8	10	13

- Install absorption material to the underside of the canopy and all internal walls. The absorption material should be installed to the full practicable area (a gap between the bottom of the absorption and the car wash floor can be provided for water proofing). The absorption material should be 50mm thick polyester insulation with a minimum density of 32 kg/m^{3}m or a proprietary weatherproof product with an NRC rating of 0.8 or greater. (*Stratocell* "Whisper" or similar). The absorption material on the internal walls may be installed in accordance with Detail 2 to provide weather proofing.





Detail 2: Installation of acoustic absorption material on internal walls

Car Wash Plant Room

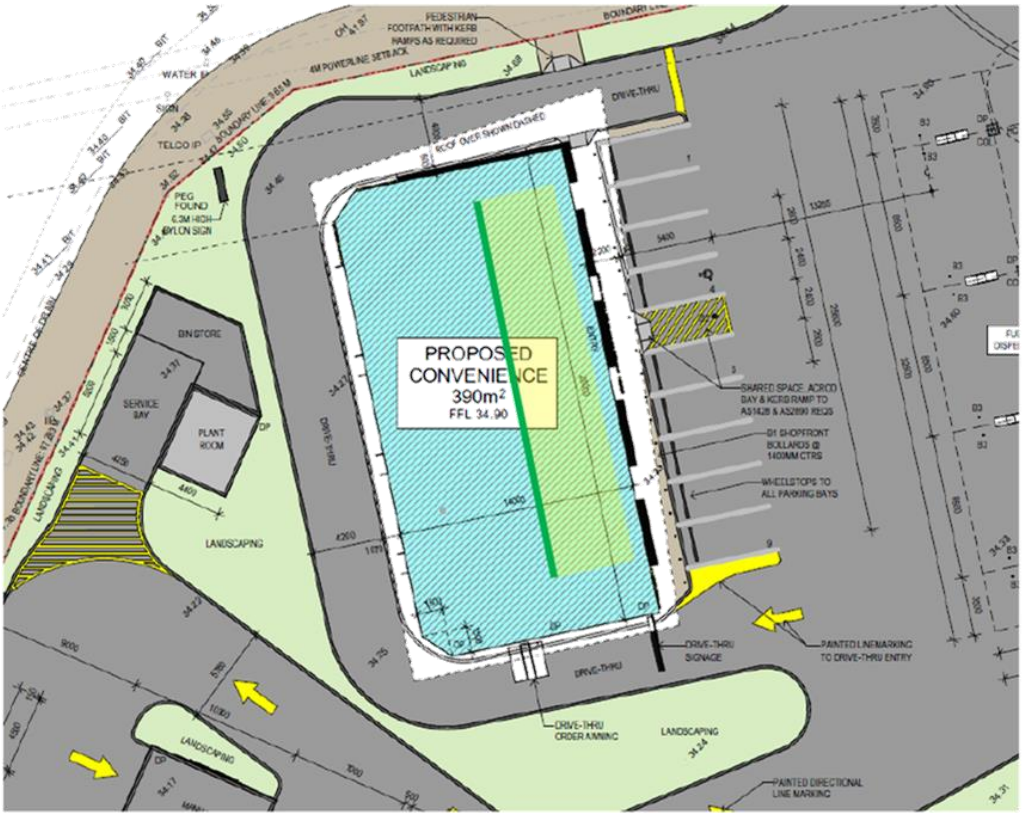
- Ensure that access to the plant room is only via the documented doors. The doors should incorporate acoustic seals which seal airtight when closed and ensure that any other ventilation to the plant room is acoustically treated by incorporating an acoustically lined duct or proprietary attenuator, which achieves the following minimum insertion loss:

Octave Band Centre Frequency (Hz)	125 Hz	250 Hz	500 Hz	1kHz	2kHz	4kHz
Minimum Insertion Loss (dB)	7	9	13	14	12	12

Mechanical Plant

- Incorporate an in-line attenuator to the discharge side of any significant exhaust fan if installed;
- Locate the mechanical plant in the area highlighted in YELLOW in the following figure.
- Construct a mechanical plant screen for the extent shown in GREEN. Ensure that the screen is at least as tall as the tallest piece of equipment and is locate as close as practicable to the units, whilst allowing for sufficient airflow. The screen should be constructed from a minimum of 0.42mm BMT sheet steel

("Colorbond" or similar) or a material with the same or greater surface density. The screens should be sealed airtight at all junctions, noting that a small gap may be required at the roof join for drainage.



Rubbish Collection

Restrict the hours of rubbish collection and deliveries (which may also use the service bay) to the hours of Division 3 of the Policy. That is, only between the hours of 9am and 7pm on a Sunday or public holiday, and 7am and 7pm on any other day.

Fuel Deliveries

Restrict the hours of fuel deliveries to the daytime hours of the Policy. That is, only between the hours of 7am and 10pm on any day.

3.4 Predicted Noise Levels

Noise from vehicle movements and car parking activity can attract a penalty for modulation when the background levels are low. A 5 dB(A) penalty has conservatively been applied to the predicted levels at residences within the locality. Based on the assumed levels of activity, the incorporation of the recommendations provided, and the addition of a 5 dB(A) penalty, the predicted noise levels are as follows:

Residence	Period	Criterion (dB(A))	Predicted Noise Level (dB(A))
Suburban Activity Centre zone (west)	Day	56	54
	Night	49	49
Employment zone (south)	Day	55	48
	Night	48	42

As can be seen in the table above, the goal noise levels of the Policy are achieved at all times for residences in the locality.

4 CONCLUSION

An environmental noise assessment has been made of the proposed development at 200 Angle Vale Road, Angle Vale.

The assessment considers noise levels at surrounding residences from vehicle movements, drive through and car wash activity, fuel deliveries, car wash, vacuum and dog wash activity, rubbish collection and mechanical plant servicing the facility.

The predicted noise levels from the development will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* subject to the treatments in this report, comprising:

- Constructing a specific boundary fence;
- Constructing the manual wash bays using specific methods;
- Constructing the automatic washes using specific methods;
- Installing glass doors on the automatic wash buildings;
- Installing roller doors on the manual wash bays;
- Reducing the noise from any alarms as far as practicable;
- Ensuring all inspection points, grated trenches, etc. are correctly fixed;
- Restricting the times for rubbish collection and fuel deliveries;
- Incorporating in-line attenuators to the discharge side of any significant exhaust fan; and,
- Locating and screening the mechanical plant.

It is therefore considered that the facility has been designed to *minimise adverse impacts and not unreasonably affect the amenity of sensitive receivers*, thereby achieving the relevant provisions of the Planning and Design Code related to environmental noise.

APPENDIX A: Subject Site and Locality

APPENDIX B: Noise Sources and Associated Sound Power Levels

	Equipment / Activity	Sound Power Level
Car Park Activity	General activity	83 dB(A)
	Idling car	75 dB(A)
	Moving car	82 dB(A)
Mechanical Plant	Kitchen Exhaust Fan with attenuator	71 dB(A)
	A/C condenser unit	76 dB(A)
	Evaporative cooler	80 dB(A)
	Large freezer condenser unit	85 dB(A)
	Small freezer condenser unit	75 dB(A)
	Large cool room condenser unit	80 dB(A)
	Small cool room condenser unit	76 dB(A)
	Amenity exhaust fan	67 dB(A)
Car Wash	Manual car wash – High pressure spray	96 dB(A)
	Automatic wash	92 dB(A) (internal Sound Pressure Level)
	Plant room	78 dB(A) (internal Sound Pressure Level)
Dog Wash	Dryer High	84 dB(A)
	Dryer Low	80 dB(A)
Vacuum	Loaded	82 dB(A)
	Unloaded	76 dB(A)
Drive Through Activity	Ordering speaker	78 dB(A)
	Payment/collection window	78 dB(A)
Deliveries	Moving fuel truck	96 dB(A)
	Idling refrigerated truck	94 dB(A)

Danni Biar

From: Melissa Mellen <melissa@MFY.COM.AU>
Sent: Wednesday, 25 May 2022 10:48 AM
To: Danni Biar
Cc: Marc Duncan
Subject: RE: Response to Amended Plans - 21039188
Attachments: S03 PROPOSED SITE PLAN WITH NEW SURVEY 20220524.pdf

Hi Danni,

Further to your email below and our subsequent discussions, I have received the amended plans relating to the proposal and provide the following responses to the traffic engineering queries. For clarity I have copied the traffic comments and provided a response.

- *Engineering site survey information should be updated and included (but not be limited to) existing spot levels, kerbs & gutters, footpaths, any recent new infrastructure, e.g. new light poles, signal control boxes etc. to ensure there are no conflicts.*

  I understand from our discussions that the engineering survey was required to resolve a number of drainage queries. It will be important to understand where the signal infrastructure is during detailed design although the design plans for the signal were adequate to prepare the design for the purposes of the DA. The updated survey has confirmed that the proposed crossovers do not clash with the new signal infrastructure as installed on Angle Vale Road. It would appear that a light pole will need to be relocated to construct the access to Frisby Road and a solution to facilitate this will be developed in detailed design.

- *It is noted that the proposed access on Angle Vale Road has been designed for up to a PBS Level 2A vehicle with an exit only arrangement. However, the Riverbanks Road community may want to enter the site immediately after the signal with the proposed driveway crossover layout. Please clarify and provide an appropriate design accordingly, e.g. signs, line marking works whilst providing a safe pedestrian link across the proposed excessive driveway crossover.*

  Significant negotiation was completed with DIT to resolve the access location during the design of the traffic signals. The current egress has been endorsed by DIT and it would not be appropriate for it to be used as an egress. Not only would this result in a less safe environment for pedestrians but equally the internal design of the site is not conducive to drivers entering at this location. The width of the egress is consistent with many petrol filling stations and does provide for safe exit movements as it has been designed to ensure drivers exit at an appropriate angle to Angle Vale Road (no less than 70°) and therefore drivers will have good sightlines to both pedestrians on the footpath and vehicle on the road. It is anticipated that the detailed design of the crossover will be raised to be at footpath level and this scenario is consistent with the exit movements and pedestrian expectations from petrol filling stations.

  The egress will be signed as No Entry and this would need to be shown on the construction drawings as a traffic control plan in accordance with the Road Traffic Act. It would be undesirable to include linemarking where there are pedestrians as this will create a slipping hazard and will not improve delineation in this location where domestic vehicle will either be leaving the fuel pumps or the drive-through lane via a left turn out of the site.

  Importantly the egress will not encroach the storage area requirements for pedestrians at the signals and will provide a crossing position where pedestrians and drivers can both readily observe movements at the

access. While at some locations a raised mountable area can be used to facilitate truck egress and narrow the access, such a solution is undesirable between the two signals as it will mean there is potential for pedestrians to be waiting on the mounted section. Hence while the crossing distance would be less there is a greater potential for conflict where a pedestrian is on the mounted section. The design therefore reflects the best solution in respect to pedestrian safety for that access.

- *The traffic coming from the Frisby Road south area will require to turn right to the site on Frisby Road within the existing new right turn lane. Review and provide an appropriate intersection treatment, e.g. open/broken continuity center line marking and painted islands where applicable to delineate the proposed site entering traffic lane and the adjacent right turn/following traffic.*

  The proposed access is a driveway and not an intersection. Accordingly, the existing solid line within the right turn lane should be maintained. The suggested centreline and painted island modifications would result in a reduction in the length of the right turn lane in Frisby Road on the approach to the signal. It is not desirable to shorten the length of the lane on the approach to the signal.

  The example we discussed of an existing channelised turn lane on approach to another channelised turn lane was two adjacent intersections where the length of the right turn lane would not be compromised. The image below shows an access adjacent an existing right turn lane where the centre line remains solid and drivers turn consistent with the adjacent road rules.

  Of relevant to this particular application is that the entry on Frisby Road was initially proposed north of the car wash facility and the current plan was negotiated as a compromise with Council due to the intersection treatment installed by DIT in consultation with Council. It is an important requirement for the site that the right turn be facilitated from Frisby Road to provide for northbound drivers who would otherwise be required to execute a U-turn on Angle Vale Road in order to access the site. Drivers approaching the intersection will have good sight distance and be able to ascertain if a driver is slowing to turn into the access, even though it will be within the right lane.

- *It is noted at least two bicycle rails (four spaces) will be provided near the proposed convenience store. Identify its locations on the site plan.*
- *Identify the proposed two parking spaces for people with a disability on the site plan.*

  Both the DDA spaces and the bicycle rails are shown on the site plan.

I believe the above addresses the matters raised and reinforce that it is important that the design of the access for the site reflects the significant discussions had between DIT, Council and the developer during the negotiations associated with the traffic signals.

Regards,

Melissa Mellen | Director | MFY Pty Ltd

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BUSINESS WOMEN'S AWARDS

2010 NATIONAL WINNER
2010 TELSTRA SOUTH AUSTRALIAN BUSINESS WOMAN OF THE YEAR

From: Danni Biar <DBiar@playford.sa.gov.au>
Sent: Friday, 29 April 2022 5:40 PM
To: Marc Duncan <marc@futureurban.com.au>
Subject: Response to Amended Plans - 21039188

Hi Marc,

In response to the amended documentation and plans received via the portal (please note that I have also responded via the portal), Council can advise the following:

1. Traffic:
a. Engineering site survey information should be updated and included (but not be limited to) existing spot levels, kerbs & gutters, footpaths, any recent new infrastructure, e.g. new light poles, signal control boxes etc. to ensure there are no conflicts.
   b. Associated with the newly upgraded road infrastructure on Angle Vale Road and Frisby Road, update the proposed driveway crossovers on the site plan and identify any new infrastructure locations, if any.
   c. It is noted that the proposed access on Angle Vale Road has been designed for up to a PBS Level 2A vehicle with an exit only arrangement. However, the Riverbanks Road community may want to enter the site immediately after the signal with the proposed driveway crossover layout. Please clarify and provide an appropriate design accordingly, e.g. signs, line marking works whilst providing a safe pedestrian link across the proposed excessive driveway crossover.
   d. The traffic coming from the Frisby Road south area will require to turn right to the site on Frisby Road within the existing new right turn lane. Review and provide an appropriate intersection treatment, e.g. open/broken continuity center line marking and painted islands where applicable to delineate the proposed site entering traffic lane and the adjacent right turn/following traffic.
   e. It is noted at least two bicycle rails (four spaces) will be provided near the proposed convenience store. Identify its locations on the site plan.
   f. Identify the proposed two parking spaces for people with a disability on the site plan.
2. Infrastructure:
   a. The installation of a footpath on Frisby Road is captured within the Infrastructure Deeds and will be installed using the financial contributions from Frisby Road, including the land owner of the subject land. It is not the responsibility of Council to install footpaths where the demand is created by a proposed land use.
3. Stormwater:
   a. Updated plans are currently being reviewed and Council's comments will be forwarded as soon as available.
4. Bin Storage and Plant Room
   a. Plans and details of the bin storage and plant room including screening materials, given the prominent location.

5. Acoustic:
   a. Council's preference to address the acoustic measures is treatment at the noise source e.g. carwash facility. The alternative fencing option proposed is not favorable. It is strongly recommended that this option is reviewed for a supportive recommendation to Council's Assessment Panel that proposes an acceptable interface option to the residential zone on the opposite side of Frisby Road and promotes passive surveillance concern.

Please feel free to contact me should you wish to discuss the above or arrange a meeting to discuss in further detail. Please note that timeframes to present the application to the May CAP are tight and clarification on the above will need to be received by COB Tuesday 3 May, at the very latest, and all updated plans by 12noon Thursday 5 May (provided the intent/direction for the above is clear on Tuesday).

Kind regards,

Danni Biar
Senior Development Officer - Planning •
City of Playford

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MLM/19-0144

25 February 2022

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Mr Marc Duncan
Future Urban
Level 1, 74 Pirie Street
ADELAIDE SA 5000

Dear Marc,

PROPOSED RETAIL FUEL OUTLET, LOT 200 ANGLE VALE ROAD, ANGLE VALE – COUNCIL'S REQUEST FOR FURTHER INFORMATION (RFI)

I am in receipt of Council's correspondence requesting further information regarding the proposed retail fuel outlet in Angle Vale. As requested, we have reviewed the proposal with a view to addressing Council's queries where they relate to traffic and parking matters and provide additional information to assist Council in its assessment.

For clarity we have replicated the query raised by Council and provided a response:

- *In relation to the proposed site layout and the adjacent road environment, there will be a certain level of short cut traffic movement (from Angle Vale Road to Frisby Road) through the site when Angle Vale Road is congested/delayed by signals. Please review and minimise unwanted traffic cutting through the site e.g. slow traffic environment on site.*

  The site layout creates a circuitous route between Angle Vale Road and Frisby Road which will result in a longer travel distance for drivers than the road network. Additionally, the activities within the site will create obstacles and a slow traffic environment resulting in longer travel times.

  Accordingly, it will be inconvenient for drivers to use the site to cut through between Angle Vale Road and Frisby Road and no cut through traffic is anticipated for the proposed development. Further, cut-through movements on private land are only evident where there is a very direct short route which can be readily seen by drivers which is not the case with the subject land.

- *The proposed driveway off from Angle Vale Road is configured as a straight and long link. There should be a certain level of speed control treatment to provide a low traffic speed environment on site. Please review and justify this.*

Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking (AS/NZS 2890.1:2004)* advises that traffic control devices such as speed humps should be used to control speeds where the length of the aisle exceeds 100m in length. The proposed access driveway will only be 60m in length and hence does not meet the criteria for speed control to be provided as recommended in the Standard. Further, drivers will be required to slow to enter the canopy area at the retail fuel outlet and hence there will be insufficient length for drivers to reach high speeds.

- *The proposed exit point on Angle Vale Road is required to be designed appropriately to accommodate left turn traffic only, i.e. sharp angled driveway crossover. Please review this, i.e. currently excessively wide driveway crossover with an upright angled driveway.*

  Movements at the proposed exit point on Angle Vale Road will be restricted to left turn only by the median which has been installed on Angle Vale Road. The access has been designed to ensure that a PBS Level 2A vehicle will be able to safely exit the site. This is consistent with DIT's approval.

- *As per Council's standard details, all proposed driveway crossovers are to be sealed up to the edge of the existing bitumen.*

  The crossovers will sealed as per Council's requirements.

- *In relation to the proximity of the adjacent signal intersection and traffic safety, please review and provide an appropriate decelerate lane to enter the site from Frisby Road.*

  It is unclear whether Council is referring to right or left turn movements to the site in this comment. Nonetheless, the provision of a deceleration lane is based on the safety performance of the facility to accommodate the forecast turning volumes with minimal disruption to the major traffic flow. The method to assess the requirement for such a facility is provided in *Figure 3.25 Warrants for turn treatments on major roads at unsignalised intersections* in Austroads "*Guide to Traffic Management – Part 6: Intersections, Interchanges and Crossings*". While this assessment methodology is specifically for treatments at intersections, it can be applied when assessing the safety requirements at access points.

  Frisby Road is forecast to have a future two-way traffic volume of 200 vehicles per hour and the proposal will generate approximately 130 trips in the peak hour, of which the majority of trips will be via Angle Vale Road. It estimated that there could be approximately 20 trips via Frisby Road (15 entry and 15 exit movements) and that approximately 20 drivers could choose to turn right to Frisby Road from Angle Vale Road to then turn left into the site. This could then result in the following turning movements:

  - 10 right turn entry movements from Frisby Road;
  - 20 left turn entry movements from Frisby Road.

  Figure 1 identifies the warrant assessment for channelised turn treatments of Frisby Road based on these turning movements.

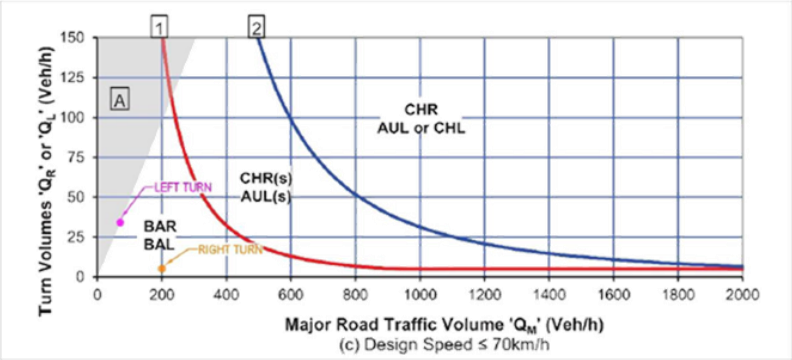

Figure 1: Warrant assessment for channelised turn treatments

The above assessment confirms that channelised turn treatments will not be warranted at the Frisby Road access.

- *Review and bicycle parking facilities on site.*

  The Planning and Design Code does not identify a specific bicycle provision requirement for a retail fuel outlet but provides the following requirement for a shop:

  - one space per 300 m^2 of gross floor area; plus
  - one space per 600 m^2 of gross floor area for customers.

  Based on the above rates, the proposal which includes a 390 m^2 convenience store will require three bicycle spaces. The proposal identifies two bicycle rails (four spaces) which will accommodate this requirement.

- *As per the MFY Report (page 7), identify two parking spaces for people with a disability located conveniently next to major entrances of facilities.*

  The plan has been amended to show the two parking spaces for people with a disability.

- *Based on Figure 4 on page 4 in MFY's Report, it is understood that the largest service vehicle (i.e. tanker) will be a PBS level 2A vehicle accessing the site via Angle Vale Road only, i.e. no tanker accesses via Frisby Road access point. Please confirm.*

  Frisby Road in not gazetted for restricted access vehicles and hence a PBS Level 2A vehicle is not permitted on this road. Accordingly such vehicles will not be able to access the site via Frisby Road.

- *Based on Figure 4, it also appears the proposed PBS turning path is very tight or encroaches the existing median or the west side of the proposed exit kerb. Please review and clarify this.*

The detailed design will accommodate the turning movement of a PBS Level 2A vehicle at the egress as per the design requirements of DIT. Figure 2 illustrates that such a movement can occur based on the current design plans.

Figure 2: PBS Level 2A vehicle exiting the site to Angle Vale Road

- *It appears that simultaneous movements (Figure 5) were shown using two B99s. However, without knowing the adjacent future land use details for Phase 2 and any need for delivery vehicle access in Phase 1 & 2, please review and allow simultaneous movements at the proposed Frisby Road access in a combination of at least MRV and B99 for all directions However, it should not be limited to the future general service vehicles access as required.*

  Figure 3 illustrates that simultaneous movements of an MRV and a B99 will be accommodated at the proposed access on Frisby Road.

Figure 3: Simultaneous movements of an MRV and a B99 at the Frisby Road access

- *To ensure that Council are in a position to make a decision on the proposal, an Infrastructure Agreement (or similar depending on the scope of works) regarding the external infrastructure works required, as described in the Traffic section above, needs to be finalised prior to a decision on the application.*

External infrastructure associated with this proposal will be limited to Angle Vale Road. Approval for such works will be required from DIT and will include the standard Developer Deed of Agreement which is negotiated once Development Consent is received. DIT would be expected to include a Condition of Approval in its response relating to this requirement.

In summary, the design of the access for the site was undertaken in consultation with both Council and DIT during the development of the design of the recently signalised intersection adjacent to the site. In principle endorsement from DIT for the access was obtained at that time. Minor adjustments were necessitated as a result of the change to the signal configuration but the intent of the access design was retained.

The proposed design complies with the previously agreed outcome for the site and includes modifications to increase separation to the Frisby Road/Angle Road intersection. It will not encourage through movements or high speed and meets appropriate Australian Standards.

Yours sincerely,
MFY PTY LTD

MELISSA MELLEN
Director

MLM/19-0144

9 November 2021

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Mr Marc Duncan
Future Urban
Level 1, 74 Pirie Street
ADELAIDE SA 5000

Dear Marc,

PROPOSED RETAIL FUEL OUTLET, LOT 200 ANGLE VALE ROAD, ANGLE VALE

I refer to the proposal to develop a retail fuel outlet on the corner of Angle Vale Road and Frisby Road in Angle Vale. The site has been the subject of considerable discussion with both Council and the Department for Infrastructure and Transport (DIT) in relation to access due to the proposal to install a signalised intersection treatment to provide access for Riverbanks College which is currently under construction on land north of the subject site.

In providing traffic engineering advice for the project, consideration has therefore been given to the agreed access solution for the land and ensuring that safe and convenient traffic movements can be accommodated on the site. Further, the traffic impact assessment for the proposal has been completed in the context of the proposed infrastructure which will be completed in early 2022.

1 SUBJECT SITE

The subject site is located on the south-eastern corner of the Angle Vale Road/Frisby Road intersection and has frontage to both roads. The allotment will be created as part of a land division which is the subject of a separate application. Figure 1 identifies the subject site with respect to the proposed land division

Figure 1: Subject site

1.1 ROAD NETWORK

Angle Vale Road is an arterial road within the care and control of the Commissioner of Highways. The road currently has a single lane in each direction, albeit the pending upgrade will result in turning lanes being created adjacent the subject site.

The road is gazetted for the use of PBS Level 2A vehicles and has a posted speed limit of 80 km/h. The average annual daily traffic (AADT) volume on Angle Vale Road is in the order of 5,900 vehicles, which equates to approximately 590 vehicles during the peak hours. The peak hour volume is forecast to increase to 770 vehicles during the peak hours in 2025 as a result of the opening of Riverbanks College.

Frisby Road is a local road within the care and control of the City of Playford. The road has a posted speed limit of 80 km/h. The road has an AADT in the order of 2,000 vehicles which equates to 200 vehicles during the peak hour.

The proposed signalised intersection will be operational prior to the construction of the proposed development. Figure 2 illustrates the proposed signalised intersection.

Figure 2: Proposed signalised intersection adjacent the site (source: DIT)

2 PROPOSAL

The proposal is for the development of a retail fuel outlet which will comprise of the following:

- eight fuel dispensers in two rows of four;
- a convenience store with a gross floor area of 388 m^2;
- a quick service drive-through lane; and
- a car wash facility which will include with four manual washing bays, two automatic washing bays, four vacuum bays and one dog washing facility.

The proposal will also include 26 parking spaces.

2.1 ACCESS

Access to the site will be provided via Angle Vale Road and Frisby Road. These will be designed in accordance with the requirements in Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking (AS/NZS 2890.1:2004).*

Access on Angle Vale Road will be via separate ingress and egress crossovers. The ingress will be prior to the signalised intersection of Riverbanks Road and Angle Vale Road and will cater for left turn entry movements. A short channelised left turn lane [CHL (s)] which has been designed in accordance with Austroads *"Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections* will be provided to facilitate safe entry movements to the site. Figure 3 illustrates the proposed ingress treatment.

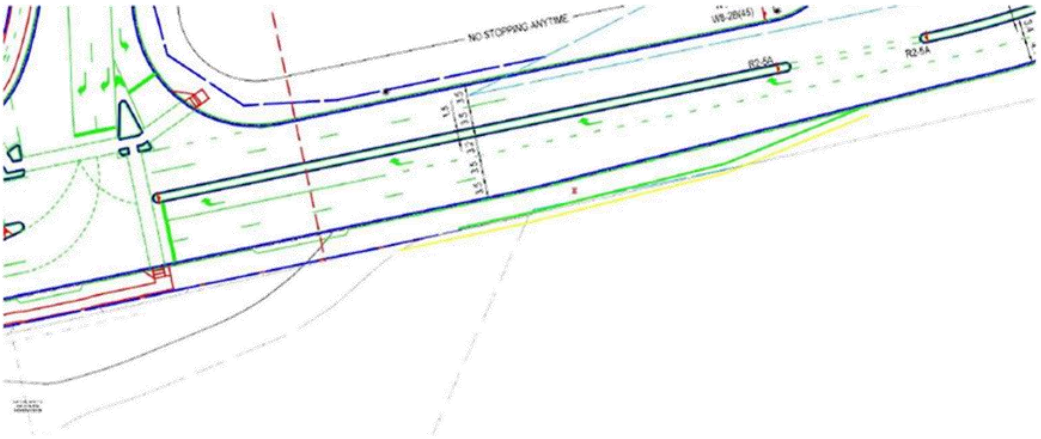

Figure 3: Proposed CHL(s) treatment at the ingress

The proposed ingress will be constructed so that it can also provide for entry movements associated with future development on the balance of the land.

The egress will be located between the two signalised intersections and has been designed to maximise separation to both intersections.

The proposed crossovers on Angle Vale Road will cater for the access of a PBS Level 2A fuel tanker and has therefore been designed to the requirements of the Australian Standard, *Parking Facilities Part 2: Off-street commercial vehicle facilities (AS 2890.2:2018).* Figure 4 illustrates that the vehicle will be able to enter and exit the site in a forward direction.

Figure 4: PBS Level 2A vehicle entering and accessing the site

The above access arrangements are consistent with those negotiation with DIT and were developed based on the design of the signalised intersections which impacted the potential access options for the site.

The Frisby Road access has been located to maximise separation to the Angle Vale Road/Frisby Road signal. All movements will be permitted at this access, and it will be designed to provide simultaneous movements as shown in Figure 5.

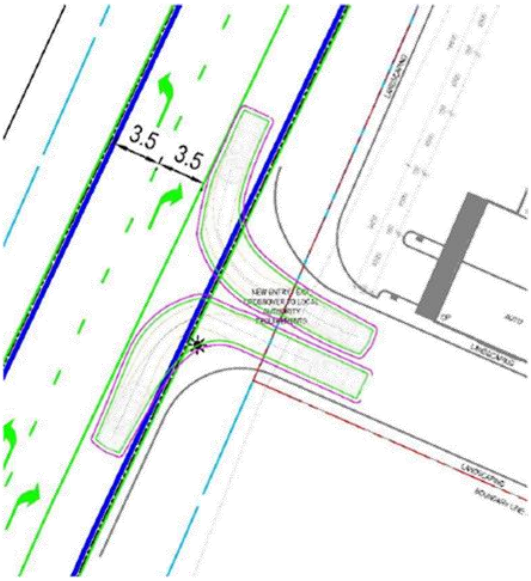

Figure 5: Simultaneous movements at the Frisby Road access

2.2 DELIVERY AND LOADING

The proposed development will provide for deliveries and refuse collection in the proposed service bay. This facility has been designed to cater for an 8.8 m medium rigid vehicle (MRV). Figure 6 illustrates that an MRV can enter and exit the site in a forward direction when accessing the service bay.

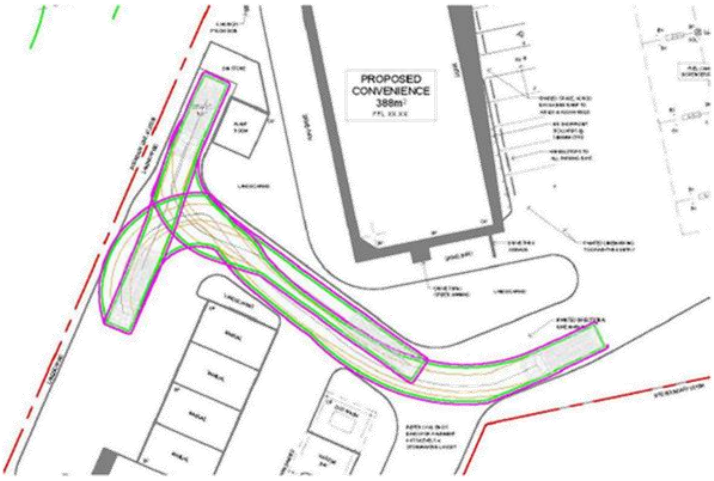

Figure 6: Turning movements of an MRV accessing the service bay

2.3 DRIVE-THROUGH FACILITY

The convenience store will include a drive-through facility which has been designed for vehicles to circulate in a clockwise direction as shown in Figure 7.

Figure 7: Vehicle circulation in the drive through facility

The proposal will include adequate queuing for ten vehicles within the proposed drive-through facility, as illustrated in Figure 8.

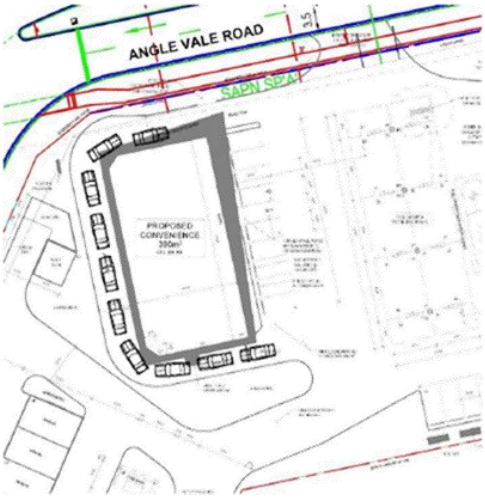

Figure 8: Queuing capacity in proposed drive-through facility.

The above queuing is consistent with the recommended provision in the RMS Guide to Traffic Generating Developments.

2.4 CAR WASH FACILITY

The proposed car wash facility has been designed for drivers to access the manual wash bays from either direction. Entry for the automatic car wash will be from the west. The vacuum bays will be readily accessible for drivers before or after using the car wash bays. Figure 9 illustrates accessibility within the car wash facility.

Figure 9: Vehicle movements in the car wash facility

2.5 PARKING DESIGN

The design of the parking spaces will comply with the requirements of *AS/NZS 2890.1:2004*. Parking spaces will be 5.4 m long and 2.6 m wide while the aisle width will vary through the site and exceed the required width.

There will be two spaces allocated for use by people with a disability. These spaces will be 2.4 m wide with an adjacent 2.4 m wide shared space, in accordance with the requirements of the Australian/New Zealand Standard, *Parking facilities Part 6: Off-street parking for people with disabilities* (AS/NZS 2890.6:2009).

3 PARKING ASSESSMENT

The Planning and Design Code identifies a parking rate of three spaces per 100 m^2 gross leasable area for a retail fuel outlet. Adopting this rate will result in a requirement for 12 parking spaces.

The Planning and Design Code does not identify a parking rate for a car wash facility. It is considered that the demand associated with the car wash facility will be limited as drivers will typically be using the facilities or queuing on the approach, albeit there could be one space required for staff. The dog wash facility will require one parking space.

Based on the above assessment, there could be a peak parking demand for 14 spaces at the site. The proposal will provide 26 parking spaces which will readily cater for the forecast parking demand.

4 TRAFFIC ASSESSMENT

The traffic assessment has considered the impact on the future Angle Vale Road alignment using the forecast 2025 traffic volumes as a base, given that the proposed signalised treatments will be operational when the retail fuel outlet is constructed. Further, Riverbanks College will have been opened.

Typically, a rate of 0.6 trips/m^2 building floor area is used to identify the forecast traffic volumes associated with a retail fuel outlet. This rate is based on traffic surveys completed for an Environment Resources and Development Court matter. Adopting this rate, the proposed retail fuel outlet could generate approximately 130 trips. Of these trips, at least 70% would be passing trade which would equate to approximately 90 trips. Accordingly, the proposed retail fuel outlet is expected to generate approximately 40 additional trips on the road network during the afternoon peak hour.

The peak period for the car wash facility will be on a weekend and hence will not coincide with the peak commuter period. It is forecast that the car wash could generate an additional 20 trips in the pm peak hour. This equates to a total additional traffic generation of 60 trips in the peak hour on the road network.

The additional trips will be distributed between Angle Vale Road and Frisby Road. It is anticipated that more vehicles will access the site via Angle Vale Road but equally that more of the passing trade component will relate to drivers using this route. Accordingly, the additional traffic movements will likely be distributed evenly between both Angle Vale Road and Frisby Road. This will result in approximately 30 additional trips on each road during the afternoon peak hour which will be readily accommodated on both roads and will have been accounted for within the growth projections of traffic movements for the 2025 base case assessment for the signalised intersections.

5 SUMMARY

The retail fuel outlet design has had regard to the Angle Vale Road/Frisby Road signalised intersection treatment which will be operational in early 2022. The access has been identified to provide for safe and convenient movements to and from the site while considering the infrastructure and separation requirements to the signals. This includes provision of a channelised turn lane for drivers entering the site from Angle Vale Road to manage safety of traffic movements on the approach to the facility and maximising the separation to the signals on Frisby Road.

Adequate parking will be provided for the proposal which will be designed in accordance with appropriate Australian Standards. The design has also catered for circulation and queueing requirements as well as swept path criteria for design vehicles using the alternate facilities. All vehicles will enter and exit the site in a forward direction.

Traffic generated by the proposal will be readily accommodated on the adjacent road network. Importantly, development on this land would have been considered as part of the holistic traffic assessment when considering infrastructure requirements associated with the broader road network and, more specifically, the signalised intersections.

Yours sincerely,
MFY PTY LTD

MELISSA MELLEN
Director

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DETENTION CALCULATIONS

Angle Vale Road Service Station

Prepared by: SR

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Tel: (08) 8412 4300

Project No: 22549
Revision: -02-
Date of Issue: 19/05/2022

Project:	Cnr. Angle Vale Road & Frisby Road	Project #	22549
	Angle Vale	Date	19.05.2022
Design By:	SR	Page	1

CARWASH SITE
CRITICAL 1 IN 100 YEAR DETENTION VOLUME

PRE DEVELOPMENT FLOW (MINOR STORM - 20% AEP)

Time of Concentration	5	mins
Rainfall Intensity	81.4	mm/hr

Catchment Area	C	Area (m^2)	
Roof	0.9	0	0.0
Impervious	0.85	0	0.0
Pervious	0.2	2464	11.1
		Total	**11.1** L/sec

POST DEVELOPMENT FLOW (MAJOR STORM)

Time of Concentration	t	mins (critical TBC)
Rainfall Intensity	$^{100}I_t$	mm/hr

Catchment Area	C	Area (m^2)	
Roof	0.9	383	0.10
Impervious	0.85	1566	0.37
Pervious	0.2	515	0.03
		Total	**0.49** $^{100}I_t$

Project:	Cnr. Angle Vale Road & Frisby Road	Project #	22549
	Angle Vale	Date	19.05.2022
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CRITICAL STORAGE VOLUME

Q in		Q out	
0.49	$^{100}I_t$	11.1	L/sec

Tc (mins)	Intensity, I (mm/hr)	Q in (L/sec)	Storage intiated t (mins)	V total (L^3)
5	172	85.0	0.7	19249
6	126	62.3	0.9	15657
10	86.4	42.7	1.3	16459
20	67.7	33.5	1.7	24541
30	43.3	21.4	2.6	16852
60	27.1	13.4	4.2	7530
120	20.4	10.1	5.5	-7300
180	12.5	6.2	9.0	-50949
360	7.22	3.6	15.6	-156528
720	3.74	1.8	30.1	-384721

PEAK STORAGE REQUIRED 24541 L^3

Project:	Cnr. Angle Vale Road & Frisby Road	Project #	22549
	Angle Vale	Date	19.05.2022
Design By:	SR	Page	3

SERVICE STATION SITE
CRITICAL 1 IN 100 YEAR DETENTION VOLUME

PRE DEVELOPMENT FLOW (MINOR STORM - 20% AEP)

Time of Concentration	5	mins
Rainfall Intensity	81.4	mm/hr

Catchment Area	C	Area (m^2)	
Roof	0.9	0	0.0
Impervious	0.85	0	0.0
Pervious	0.2	3288	14.9
		Total	**14.9** L/sec

POST DEVELOPMENT FLOW (MAJOR STORM)

Time of Concentration	t	mins (critical TBC)
Rainfall Intensity	$^{100}I_t$	mm/hr

Catchment Area	C	Area (m^2)	
Roof	0.9	963	0.24
Impervious	0.85	2009	0.47
Pervious	0.2	316	0.02
		Total	**0.73** $^{100}I_t$

PT Design

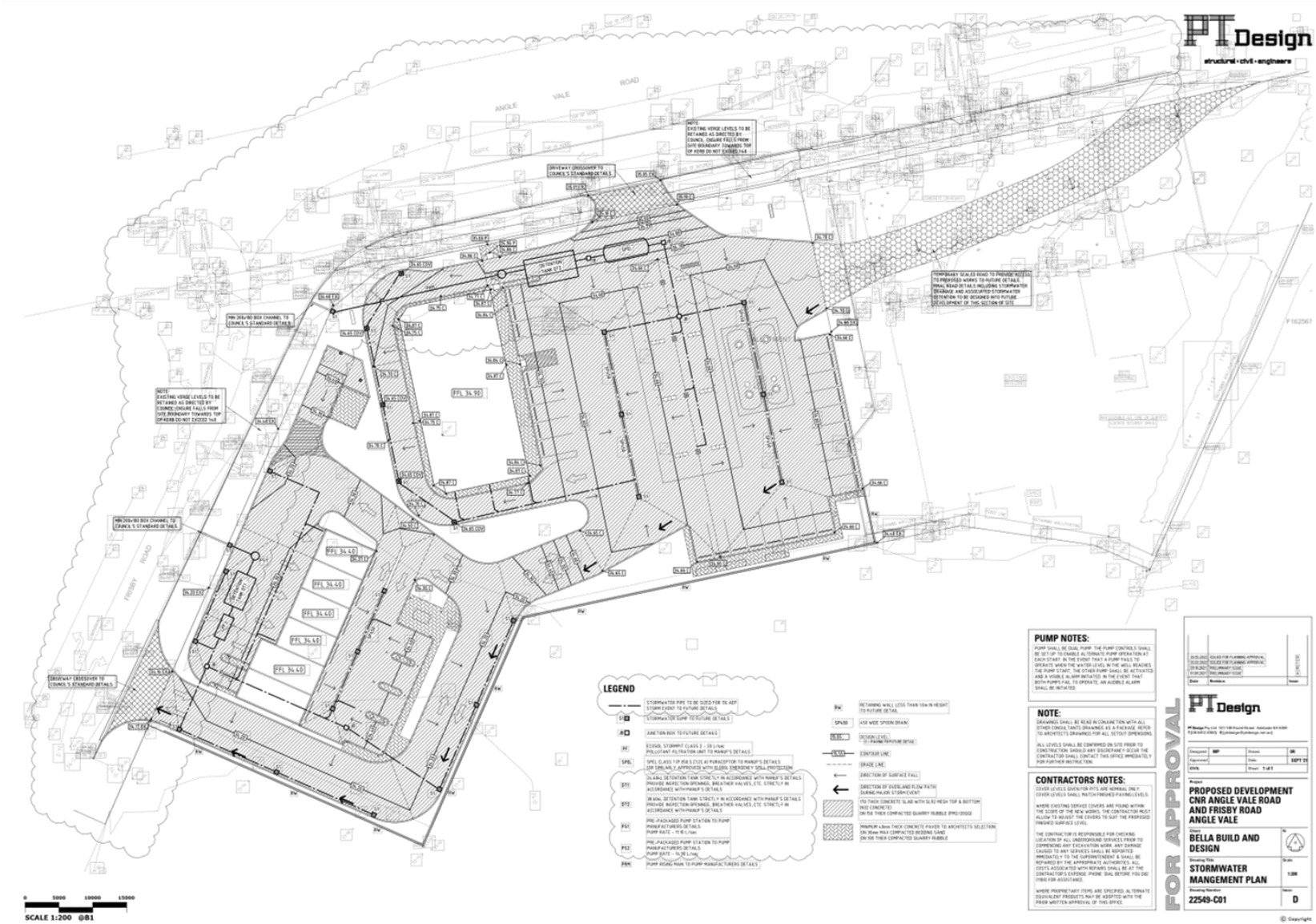
Project:	Cnr. Angle Vale Road & Frisby Road	Project #	22549
	Angle Vale	Date	19.05.2022
Design By:	SR	Page	4

CRITICAL STORAGE VOLUME

Q in		Q out	
0.73	$^{100}I_t$	14.9	L/sec

Tc (mins)	Intensity, I (mm/hr)	Q in (L/sec)	Storage intiated t (mins)	V total (L^3)
5	172	126.0	0.6	29410
6	126	92.3	0.8	24138
10	86.4	63.3	1.2	25646
20	67.7	49.6	1.5	38554
30	43.3	31.7	2.3	27969
60	27.1	19.9	3.7	16829
120	20.4	14.9	5.0	532
180	12.5	9.2	8.1	-58896
360	7.22	5.3	14.1	-198835
720	3.74	2.7	27.1	-504225

PEAK STORAGE REQUIRED 38554 L^3


PT Design
structural • civil • engineers
ANGLE VALE ROAD
FRISBY ROAD
NOTE:
EXISTING VERGE LEVELS TO BE RETAINED AS DIRECTED BY COUNCIL. ENSURE FALLS FROM SITE BOUNDARY TOWARDS TOP OF KERB DO NOT EXCEED 1in4
TEMPORARY SEALED ROAD TO PROVIDE ACCESS TO PROPOSED WORKS TO FUTURE DETAILS. FINAL ROAD DETAILS INCLUDING STORMWATER DRAINAGE AND ASSOCIATED STORMWATER DETENTION TO BE DESIGNED INTO FUTURE DEVELOPMENT OF THIS SECTION OF SITE
DRIVEWAY CROSSOVER TO COUNCIL'S STANDARD DETAILS
MIN 200x100 BOX CHANNEL TO COUNCIL'S STANDARD DETAILS
FFL 34.90
FFL 34.40
LEGEND
PUMP NOTES:
NOTE:
CONTRACTORS NOTES:
FOR APPROVAL
PROPOSED DEVELOPMENT
CNR ANGLE VALE ROAD
AND FRISBY ROAD
ANGLE VALE
BELLA BUILD AND
DESIGN
STORMWATER
MANGEMENT PLAN
22549-C01
D
SCALE 1:200 @B1

Client:	Bella Build and Design 74 Grange Road WELLAND SA 5007	PT Design
Attn:	Paul Bellardino	A.C.N. 008 116 916 141-149 Ifould Street ADELAIDE SA 5000 Phone: (08) 8412 4300 Email: ptdesign@ptdesign.net.au
Architect:	Leyton Property Pty Ltd 24 St Helena Place ADELAIDE SA 5000	
Attn:	Hamish Brown	
Other:		From: Stephen Roberts Email:

DOCUMENT REGISTER & TRANSMITTAL

Project Name: Angle Vale Road Service Station		Project No. 22549	Sheet No. 1 of 1

ENCLOSED ARE COPIES OF DOCUMENTS AS LISTED BELOW		DATE OF ISSUE			
Discipline: **CIVIL**	Day	01	29	25	20
	Month	09	10	02	05
	Year	21	21	22	22
SHEET TITLE	Dwg No.	REVISION STATUS			
SITE EVELS AND DRAINAGE LAYOUT	C01	A	B	C	D

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REASON FOR ISSUE:								
A – For Approval/Certification C – For Construction P – Preliminary/Draft	R – Revision T – For Tender X – For Information	RC – Record Copy AB – As Built	P	P	PA	R		

PT DESIGN Pty Ltd 141-149 Ifould Street Adelaide SA 5000 T [08 8412 4300] F [08 8232 4311] W [ptdesign.com.au] ABN [35 008 116 916]
structural • civil • engineers

Details of Representations

Application Summary

Application ID	21039188
Proposal	Retail fuel outlet and associated advertising
Location	625 ANGLE VALE RD ANGLE VALE SA 5117

Representations

Representor 1 - Domenic Gerardis

Name	Domenic Gerardis
Address	29 Frisby Road ANGLE VALE SA, 5117 Australia
Phone Number	0438884091
Email Address	pinaanddominic@bigpond.com.au
Submission Date	13/02/2022 02:10 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development with some concerns
Reasons	To whom this may concern, We Domenic and Giuseppina (Pina) Gerardis owner/occupier of Lot 29 Frisby Road, Angle Vale 5117, have only one concern of the proposed Development of The Retail Fuel Outlet and associated Advertising site Application ID: 21039188. This concern is going to be a huge impact on us as we have an existing indirect water mains, which our water meter is on the corner of Angle Vale Road and Frisby Road. Leaving this metre where it is , will not allow us a clear and safe access to our water meter. We suggest a proper water mains to be supplied to us and installed by SA Water, to bring our meter to our property. This is where the meter should be for safe and easy access. Please do not hesitate to contact us for further discussion. Kind regards Domenic and Giuseppina Gerardis

Attached Documents

Representations

Representor 2 - Sylvia Nincevic

Name	Sylvia Nincevic
Address	394 Williamstown Road PORT MELBOURNE VIC, 3207 Australia
Phone Number	0417588327
Email Address	michael@westsiderealestate.com.au
Submission Date	19/02/2022 02:33 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	Fumes, traffic hazard, soil contamination, risk of fuel leaks, too close to freeway off ramp, traffic banking up, increase noise, safety concerns for traffic, pedestrians and adjoining land owners, and impact planned organic farm certification.

Attached Documents

Representations

Representor 3 - Sylvia Nincevic

Name	Sylvia Nincevic
Address	394 Williamstown Road, PORT MELBOURNE VIC, 3207 Australia
Phone Number	0417588327
Email Address	michael@westsiderealestate.com.au
Submission Date	19/02/2022 02:46 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	Certification of our farm to organic farming will be declined due to proposed proximity of service station, traffic hazard, too close to freeway off ramp, traffic banking up, traffic and pedestrian hazard, safety concerns due to emission of fumes, soil contamination, increase noise pollution to adjoining land owners.

Attached Documents

Representations

Representor 4 - Alex Sutherland

Name	Alex Sutherland
Address	30 Bain Road, Angle Vale ANGLE VALE SA, 5117 Australia
Phone Number	0477185959
Email Address	bigred_117@live.com.au
Submission Date	21/02/2022 01:55 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	This development proposal raises many concerns in my opinion. Number one concern being the traffic congestion on Angle Vale Road, and which will impact the new school across the road to this purposed development. There are plenty of other sites where this could be proposed which would not cause congestion or attract school kids to run across the road risking their safety. There is also concern of the "fast-food" junk food being sold on site. There will be increased traffic noise pollution, air pollution and disruption to the suburb's residents in general. Having fuel trucks driving in and out of the site will also cause serious traffic issues and potential road damage. Many large trucks will be turning off the Northern Expressway and likely turning back to the Northern Expressway crossing both lanes on Angle Vale Road. There is also an over saturation of fuel stations and advertising in the area. During these unprecedented times I think this development will also contribute to greater COVID-19 transmissions with interstate truck drivers, travelers and general public visiting the petrol station. There would also be risk of contact transmission on the fuel pump bowser handles and also from cash payments. There could also be an environmental issue with nesting native birds which I have personally seen and taken photos of on this site. With all the reasons stated above it is my opinion that the Playford Council should not accept this development proposal as it is not in the best interest or well-being of the public and community as a whole. Thank you for your time.

Attached Documents

Bird_photo_Angel_Vale_SA.pdf

Representations

Representor 5 - Alex Sutherland

Name	Alex Sutherland
Address	30 Bain Road, Angle Vale ANGLE VALE SA, 5117 Australia
Phone Number	0477185959
Email Address	bigred_117@live.com.au
Submission Date	21/02/2022 02:07 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	This development proposal raises many concerns in my opinion. Number one concern being the traffic congestion on Angle Vale Road, and which will impact the new school across the road to this purposed development. There are plenty of other sites where this could be proposed which would not cause congestion or attract school kids to run across the road risking their safety. There is also concern of the "fast-food" junk food being sold on site. There will be increased traffic noise pollution, air pollution and disruption to the suburb's residents in general. Having fuel trucks driving in and out of the site will also cause serious traffic issues and potential road damage. Many large trucks will be turning off the Northern Expressway and likely turning back to the Northern Expressway crossing both lanes on Angle Vale Road. There is also an over saturation of fuel stations and advertising in the area. During these unprecedented times I think this development will also contribute to greater COVID-19 transmissions with interstate truck drivers, travelers and general public visiting the petrol station. There would also be risk of contact transmission on the fuel pump bowser handles and also from cash payments. There could also be an environmental issue with nesting native birds which I have personally seen and taken photos of on this site. With all the reasons stated above it is my opinion that the Playford Council should not accept this development proposal as it is not in the best interest or well-being of the public and community as a whole. Thank you for your time.

Attached Documents

Bird_photo_Angel_Vale_SA.pdf

FUTURE URBAN
Level 1, 74 Pirie Street
Adelaide SA 5000
PH: 08 8221 5511
W: www.futureurban.com.au
E: info@futureurban.com.au
ABN: 76 651 171 630

March 15, 2022

Matt Dineen
Manager, Planning Services
10 Playford Boulevard
Elizabeth SA 5112
Via the Plan SA Portal

Dear Matt,

RE: DA 21039188 – RESPONSE TO REPRESENTATIONS

I refer to the proposed development application for a Retail Fuel Outlet and associated Advertising at 625 Angle Vale Road, Angle Vale.

Having reviewed all valid representations received during the public notification process, in my opinion, the key issues relate to interface and amenity, traffic, pedestrian safety, and demand.

A detailed response to each issue raised is provided below.

INTERFACE AND AMENITY IMPACTS

Two of the representors raised concerns in respect to noise, air pollution, and site pollution. All of these matters are dealt with by the South Australia Environmental Protection Authority (EPA) which this application was referred to for direction, i.e. the EPA has the power to direct the refusal of this application.

With respect to environmental concerns, the Council should note the following:

- All underground fuel storage tanks (apart from diesel and LPG) will be fitted with a Stage 2 Vapor Recovery System (which includes underground storage tank vents pipes fitted with a pressure vacuum relief valve) that directs the displaced vapours back into the tank during filling;
- All fuel dispensers (apart from diesel and LPG) must be fitted with a Stage 2 Vapor Recovery System that directs vapours back into the tank during vehicle refuelling;
- All underground fuel storage tanks will be double-walled and fitted with a leak detection system designed and installed in accordance with clause 4.5 of the Australian Standard 4897-2008 The design, installation and operation of underground petroleum storage systems.
- All fuel lines between the underground storage tanks and fuel dispensers will be double contained and fitted with a leak detection system which will be designed and installed in accordance with clause 4.5 of the Australian Standard 4897-2008 The design, installation and operation of underground petroleum storage systems;
- All stormwater will be collected and diverted to a Waste Water Filtration System (Puraceptor) Class 1) prior to discharge to the Council's stormwater infrastructure. The Puraceptor Class 1 has the capacity to receive fuels spills as well as stormwater runoff with oil separator and alarm system with remote monitoring in the event of leakage.
- All sludge within the Puraceptor Class 1 retention / oil separator will be removed by a licensed EPA waste transporter to a licensed depot.

- The design measure listed above will restrict contaminants from leaving the site, entering the soil or ground water, and contaminating adjacent residential and agricultural properties.
- Again, it is noted this application has been referred to the Environment Protection Authority who indicate their support for this application.

In respect to concerns about excessive noise, Sonus, a well-respected and duly qualified firm of acoustic engineers has undertaken a noise an environmental noise assessment for the proposed development at this site. Their expert findings conclude:

The predicted noise levels from the development will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* subject to the treatments in this report, comprising;

- Constructing a specific boundary fence;
- Constructing the manual wash bays using specific methods;
- Constructing the automatic washes using specific methods;
- Installing glass doors on the automatic wash buildings;
- Reducing the noise from any alarms as far as practicable;
- Ensuring all inspection points, grated trenches, etc. are correctly fixed;
- Restricting the times for rubbish collection and fuel deliveries;
- Incorporating in-line attenuators to the discharge side of any significant exhaust fan; and,
- Locating and screening the mechanical plant.

It should also be noted that X-Convenience operate a number of similar sites across the State all of which do so within the confines of their approval.

TRAFFIC

Issues raised relating to traffic increase, congestion and access arrangements, and general safety were responded to within the Traffic and Parking Assessment Report prepared by MFY. In their report, they outline:

- Angle Vale Road has an existing condition of approximately 5,900 vehicle movements per day
- Frisby Road has an existing condition of approximately 2000 vehicle movements per day.
- The proposed retail fuel outlet could generate approximately 130 additional trips. Of these trips, at least 70% would be passing trade which would equate to approximately 90 trips. Accordingly, the proposed retail fuel outlet is expected to generate approximately 40 additional trips on the road network during the afternoon peak hour.
- The peak period for the car wash facility will be on a weekend and hence will not coincide with the peak commuter period. It is forecast that the car wash could generate an additional 20 trips in the pm peak hour. This equates to a total additional traffic generation of 60 trips in the peak hour on the road network
- All deliveries and refuse collection will be undertaken outside of peak operating hours;
- The access has been identified to provide for safe and convenient movements to and from the site while considering the infrastructure and separation requirements to the signals. This includes provision of a channelised turn lane for drivers entering the site from Angle Vale Road to manage safety of traffic movements on the approach to the facility and maximising the separation to the signals on Frisby Road.

- The design also catered for circulation and queueing requirements as well as swept path criteria for design vehicles using the alternate facilities.
- Traffic generated by the proposal will be readily accommodated on the adjacent road network.
- The future development on this land would have been considered as part of the holistic traffic assessment when considering infrastructure requirements associated with the broader road network and, more specifically, the signalised intersections.

Additionally, given the drive through is not for the sale of fast food, but for coffee and ancillary items, the drive through has ample capacity for the queuing of vehicles. As highlighted by MFY, fast food outlets allow for a queuing of six vehicles, which the proposal of smaller capacity exceeds.

PEDESTRIAN SAFETY

The safety of pedestrians is at the core of the design of the proposed retail fuel outlet, with the buildings and access points positioned to be integrated with the Department for Infrastructure and Transport's (DIT) proposed road, footpath and intersection upgrades. One representor voiced concern that the proposal would encourage children to dangerously cross the road from the new school. It is noted that pedestrian crossings are proposed adjacent the proposed development, which will enable pedestrians (including school children) to safely cross Angle Vale Road and Frisby Road.

HEALTH CONCERNS

A representor raised concerns in respect to potential health impacts upon children from the consumption of fast food. It is reiterated that the proposed convenience store is not for the sale of fast food, but for coffee and ancillary items.

Furthermore, the same representor raised concerns that the proposed retail fuel outlet would increase COVID 19 transmission due to accommodating interstate freight vehicles. The proposed retail fuel outlet will be required to operate in accordance with all public health measures, so as to limit the spread and exposure of COVID 19 within South Australia. Additionally, the proposed service station will encourage travellers to visit and contribute to the local economy of Angle Vale, with businesses all across SA being dramatically impacted by COVID closures and restrictions.

Both of the health concerns raised have no planning merit and are irrelevant in the assessment of the proposal.

DEMAND

A representor highlighted that a number of service stations were in close proximity to the subject site, that other site could be selected, and queried the "need" for the service station.

Firstly, the question of need is an irrelevant planning consideration. The ERD Court decision of *Hanna v Yorke Peninsula District Council & Virgin [1999] SAERDC 36* is most instructive in this regard where the Court, in that instance, was asked to determine whether the development of a new tavern, in competition with another was a relevant consideration for a planning authority. The Court held that is was not, more particularly at paragraph 28 of that decision the Court held:

> *"This Court is not required to assess the need for the proposed facility in the same way that the Licensing Court is required to address that issue, in respect of an application for a liquor licence. In this matter, we had to consider whether the proposed development fell within the kinds of development envisaged for the zone. In other words, we were required to address the question as to whether the proposed development was one which would supply basic needs and facilities for holiday-makers and visitors, or in the words of PDC 4, whether it was one supplying essential*

> *goods and services to meet the day-to-day needs of the settlement's residents and visitors. We have been satisfied that it would be such a development. It is not our role to go further. Lane v Duxsel & District Council of Stirling (1988) 143 LSJS 454."*
>
> (my emphasis)

Secondly, the representor has not produced any evidence to support the assertion the local population is overserviced by a service station, i.e. there is no "need" for the proposal. The ERD Court has provided guidance on many occasions to third party representors who wish to challenge a decision of local planning authorities to approve a development, with the decision of *Carey and Bourdon v DAC [1994] EDLR 233* being most instructive:

> *"... an appellant should present a case of substance; ... assertions should be supported by evidence amounting to more than a collection of presumptions by an unqualified observer... Generally, it would not be enough to merely raise an issue without producing supporting evidence, particularly when the issue had been addressed by the developer as part of the development application."*

Thirdly, the proposed development is located on a site which is located wholly within the Employment Zone of the Planning and Design Code. The Employment Zone, is one of few Zones which directly envisages the establishment of Retail Fuel Outlets. The representors argument that 'plenty of other sites exist' is unfounded and not supported by any evidence.

Based upon the above, the assertions made in respect of need and proposed location of the development are both irrelevant and based upon presumptions in the complete absence of any supporting evidence.

OTHER

A representor raised concerns that the proposed development would destroy the habitat of native birds which inhabit the site. To support this claim, a photo of birds on an allotment was submitted. It is impossible to determine whether this photo was taken on the subject land, as no time, location or date stamp is included. Furthermore, it is noted that birds traditionally build nests within trees, with the proposed development not seeking to remove or prune any trees on the site.

One representor supported the development however raised concerns that access to their existing reclaimed water supply meter would be limited. They suggested that a new meter be supplied and installed by SA Water. This concern does not relate to the Planning Assessment, as it relates to infrastructure outside of the subject land. This issue/concern should be directed to SA Water to resolve.

Finally, one representor raises concerns about organic farm certification should the application be approved. There is no detail on where the farm is or how the approval of this application will impact said certification. It is in my respectful opinion irrelevant to the planning merits of the application.

I trust this adequately responds to the written representations received by the Council.

I look forward to this matter being presented to the next available Council Assessment Panel meeting.

Yours sincerely,

Marc Duncan
Director

FUTURE URBAN

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: PDI 206

18 February 2022

Danni Biar
City of Playford
12 Bishopstone Road
DAVOREN PARK SA 5113

Email: dbiar@playford.sa.gov.au

Dear Danni,

EPA Development Application Referral Response

Development Application Number	**21039188**
Applicant	**Leyton Property C-/ Future Urban**
Location	**625 ANGLE VALE RD ANGLE VALE SA F107787 AL7, CT 5189/729**
Proposal	**Retail fuel outlet and associated advertising**

This application was referred to the Environment Protection Authority (EPA) by the Assessment Panel at City of Playford in accordance with section 122 of the *Planning, Development and Infrastructure Act 2016* ('PDI Act'). The following response is provided in accordance with section 122(5)(b)(ii) of the PDI Act.

The EPA assessment criteria are outlined in section 57 of the *Environment Protection Act 1993* ('EP Act') and include the objects of the EP Act, the general environmental duty, relevant environment protection policies and the waste strategy for the State.

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.

PROPOSAL

The development application is for the construction of a retail fuel outlet (petrol station), comprising two underground fuel storage tanks and eight fuel bowsers, associated retail shop, drive-thru, car wash facility and advertising signage.

The petrol station would be managed by X Convenience and is proposed to operate 24 hours per day, seven days per week.

SITE

The subject land is 625 Angle Vale Road, Angle Vale and is more particularly described as Allotment 7 within Filed Plan 107787, comprising Certificate of Title 5189/729.

The site is located within the Employment Zone of the *Planning and Design Code* and in the City of Playford Local Government Area.

The site is a irregular shaped allotment with two street frontages. The site has a primary road frontage of 149 metres to Angle Vale Road and secondary road frontage of 239 metres to Frisby Road, with a total area of 36,563 square metres.

The site has not been inspected by EPA staff but has been viewed via GIS information systems and aerial photography available to the EPA.

ENVIRONMENTAL ASSESSMENT

It should be noted that the referral trigger to the EPA for assessment is for 'Petrol Stations' - being a facility for the storage and retail sale of petroleum products or other liquid organic chemical substances. The EPA has therefore provided an assessment of the potential environmental impacts associated with the proposed petroleum storage and dispensing activity only.

The 'Other Comments' section of this response is to assist the relevant authority to 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.

Interface Between Land Uses

The EPA publication *Evaluation distances for effective air quality management* (August 2016) (accessed at http://www.epa.sa.gov.au/files/12193_eval_distances.pdf) 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., a dwelling, residential zone etc.). From an air quality perspective (human health and amenity), the EPA considers the 50 metre evaluation distance to be appropriate.

The plans provided with the DA did not indicate the distance between the bowsers and the closest sensitive receptor. When measured from the scaled plans the closest fuel bowser to a sensitive receiver

(dwelling to the west) would exceed 50m (measured at approximately 75 metres). In this regard, air quality impacts are considered below.

As the referral trigger to the EPA only related to petroleum storage and dispensing, refer to the 'Other Comments' section below for comments made in relation to noise.

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 hydrocarbons (other than diesel and LPG), as well as from fuel bowsers and tanker deliveries.

Vapour recovery systems are designed to reduce petrol emissions into the atmosphere from underground storage systems. Stage 1 vapour recovery systems (VR1) are installed to underground storage tanks, including the underground storage tank vent pipes which are fitted with a pressure vacuum relief valve, to minimise loss during the unloading and storage of fuel.

Stage 2 vapour recovery systems (VR2) are installed within the fuel bowsers and direct vapours back into the tank during vehicle refueling.

The proponent has confirmed in the DA documentation (Planning Report prepared by Future Urban dated 1 December 2021 and correspondence from Future Urban to the EPA dated 31 January 2022) that both Stage 1 and Stage 2 vapour recovery systems would be installed.

The EPA considers the petroleum storage and dispensing would not result in unacceptable air quality impacts. Conditions are directed below in this regard.

Water Quality

Potentially contaminated stormwater runoff can be generated at retail petrol stations from the hard surfaced forecourt areas including re-fueling areas, parking areas, footpaths, loading areas and other trafficable areas. Pursuant to the *Environment Protection (Water Quality) Policy 2015 (SA)*, occupiers of land must take all reasonable and practicable measures to avoid the discharge or deposit of pollutants (including petroleum products) into any waters or onto land in a place from which it is reasonably likely to enter any waters.

The proposed stormwater management measures for the petrol station are detailed in the 'Stormwater Management Plan' prepared by PT design and marked Drawing No. 22549-C01, Issue B dated 29 October 2021.

The information provided identifies that all runoff (including spills) from hardstand areas would be collected via a series of grated inlet pits and pass to a SPEL Puraceptor Class 1 full retention oil/water separator (P.050.S.C1.2C.A). It is proposed that this has a 10,000 litre capacity retention tank to capture a major spill on site from a delivery truck.

This is satisfactory to the EPA and a condition to this effect is directed below.

The development application documents provide that any sludge from the Class 1 full retention oil/water separator (no bypass) would be collected by an EPA licensed contractor. This is satisfactory to the EPA and a note is advised below to remind the proponent that the waste is required to be removed as necessary by a waste transporter licensed by the EPA to carry such material to an appropriate waste facility.

Potential Site Contamination

Leak Detection

The EPA recommends that to demonstrate the general environmental duty (as required under Section 25 of the EP Act) has been met, the leak monitoring systems should be designed and installed in accordance with *Australian Standard 4897-2008 - The design, installation and operation of underground petroleum storage systems* ('AS 4897').

The development application states that the new underground storage tanks are proposed to be double walled with leak detection systems. In addition, the delivery pipework (tanks to pumps) would be double contained with a leak detection system installed. The development application confirms that the leak monitoring systems for all fuel tanks and fuel lines would be designed and installed in accordance with AS 4897.

The proposed fuel storage methods and protection measures for minimisation and/or detection of leakage are satisfactory to the EPA. Conditions are directed below in this regard.

Environmental Authorisation

The operation of a petrol station requires an Environmental Authorisation (EPA Licence) pursuant to the EP Act. A note is included below to remind the applicant of the need to obtain a licence.

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
- Closing of vehicle doors, and customer voices
- Fuel deliveries and rubbish collection
- Operation of fuel pumping equipment
- Operation of fixed plant and equipment (e.g. refrigeration and air conditioning).

As the referral to the EPA relates to petroleum storage and dispensing only, the EPA has not undertaken an assessment of any potential noise impacts. Given the proposed facility would operate during

nighttime hours, up to seven days per week, the relevant authority should satisfy itself 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 and dispensing activity would not cause unacceptable environmental impacts.

DIRECTION

The relevant authority is directed 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. Prior to operation, all fuel dispensers (apart from diesel and LPG) must be fitted with a Stage 2 vapour recovery system that directs vapours back into the tank during vehicle refuelling.
3. Prior to operation, all underground fuel storage tanks must be double-walled and fitted with a leak detection system designed and installed in accordance with clause 4.5 of *Australian Standard 4897-2008 The design, installation and operation of underground petroleum storage systems*.
4. Prior to operation, all fuel lines between the underground storage tanks and fuel dispensers must be double contained and fitted with a leak detection system, designed and installed in accordance with clause 4.5 of *Australian Standard 4897-2008 The design, installation and operation of underground petroleum storage systems*.
5. Stormwater runoff from all hardstand areas of the petrol station (including the refuelling and fuel delivery areas) must be managed in accordance with the 'Stormwater Management Plan' prepared by PT design and marked Drawing No. 22549-C01, Issue B dated 29 October 2021 and must be directed via grates and grade changes to the proposed SPEL Puraceptor (P.050.S.C1.2C.A) full retention oil/water separator (no bypass function) that:
    a. Has a minimum spill capture capacity of 10,000 litres.
    b. Reduces oil content in the outlet to less than 5mg/L at all times (as confirmed by independent third party scientific testing).
    c. Operates effectively in the event of a power failure.

The following notes provide important information in relation to the development and are requested to be included in any approval:

- The applicant/owner/operator are 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 activities on the site and associated with the site (including during construction) do not pollute the environment in a way which causes or may cause environmental harm.
- The applicant/owner/operator are reminded that any sludge or oily residue collected

within the forecourt full retention oil/water separator is required to be removed by an EPA licensed waste transporter to a licensed waste depot.

- An environmental authorisation (licence) is required for this development. Before commencing operation, the applicant/operator should contact the Environment Protection Authority on (08) 8204 2058 or email EPALicensing@sa.gov.au for information about the licensing application process and requirements.
- A licence application may be refused where conditions of Development Approval directed by the Environment Protection Authority have not been complied with.
- More information about the Environment Protection Authority and the Environment Protection Act and policies can be found at: www.epa.sa.gov.au .

If you have any questions about this response, please contact Greg Ahrens on (08) 8204 9289 or email greg.ahrens@sa.gov.au .

Yours faithfully

Robert de Zeeuw
Delegate
ENVIRONMENT PROTECTION AUTHORITY

APPLICATIONS FOR CONSIDERATION

APPLICATIONS FOR CONSIDERATION – NO PERSONS TO BE HEARD

6.1 ALTERATIONS AND ADDITIONS TO AN EXISTING EDUCATIONAL ESTABLISHMENT – NEW TWO STOREY CLASSROOM AND AMENITIES BUILDING AND ALTERATIONS TO AN EXISTING CAR PARK

Snapshot

Author:	Megan Leverington
Proposal:	Alterations and additions to an existing educational establishment – New two storey classroom and amenities building and alterations to an existing car park
Development Number:	21036358
Date of Lodgement:	06 December 2021
Owner:	Playford College Ltd
Applicant:	Playford College Ltd
Location:	24 Durrington Road, Elizabeth Lot 301 Durrington Road 15 Dauntsey Road Elizabeth
Zone:	General Neighbourhood
Classification:	Performance Assessed
Public Notification	Yes
Representation Received:	Yes
Request for Additional Information Made?	No
Recommendation:	To Grant Development Plan Consent

Attachments:

1⇩. Site, Floor and Elevation Plans
2⇩. Traffic and Parking Report
3⇩. Arborist Comments
4⇩. Representation Received
5⇩. Response to Representation

1. The Subject Land

The subject land consists of three adjoining, rectangular shaped allotments, totaling 12,848m^2 in area. The subject land spans between Durrington, Woodford and Dauntsey Road, in the suburb of Elizabeth and the topography of the land is relatively flat.

The site features various single storey educational and amenities buildings, a prayer hall, recreational areas, a car park and various trees along the boundary of the site.

A two storey educational and amenities building was constructed in the north western corner of the site in late 2021, along with new landscaping.

2. Background

As above, a two-storey educational and amenities building was approved by Council and constructed in the north-western corner of the subject site in 2021. The new building was stage 1 (ground floor) and stage 2 (upper level) of a re-development project aimed at supporting Playford College's vision to provide quality educational facilities for their school community. The new building provides general and specialist learning areas such as science, home economics and art facilities, as well as meeting rooms, amenities and flexible breakout learning areas.

This building forms one 'wing' of what Playford College has identified as providing an L-shaped building, with the second 'wing' comprising stage 3 (lower level) and 4 (upper level) the subject of this report.

3. The Locality

Based on the visibility of the allotment, the extent of the locality is considered to include the subject land, the allotments north of Dauntsey Road, the allotments north of Durrington Road, the allotments south of Durrington Road and the Council reserve west of Woodford Road.

3.1 Locality Plan

The locality predominantly contains medium sized residential allotments, with a Council reserve directly adjacent Woodford Road.

The residential allotments accommodate detached dwellings, ancillary outbuildings, verandahs and swimming pools, with landscaped front and rear yards. The Council reserve is known as Dauntsey Road Reserve and is predominantly used by the Elizabeth Grove Soccer Club.

3.2 Zoning

The subject land is located within the General Neighbourhood Zone as identified in the Planning and Design Code.

By virtue of its location, the land is entirely within:

- The General Neighbourhood Zone;

- Covered by the following Overlays:
  - Building Near Airfields
  - Defence Aviation Area
  - Hazards (Flooding)
  - Hazards (Flooding - General)
  - Prescribed Wells Area
  - Regulated and Significant Tree
  - Stormwater Management
  - Traffic Generating Development
  - Urban Tree Canopy

- Has the following technical numeric variations (TNVs):
  - Concept Plan 81 (Edinburgh Defence Airfield Lighting Constraints)

4. The Proposal

The Applicant seeks to construct the second 'wing' of a two-storey educational building and to reconfigure existing vehicle access points and the on-site car park.

The proposed educational building will provide general and specialist learning areas and is the second 'wing' or stage 3 (lower level) and stage 4 (upper level) of a re-development project, aimed at supporting Playford College's vision to provide quality educational facilities for their school community.

The building will provide classrooms and facilities for science, home economics, art, meeting rooms, amenities and flexible breakout learning areas. It will be integrated into the existing first 'wing' already constructed in the north western corner of the site, to create an 'L' shaped building.

The building will have a lower wall height of 3.6m, an upper wall height of 6.3m and a total building height of 9.3m. It will be constructed of fibre cement and metal cladding walls and a colorbond roof, in light cream and pale green colours.

The reconfiguration of the existing onsite car park will provide 12 additional car parking spaces and some minor adjustments in order to improve safety and efficiency of the car and bus parking areas.

The access points for the existing set-down/pick-up loop and bus parking area will be retained, but the eastern-most crossover will be configured as an ingress only. This will

ensure the buses will be able to access the reconfigured bus parking spaces and allow for all the buses to be accessed directly from the footpaths to the north and east of the hardstand area. This will ensure safety of students walking to and from the buses and the reconfigured layout will allow for buses to exist the site in a forward direction.

5. Procedural Matters

5.1 Classification

Within the General Neighbourhood Zone, alteration of or addition to an educational establishment is listed as a Performance Assessed form of development.

The proposed development is therefore all other code assessed development pursuant to Sections 105(b) and 107 of the Act, requiring an on-merit assessment against the relevant provisions of the Code.

5.2 Public Notification

All classes of performance assessed development require public notification unless, pursuant to Section 107(6) of the *Planning Development and Infrastructure Act 2016*, the class of development is excluded from notification by Table 5 of the Procedural Matters Section of the relevant Zone of the *Planning and Design Code*.

In Table 5 of the Procedural Matters Section of the General Neighbourhood Zone, alteration of or addition to an educational establishment is exempt from public notification as per Column A, Item 6, if it satisfies General Neighbourhood Zone DPF 1.5.

This proposal requires notification due to the proposed alteration and addition exceeding one building level which does not satisfy General Neighbourhood Zone DPF 1.5.

Public notification commenced on 22 April 2022 and concluded on 13 May 2022. One representation was received during the public notification period. The representor does not support the proposed development and has not elected to be heard by the panel. The representor is listed below:

Representor	Issues Raised	Wishes to be Heard
Mrs Faye Dunn	• Work has already started before representor received notice • Increase in noise, dust and traffic issues during construction • Dust was blowing on adjoining properties during stage 1 and 2 construction and believes the soil is contaminated which is why the special school beforehand had	• No

	rubber matting installed • Increase in noise from workers arriving early (before 7am) and leaving late • Increase in student numbers will result in increased noise especially at assembly time • Traffic is already an issue around the school due to cars parking both sides of the road which will only intensify with workers vehicles and trucks • Proposed walkway behind fence will create more noise and dust while the alterations are being done	

The Applicant's Planning Consultant Lou Fantasia from Lou Fantasia Planning responded to the representation received and it is summarised as follows:

- Concerns raised to the proposed development are not considered planning matters relating to the provisions of the Planning and Design Code.

- The college has agreed to include additional clauses in the building contract requiring builders and trades to comply with the Environment Protection (Noise) Policy and minimise dust impacts.

- When the school purchased the site, they were provided with a copy of the environment report stating the land was suitable for residential and other sensitive land uses.

No amendments to the plans were made in response to the representation.

5.3 Statutory Referrals

No statutory referrals were triggered by the proposed development.

6. Key Issues

The following matters are considered pertinent in reaching a recommendation for the proposal:

- Whether the proposal is an appropriate form of development in the General Neighbourhood Zone.

- Whether safe and convenient access and adequate car parking is provided

- Whether conservation of an existing Regulated tree is provided.

7. Planning Assessment

7.1 Appropriate Development in the General Neighbourhood Zone

The General Neighbourhood Zone seeks employment and community service uses, to contribute to making the neighbourhood a convenient place to live, without compromising residential amenity. Expansion of existing community services should also be in a manner which complements the scale of the development envisaged by the desired outcome for the neighbourhood.

The subject site is an existing established school, known as Playford College. The proposed development will occur on existing educational land and seeks to contribute to Playford College's vision to provide quality educational facilities for their school community by providing new facilities and amenities. The building will predominantly be located adjacent a Council reserve, to reduce visual and built form impact on residential amenity.

The new building will replace a number of smaller, long standing classroom buildings scattered throughout the site. By providing a number of classrooms within the one building, student movements throughout the site will be reduced, thus reducing potential noise impacts for nearby residents. The building and modification of the car park has also been designed to cater for future growth in student and staff numbers, to reduce the need for ongoing developments at the site. This will assist in minimising ongoing noise and traffic impacts that can occur during construction and will ensure Playford College can serve the needs of the neighbourhood.

This satisfies DO 1, PO 1.1 and PO 1.5 of the *General Neighbourhood Zone* of the Planning and Design Code.

Buildings in the General neighbourhood Zone should also contribute to a low rise suburban character. According to the Planning and Design Code, low-rise is defined as up to and including 2 building levels.

The building will have a lower wall height of 3.6m, an upper wall height of 6.3m and a total building height of 9.3m and comprising 2 building levels. It will be constructed of fibre cement and metal cladding walls and a Colorbond roof, in light cream and pale green colours, to match the existing first 'wing' in the north western corner of the subject site. In the context of the immediate site and wider locality, the form of the building is not considered inappropriate or inconsistent with the prevailing character.

The proposed built form is considered appropriate in the General Neighbourhood Zone and satisfies PO 4.1 of the *General Neighbourhood Zone* of the Planning and Design Code.

7.2 Safe and Convenient Access, Adequate Parking

Development should provide safe and convenient access that minimises interruption on the operation of public roads.

Playford College has direct vehicular access from an all-weather public road, being Durrington Road, with a secondary access to the main school site via Dauntsey Road. Access is provided via various sealed crossovers, with access to the existing car park to the east, provided by two crossovers for separated ingress and egress movements.

There is also an existing set-down/pick up loop on the south-western side of the site, which is used by both parents and school buses in the morning and exclusively for parent pick-up in the afternoon.

The school buses are stored off site by their drivers during the day and return in the afternoon, to be parked within the bus parking area, prior to the end of the school day. The bus parking area has two egress points to facilitate access for seven buses which currently serve the school. The buses account for transport to and from the school for approximately 40% of the student population at Playford College, thus reducing the set down/pick up demand on the local road network.

The proposed development seeks to retain the access points for the existing set-down/pick-up loop and bus parking area, however the eastern-most crossover will be configured as an ingress only. This will ensure the buses will be able to access the reconfigured bus parking spaces and allow for all the buses to be accessed directly from the footpaths to the north and east of the hardstand area. This will ensure safety of students walking to and from the buses and the reconfigured layout will allow for buses to exist the site in a forward direction.

This satisfies PO 3.1 of the *Transport, Access* and Parking of the General Section of the Planning and Design Code.

Sufficient on-site vehicle parking and specifically marked accessible car parking spaces should be provided to meet the needs of the development.

Stage 3 and 4 of the proposed educational building, which is the subject of this report, will allow for an increase in student and staff numbers, to an additional 35 primary school students, 60 secondary school students and 48 Full Time Equivalent (FTE) staff members.

Table 1 – General Off-Street Car Parking Requirements of the Planning and Design Code stipulates a car park rate of 1.1 spaces per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site for a primary school and 1.1 spaces per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site for a secondary school.

Due to the increase in student and staff numbers and based on the rates stipulated above, a minimum of 53 car parking spaces and 110 pickup/set down spaces are required to meet the needs of the proposed development.

The proposed reconfiguration of the existing carpark will provide a total of 47 car parking spaces, two of which will be specifically marked accessible car parking spaces, for persons with a disability. Three existing car parking spaces will also be retained adjacent the existing set-down/pick-up loop and bus parking area which will also be retained to further assist in reducing the parking demands of the development. The car parking spaces will be sealed with bitumen and permeable paving to reduce dust and mud issues from vehicle movement.

Notwithstanding this, there is sufficient parking within the adjacent road network that could be utilised for set-down/pick-up parking within 300m of the school site and can provide approximately 530 spaces.

Although the increase in traffic around schools can create traffic issues for the nearby residents, schools are generally located within residential communities to provide educational services for the local neighbourhood. Overflow parking of cars in the street around the site would only occur for short periods of time in the morning and at the end of the school day and would not result in vehicle parking on residential streets for sustained periods of time. As with other schools throughout Council, overflow parking is monitored by Council's regulatory services team to ensure adjoining sites are not unduly impacted.

Therefore, this satisfies PO 5.1 of the *Transportation and Access* of the General Section of the Planning and Design Code and will meet the needs of the development, as well as being constructed as per Australian Standard AS 2890 – Parking Facilities.

7.3 Conservation of a Regulated Tree

Regulated trees should be conserved to provide aesthetic and environmental benefits and mitigate tree loss. Furthermore, regulated trees, including their root system should not be unduly compromised by excavation and/or filling or the sealing of surfaces within the vicinity of the tree, to support their retention and health.

There is an existing regulated tree, known as a Eucalyptus viminalis (Manna Gum) located on the southern side of the allotment, adjacent the existing car park. The proposed modifications of the existing car park, vehicle access and bus parking area could have potential impacts on the tree.

The Applicant has sought to reduce these impacts by installing irrigation, a permeable base and permeable paving within the Tree Protection Zone (TPZ) of the tree. This will allow the root system to breathe, grow and obtain water to support the trees retention and health. The Applicant will also ensure they comply with the relevant Australian Standards regarding regulated trees during construction of their development and Council will condition accordingly.

This satisfies PO 2.1 of the *Regulated and Significant Tree* of the Overlay Section of the Planning and Design Code.

8. Conclusion

The proposed development is considered to be consistent with the desired outcomes of the General Neighbourhood Zone, relevant overlays and generally accords with the relevant general provisions.

The proposed educational building is an expansion to an existing, lawful use which is operating within the land and the additions are considered appropriate in this context. The development will assist in providing quality educational facilities to the Playford College school community, ensuring the established, existing school can continue to provide state of the art facilities for children's education.

Adequate on-site car parking and safe and convenient access will be provided for the anticipated demand of the growing school and will be sealed to prevent dust and drag out issues for nearby residents.

The Applicant will incorporate non-invasive construction measures and implement protective practices to ensure the existing regulated tree is conserved and any potential impacts on the tree are mitigated.

The concerns raised by the representations have been addressed by the Planning Consultant and in the body of this report.

As such, it is considered that the proposal satisfies the overall intent of the Planning and Design Code and is recommended for approval.

9. Recommendation

STAFF RECOMMENDATION

That pursuant to the authority delegated to the Council Assessment Panel by the Council, it is recommended that the Council Assessment Panel:

A) DETERMINES that the proposed development is not seriously at variance with the policies in the Planning and Design Code; and

B) GRANTS Planning Consent to the application by Playford College Ltd for alterations and additions to an existing educational establishment – new two storey classroom and amenities building and alterations to an existing car park at 24 Durrington Road, Elizabeth, Lot 301 Durrington Road, Elizabeth and 15 Dauntsey Road, Elizabeth as detailed in Development Application ID 21036358, subject to the following conditions:

1. The development must be undertaken, completed and maintained in accordance with the plan(s) and information detailed in this Application, unless otherwise varied by the conditions below.

2. All driveways, parking and manoeuvring areas outside of the Tree Protection Zone (TPZ) of the Regulated tree must be formed, sealed with concrete, bitumen or paving, and be properly drained. They must be maintained in good condition thereafter.

Reason: To ensure useable and safe carparking.

3. All off-street carparking spaces must be linemarked, in accordance with the approved plans and Australian Standards AS 2890.1:2004 and 1742.2.2009. The linemarking, signposting and directional arrows must be maintained to a clear and visible standard at all times.

Reason: To maintain safety for users.

4. Two car parking spaces must be provided for motorists with a disability in accordance with the Australian Standard 2890.6.2009 and must be linemarked and signposted. The linemarking and signposting must be maintained to a clear and visible standard at all times.

Reason: To provide safe and convenient parking for motorists with a disability.

5. A 150mm kerb must be constructed to separate carparking spaces and driveways from landscaping areas and other open portions of the subject land.

Reason: To maintain user safety, protect landscaping from damage by vehicles.

6. Driveways, parking and manoeuvring areas and footpaths must be lit in accordance with the Australian Standards Association Code AS 1158 during the hours of darkness that they are in use. Such lights must be directed and screened so that overspill of light into the nearby properties is avoided and motorists are not distracted.

Reason: To minimise the impact on adjoining properties and provide a safe environment for users during darkness.

7. The planting and landscaping identified on the proposed site plan - 20604 SK72 submitted with the application must be completed in the first planting season concurrent with or following commencement of the use of the new two storey classroom building. Such planting and landscaping must not be removed, nor the branches of any tree lopped and any plants which become diseased or die must be replaced by suitable species.

Reason: To maintain the amenity of the site and locality.

8. The surface within the TPZ of the Regulated Tree must be constructed of permeable paving and permeable base to allow the continued transfer of resources to the root zone.

Reason: To prevent 'tree damaging activities' occurring to the Regulated tree.

9. Secure, protective fencing must be installed around the identified Tree Protection Zone (TPZ), in accordance with AS4970-2009. The protective fencing must be constructed in accordance with AS4687 – 2007. 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 should be compliant with AS4970-2009 and approved by the Project Arborist.

Reason: To prevent 'tree damaging activities' occurring to the Regulated tree.

10. All works required within the area of the Tree Protection Zone (TPZ) of the Regulated tree shall be undertaken by hand or using non-destructive methods. All works such as excavation or services including water and electrical connections etc shall be located as much as practicable outside the Structural Root Zone (SRZ) of the Regulated tree.

Reason: To prevent 'tree damaging activities' occurring to the Regulated tree.

11. All services that may be required to be installed in the development area shall avoid the Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) wherever possible, however if they must pass within the TPZ, non-destructive methods such as hydro vac systems shall be used.

Reason: To prevent 'tree damaging activities' occurring to the Regulated tree.

12. A Project Arborist shall be on site during any works within the TPZ of the Regulated Tree. Photos of the excavation and installed irrigation around the Regulated Tree shall be taken and along with a copy of the certificate of compliance in accordance with AS 4970-2009 be sent to Playford Council, attention Manager of Tree Services at playford@playford.sa.gov.au.

Reason: To prevent 'tree damaging activities' occurring to the Regulated tree.

13. Supplementary irrigation shall be provided within the TPZ of the Regulated Tree, to assist with the health of the tree.

Reason: To prevent 'tree damaging activities' occurring to the Regulated Tree.

DRAWING LIST			
Drawing			Current Revision
SK70	DRAWING LIST & LOCATION PLAN	1:2000	DA2
SK71	EXISTING / DEMO SITE PLAN	1:500	DA2
SK72	PROPOSED SITE PLAN	1:500	DA2
SK73	GROUND FLOOR	1:200	DA2
SK74	FIRST FLOOR & ROOF PLAN	1:200	DA2
SK75	ELEVATIONS	1:200	DA2

AREAS:

SITE AREA	10,726m²
PROPOSED BUILDING FOOTPRINT	580m²

FINISHES SCHEDULE

CL-01	VERTICAL FC CLADDING - AXON 400 SMOOTH DULUX SMOKY ROCK (GREY)
CL-03	HORIZONTAL FC CLADDING - AXON 133 SMOOTH DULUX CANDIDATE (GREEN)
CL-05	REVSPAN METAL CLADDING IN COLOURBOND FINISH
RF-01	ROOF CLADDING - COLORBOND CUSTOM ORB 0.48 BMT COLORBOND DUNE
RF-02	ROOF CLADDING - REVSPAN METAL ROOF SHEETING COLOURBOND DUNE
	DOOR & WINDOW FRAMES, ALUMINIUM
	GUTTERS & DOWNPIPES, COLORBOND DUNE
	EXTERNAL SUNSHADES, TO MATCH STAGE 1 + 2

LEGEND

- PROPOSED DEVELOPMENT
- EXISTING STAGES
- PROPERTY BOUNDARY

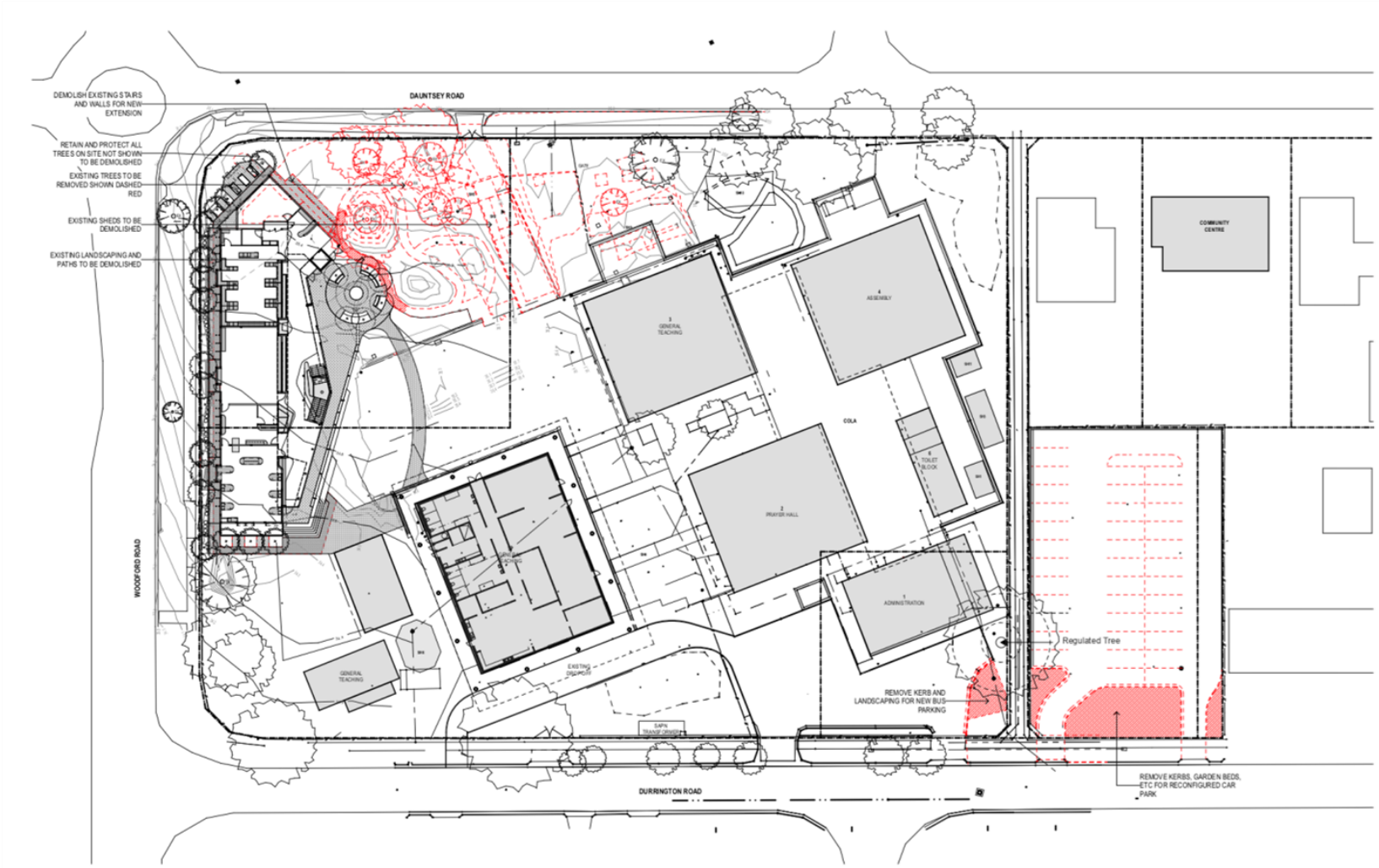
Phillips/Pilkington Architects
165 MacKinnon Parade, North Adelaide SA 5006
tel: 08 8239 9000 fax 08 8239 9099

Playford College - Specialist Learning Facilities (Stages 3 & 4)
24 Durrington Road, Elizabeth SA 5112

DRAWING LIST & LOCATION PLAN
SCALE 1:2000 @ A3

DRAWING BY: TH DATE: 9/11/21
CHECKED BY: SP NOT FOR CONSTRUCTION
PROJECT NO/DRAWING NO.: 20604 - SK70
REVISION: DA2

Plot Date: 9/11/21 /Volumes/PPA Data/JOB FILES/20604 Playford College Stage 03/20604 Drawings/CAD Files/Model/20604 Playford College Stage 3 + 4 SAFA.pln



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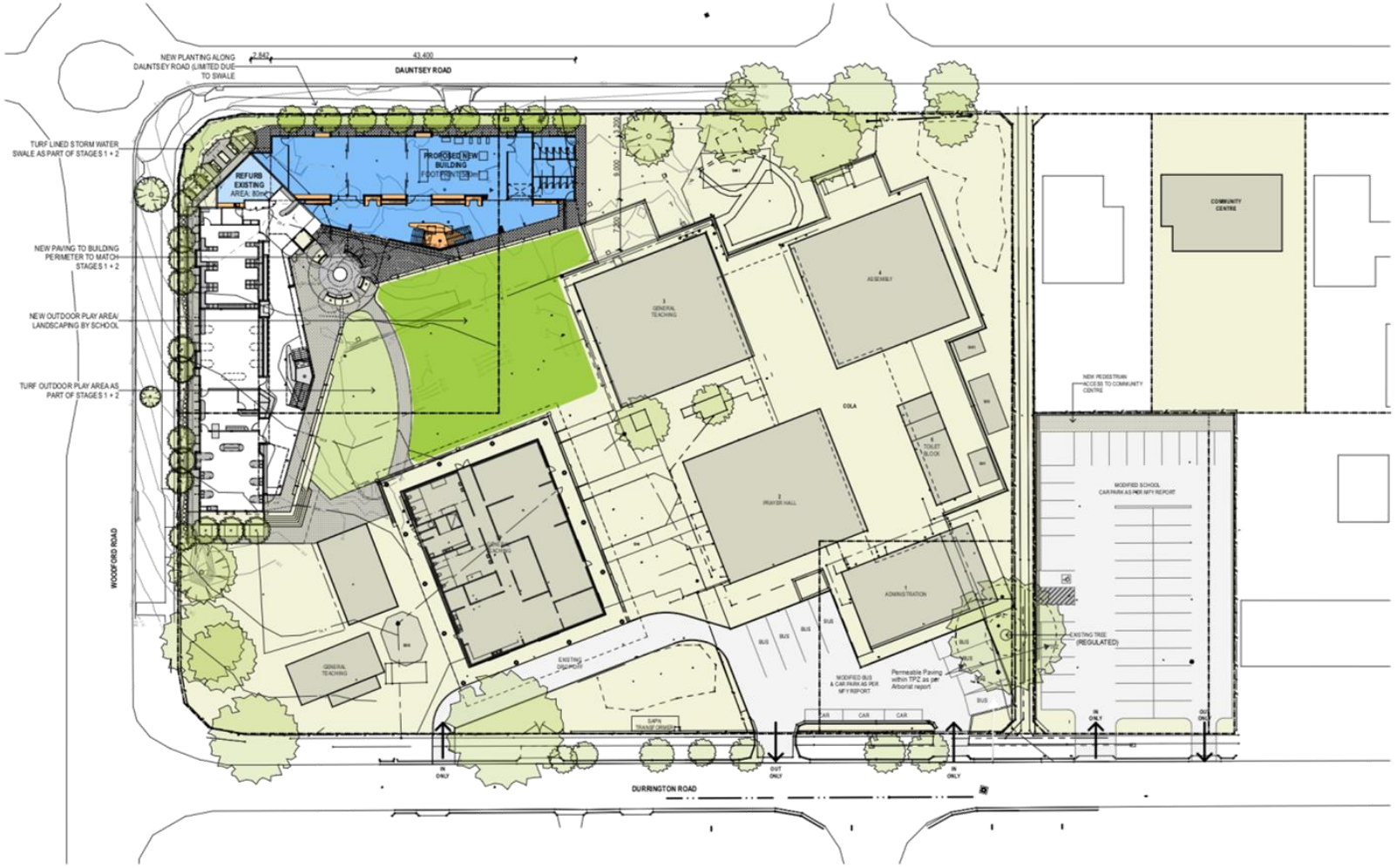
Playford College - Specialist Learning Facilities (Stages 3 & 4)
24 Durrington Road, Elizabeth SA 5112

EXISTING / DEMO SITE PLAN
SCALE 1:500 @ A3

DRAWING BY TH DATE: 9/11/21
CHECKED BY SP NOT FOR CONSTRUCTION
PROJECT NO/DRAWING NO.: 20604 - SK71
REVISION: DA2

Plot Date: 9/11/21 /Volumes/PPA Data/JOB FILES/20604 Playford College Stage 03/20604 Drawings/CAD Files/Model/20604 Playford College Stage 3 + 4 SAFA.pln



Phillips/Pilkington Architects

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Playford College - Specialist Learning Facilities (Stages 3 & 4)

24 Durrington Road, Elizabeth SA 5112

Plot Date: 9/11/21 /Volumes/PPA Data/JOB FILES/20604 Playford College Stage 03/20604 Drawings/CAD Files/Model/20604 Playford College Stage 3 + 4 SAFA.pln

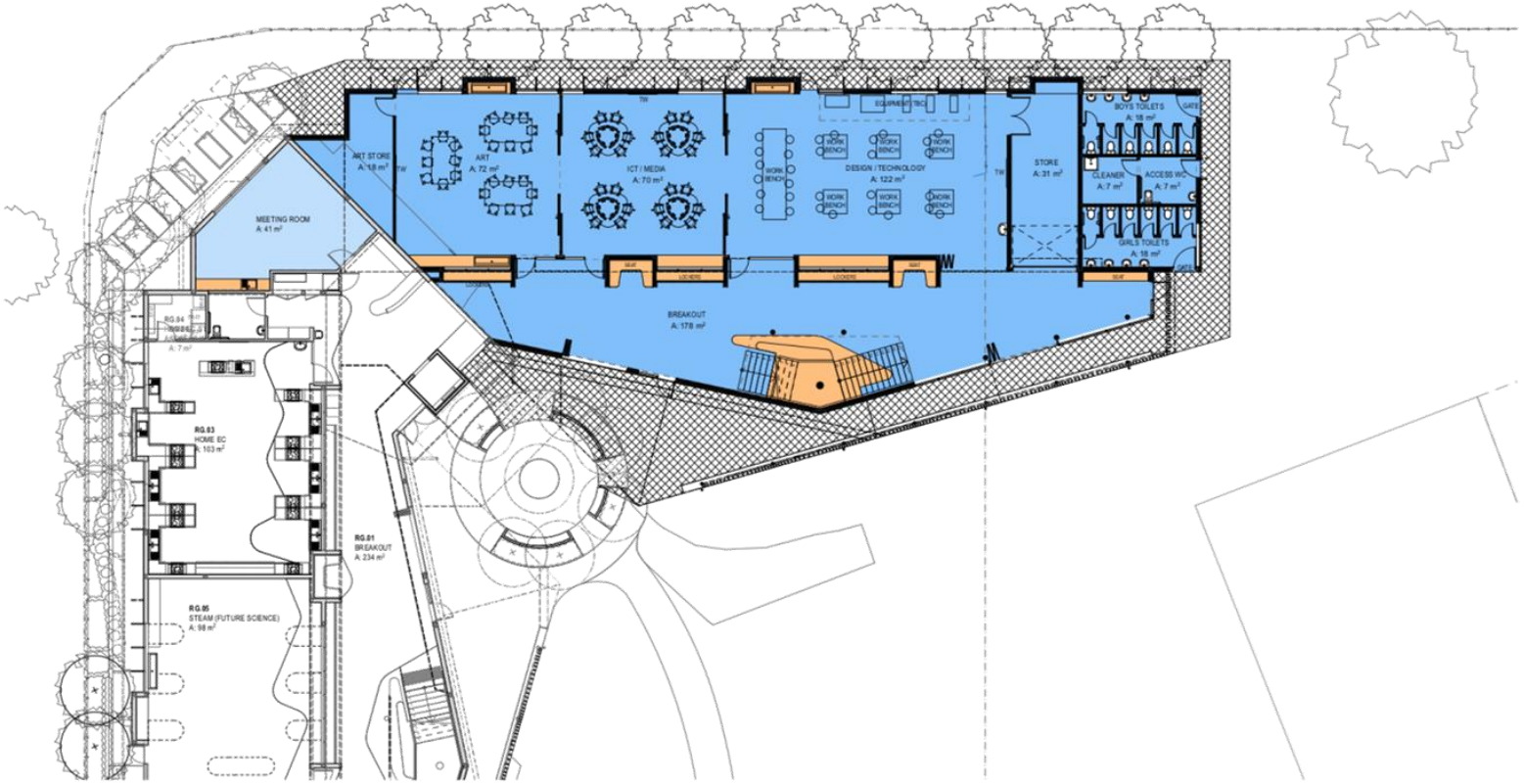
PROPOSED SITE PLAN

SCALE 1:500 @ A3

DRAWING BY: TH
CHECKED BY: SP
DATE: 9/11/21
NOT FOR CONSTRUCTION

PROJECT NO/DRAWING NO.: 20604 - SK72

REVISION: DA2



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Playford College - Specialist Learning Facilities (Stages 3 & 4)

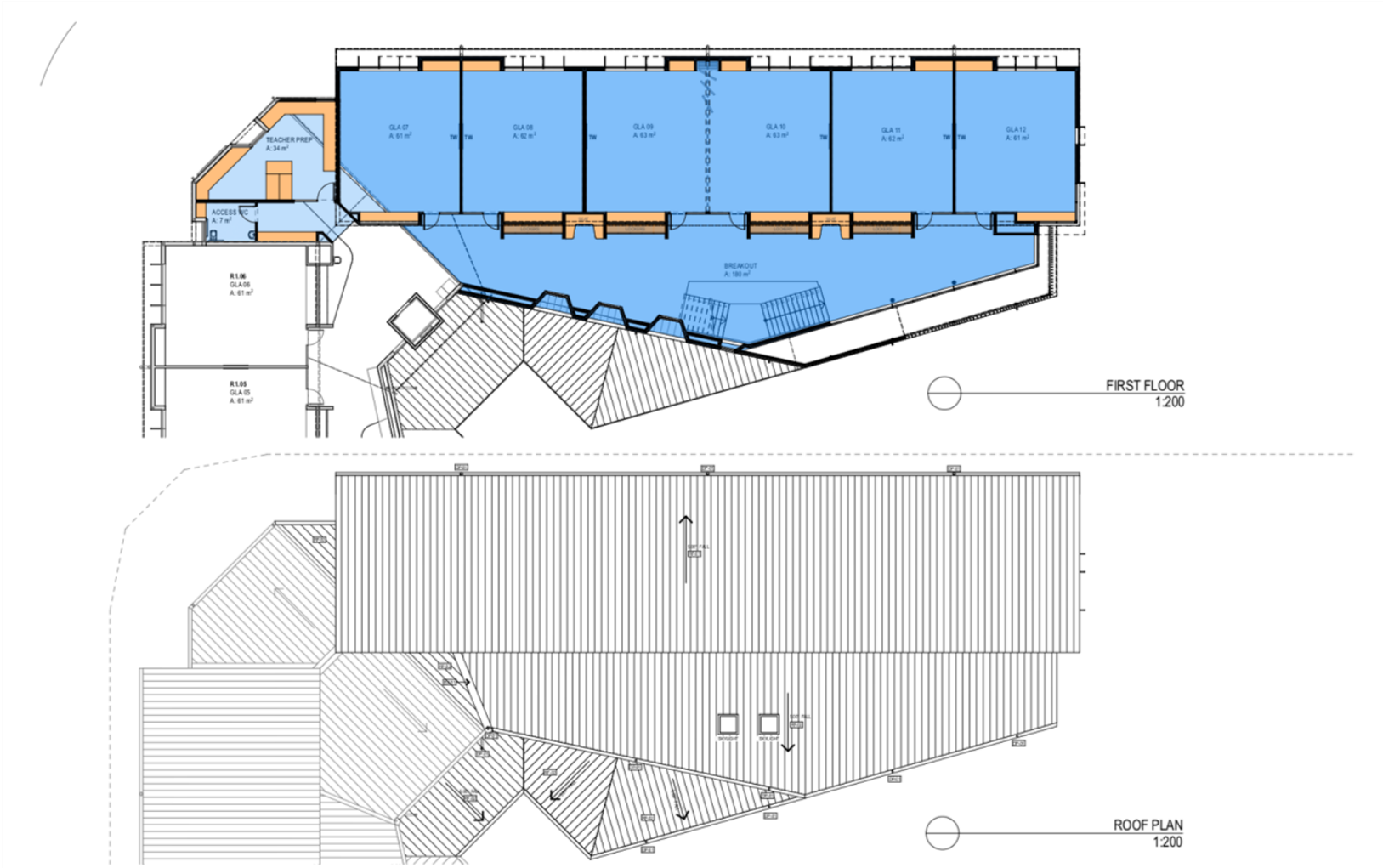
24 Durrington Road, Elizabeth SA 5112

Plot Date: 9/11/21 /Volumes/PPA Data/JOB FILES/20604 Playford College Stage 03/20604 Drawings/CAD Files/Model/20604 Playford College Stage 3 + 4 SAFA.pln

GROUND FLOOR

SCALE 1:200 @ A3

DRAWING BY: TH
CHECKED BY: SP
DATE: 9/11/21
NOT FOR CONSTRUCTION
PROJECT NO/DRAWING NO.: 20604 - SK73
REVISION: DA2



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Plot Date: 9/11/21 /Volumes/PPA Data/JOB FILES/20604 Playford College Stage 03/20604 Drawings/CAD Files/Model/20604 Playford College Stage 3 + 4 SAFA.pln

Playford College - Specialist Learning Facilities (Stages 3 & 4)

24 Durrington Road, Elizabeth SA 5112

FIRST FLOOR & ROOF PLAN

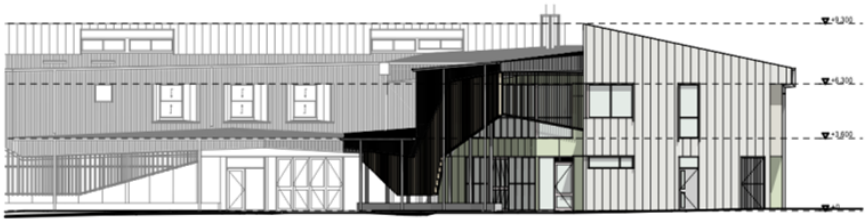
SCALE 1:200 @ A3

DRAWING BY: TH
CHECKED BY: SP
DATE: 9/11/21
NOT FOR CONSTRUCTION

PROJECT NO/DRAWING NO.: 20604 - SK74

REVISION: DA2

NORTH (DAUNTSEY ROAD) ELEVATION
1:200



EAST ELEVATION
1:200

CORNER ELEVATION
1:200

SOUTH ELEVATION
1:200

Phillips/Pilkington Architects

165 MacKinnon Parade, North Adelaide SA 5006
tel: 08 8239 9000 fax 08 8239 9099

Playford College - Specialist Learning Facilities (Stages 3 & 4)

24 Durrington Road, Elizabeth SA 5112

Plot Date: 9/11/21 /Volumes/PPA Data/JOB FILES/20604 Playford College Stage 03/20604 Drawings/CAD Files/Model/20604 Playford College Stage 3 + 4 SAFA.pln

ELEVATIONS

SCALE 1:200 @ A3

DRAWING BY TH DATE: 9/11/21
CHECKED BY SP NOT FOR CONSTRUCTION
PROJECT NO/DRAWING NO.: 20604 - SK75
REVISION: DA2

Playford College

PLAYFORD COLLEGE
DURRINGTON ROAD, ELIZABETH

TRAFFIC AND PARKING REPORT

November 2021

21-0115

Traffic · Parking · Transport

Unit 6, 224 Glen Osmond Road
FULLARTON SA 5063

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DOCUMENT ISSUE

Revision issue	Date	Description	Approved by
Draft 1	16 Aug 21	Draft for review	JL
Final	16 Sep 21	For issue to Council	JL
Rev A	3 Nov 21	Parking numbers updated	JL

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1.0 INTRODUCTION

This report summarises the traffic and parking impacts associated with a proposed expansion of Playford College. The proposed expansion includes additional school facilities and reconfiguration of the existing parking in order to provide additional staff and visitor parking related to the increase in student numbers, as well as improved access to the site for buses

The assessment includes a review of the parking requirements for the forecast number of full time equivalent (FTE) staff and students, including consideration of the capacity of the adjacent road network set-down/pick-up parking purposes.

This report has been based on proposed modifications to the parking areas on the southern side of the College, as detailed on MFY Drawing 210115_SH01 Rev C.

2.0 EXISTING SITUATION

The subject site is an existing educational establishment. The site is bounded by Durrington Road to the south, Dauntsey Road to the north, Woodford Road to the west and residential allotments to the east.

An earlier application for Stage 1 and 2 of the proposed development of the site was approved in 2020 and is currently under construction. These works will accommodate a student population of 475 (approximately 315 junior school students and 160 senior school students).

The College also has an existing application to change the use of 15 Dauntsey Road from a residential dwelling to part of its site. This building will be reconfigured to accommodate an existing outreach program for immigrants which is currently provided on the main school site. 15 Dauntsey Road is partially separated from the main school grounds by an existing residential dwelling, as shown in Figure 1.

Figure 1: Subject site

Durrington Road and Dauntsey Road are approximately 7.2 m wide local roads. Durrington Road has existing parking restrictions close to the school in order to maintain simultaneous two-way movement during set-down/pick-up times.

Woodford Road is a collector road with indented parallel parking in front of the school site.

The roads are within the care and control of the City of Playford and are subject to the urban default speed limit of 50 km/hr applies to these roads.

Vehicular access to the school is primarily via Durrington Road, with a secondary access to the main school site via Dauntsey Road. The College has an existing set-down/pick-up loop to the west of a larger hardstand area. The loop is used by both parents and buses in the morning and exclusively for parent pick-up in the afternoon and can accommodate six cars parked adjacent to the kerb.

The buses are stored off-site by their drivers during the day and return in the afternoon to be parked within the bus parking area prior to school finishing. This bus parking area has two egress points to facilitate access for the seven buses which currently service the school community. These buses account for transport to and from the school of approximately 40% of the student population, which assists in significantly reducing the set-down/pick-up demand on the local road network that would typically be expected at a school.

Access to the existing staff car park located to the east of the school is provided by two crossovers providing separated ingress and egress movements. This existing car park has a capacity for 35 spaces.

In addition to the access arrangements for the primary College site, there are two crossovers on Dauntsey Road which provided access to the former residential allotment.

The College has pedestrian access to the site from all three adjacent roads, with the primary pedestrian access via Durrington Road. This pedestrian gate has an intercom system which allows the administration team to monitor access to the site and arrange for visitors to sign-in at reception during the day.

3.0 PROPOSAL

Stage 3 and 4 of the proposed expansion of the College, which is the subject of this report, will allow for an increase in student capacity of approximately 95 students, to 570 students (namely an additional 35 primary school students and 60 secondary school students compared to the current approval). This will be supported by an increase in Full Time Equivalent (FTE) staffing numbers to a total of 48 staff.

The proposed access for the school will generally retain the existing configuration, with some minor adjustments in order to improve the safety and efficiency of the College's car and bus parking areas.

The access points to the existing set-down/pick-up loop and bus parking area will be retained, but the eastern-most crossover will be configured as an ingress only. This will ensure that buses will be able to access the reconfigured bus parking spaces, which will allow for all buses to be access directly from the footpaths to the north and east of the hardstand area. This will increase safety for students walking to/from the buses, as they will not have to cross the buses' travel paths. In addition, the reconfigured layout will allow for the buses to reverse into the bus parking spaces and therefore exit through the site in a forward direction.

The school intends to continue to operate school buses that cater for set-down/pick-up of students and provision has been made to increase the number of buses which can be simultaneously accommodated on the site to eight within the bus parking area.

Turning movements for the buses accessing the parking spaces are shown in Figure 2. This figure demonstrates that the bus parking spaces will be independently accessible, with the exception of the westernmost space which will need to be used before the adjacent space. The buses will be able to leave the spaces in any order.

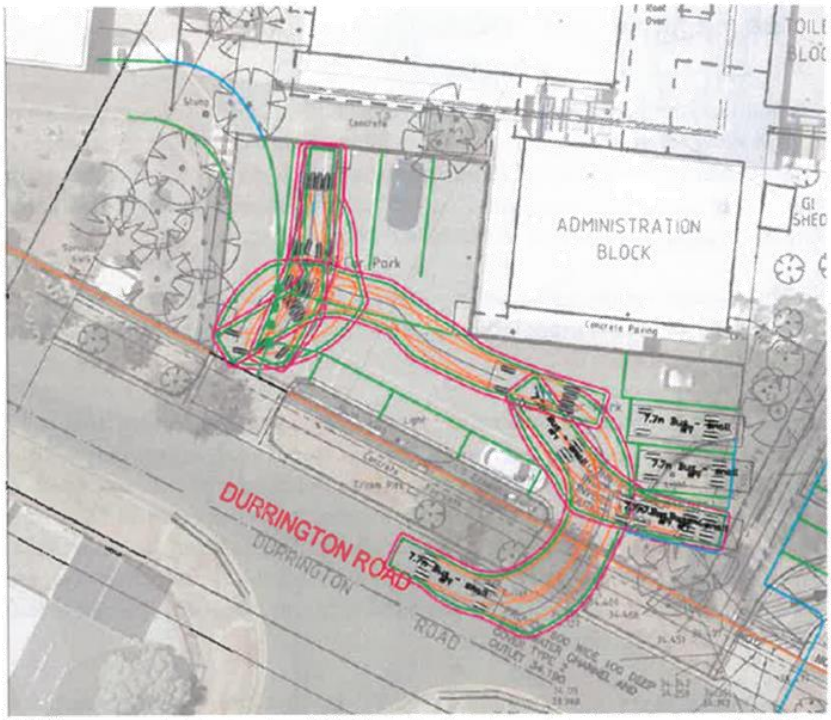

Figure 2: Buses accessing bus parking spaces

The eastern end of the set-down/pick-up loop will be reconfigured to provide easier egress from the site, and additional traffic control will be provided to ensure that the priority of traffic exiting through the larger hardstand area is appropriately delineated.

Three staff/visitor parking spaces will be provided adjacent to the southern side of the hardstand area.

The proposal will also include a reconfiguration of the existing staff parking area, in order to provide a more efficient layout. This will allow an expansion by 12 spaces, to 47 parking spaces, including a new walkway to provide a secure connection between the main school site and 15 Dauntsey Road along the northern side of the car park.

The proposed parking area designs will comply with the Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking (AS/NZS 2890.1:2004)*, in that:

- spaces will be 2.5 m wide and 5.4 m long, or 4.8 m long overhanging 600 mm low lying landscaping or paving; and
- the aisle will be 5.8 m wide, with an additional 300 mm clearance to the eastern fence.

In addition, the school car park will include two spaces for use by persons with a disability. This space will be 2.4 m wide with an adjacent 2.4 m wide shared space. It will comply with the requirements of the Australian/New Zealand Standard, *Parking facilities Part 6: Off-street parking for people with disabilities (AS/NZS 2890.6:2009)*.

The driveway adjacent Dauntsey Road will accommodate three parking spaces, two of which will be in a tandem arrangement. This will be readily managed by the school by assigning the spaces to specific staff members.

Pedestrian access will be improved, particularly as it relates to student access to the buses. It is proposed to install pedestrian footpaths in the southern parking areas, these footpaths will provide convenient access for bus boarding and set-down/pick-up, as well as provide connection to existing footpaths. Additionally, a proposed footpath between the school and educational facility within the school car park will provide safe pedestrian access for staff and students travelling between the school facilities. Figure 3 identifies the proposed pedestrian connectivity through the site adjacent to the parking areas.

Figure 3: Pedestrian access around the bus and car parks

4.0 PARKING ASSESSMENT

4.1 PARKING RATES

The PlanSA *Planning and Design Code* specifies the following parking requirements for an educational establishment:

- 1.1 spaces per FTE staff; plus
- 0.25 spaces per primary school student for a pick-up/set-down area either on-site or on the public realm of 300 m of the site; plus
- 0.1 spaces per senior school student for a pick-up/set-down area either on-site or on the public realm of 300 m of the site.

Based on the above rates, the proposal will therefore require the following parking provisions:

- 53 staff parking spaces; and
- 110 set-down/pick-up parking spaces.

4.2 SET-DOWN/PICK-UP PARKING

In terms of set-down/pick-up parking, it is proposed to retain the existing set-down/pick-up loop, which will continue to assist in reducing the parking demands on the adjacent street network.

In addition, the comprehensive bus service operated by the school also reduces the extent of domestic vehicle demand for travel to/from the school.

Notwithstanding this, there would be sufficient parking within the adjacent road network to in accordance with the requirements of the *Planning and Design Code*. Figure 5 illustrates the extent of the road network that could be utilised for set-down/pick-up parking within 300 m of the school, which provides approximately 530 spaces, of which approximately 500 vacancies were observed to be vacant following pick-up parking at the College.

Figure 5: 300m distance from school site

As such, the set-down/pick-up parking for the school (110 spaces) could be accommodated on the adjacent road network even if the set-down/pick-up loop and bus service were not operated in the future (which is not the intention).

4.3 STAFF PARKING

The proposal will include provision for the required 53 staff parking spaces in the following locations:

- 47 spaces within the reconfigured staff car park (i.e. 12 additional parking spaces);
- three new parking spaces within the bus/car parking area; and
- three spaces within the existing driveways at 15 Dauntsey Road.

Two of the spaces on the Dauntsey Road site will be in a tandem arrangement within the driveway when occupied and this will be readily manageable by the school.

As such, the proposed modifications to the on-site parking will accommodate the increase in FTE staff associated with the proposal.

The College does not have a significant demand for cycling to and from the site, primarily as a result of the extensive bus service. Notwithstanding this, there are a number of locations within the College grounds that could accommodate bicycle parking rails should this mode of transport become more popular in the future.

5.0 TRAFFIC ASSESSMENT

Traffic surveys undertaken by MFY at typical school sites identifies the following demand rates in the peak half hour:

- approximately 1.1 trips per primary student; and
- approximately 0.5 trips per secondary student.

For the subject site, this would equate to an increase in traffic demand in the order of 160 trips assuming the majority of vehicle trips occur by car. For the subject school, with its substantive bus service, the number of car trips would be significantly lower.

Even if this were not the case, these additional trips would be distributed to/from the site from the north and south and there are a number of alternative routes that drivers can use to enter and exit the school precinct. This would further reduce the impact of traffic through the adjacent road network.

As such, the proposed expansion will be readily accommodated within the existing road network and will not change the nature and function of the local roads.

The proposal will not impact the existing waste collection operations, albeit the increased student cohort will result in increases in waste generation which will require additional bins and/or more frequent collection.

6.0 SUMMARY

The proposal to increase in the capacity of Playford College by 95 students, to 570 students, with 48 FTE staff will be appropriately serviced from a traffic and parking perspective.

The works will include modifications to the existing parking arrangements to improve the safety, capacity and efficiency for access to and through the College sites, including the provision of 18 additional parking spaces for staff.

Additionally, the project provides an opportunity to improve pedestrian connectivity between the school buildings, to the car parks and to/from the bus parking area.

The parking improvements will ensure that the proposal will comply with the parking requirements of the *Planning and Design Code*. The proposed modification to the parking areas will comply with the requirements of the relevant Australian/New Zealand Standard.

The adjacent street network will be capable of accommodating the set-down/pick-up demands for a school of this size, notwithstanding that this demand will be lower at the subject school given the reliance on buses to transport the students and the use of an existing set-down/pick-up facility. The traffic impacts associated with the proposal will also be mitigated by these distinct operational features of this school and will result in minimal impacts on the adjacent road network.

Appropriate provision can be made for bicycle parking on the site for staff and students, and the existing waste collection services will not be impacted by the proposed development.

Lou Fantasia PLANNING

20 December 2021

Chief Executive Officer
City of Playford
12 Bishopstone Road
DAVOREN PARK SA 5113

Att Megan Levrington

Dear Megan

Demolition of several outbuildings and sheds and the construction of two storey educational and Amenities Building -Stages 3 & 4 and alterations to existing car park at 15 24 Durrington Road Elizabeth. DA 21036358

I refer to your letter dated 13 December 2021 seeking clarification of the location of any regulated tree that may be affected by the proposed development.

I wish to confirm that the only tree that is regulated and affected by the proposed work is the Eucalyptus viminalis (Manna Gum) which was identified in the Arborman Tree Solutions report dated 18 December 2014 which is located in front of the Administration/Reception building and existing carpark.

Extract from Arborman's report is below:

arborman tree solutions

Tree 3 - *Eucalyptus viminalis* (Manna Gum)

Location: E: 280961.899 N: 6156585.336	**Height:** 15 metres	**Spread** 17 metres
Health: Good	**Structure:** Good	**Age:** Mature
Circumference: 2.15 metres	**DBH:** 0.60 metres	**DRB:** 0.75 metres

Tree Protection Zone = 7.20 metres

Structural Root Zone = 2.93 metres

Legislation Control Status:
This tree has a trunk circumference greater than two metres and less than three metres and is therefore identified as a Regulated Tree as defined within the *Development Act 1993*. This tree achieves character and/or aesthetic criteria that indicate it is worthy of retention, protection and management in any future development.

Retention Rating:
A2: Minor defects that could be addressed by limited remedial care or work.

Recommendations:
Root Zone Management: If development is to occur, tree protection measures should be implemented.

PIA Registered Planner Planning Institute Australia

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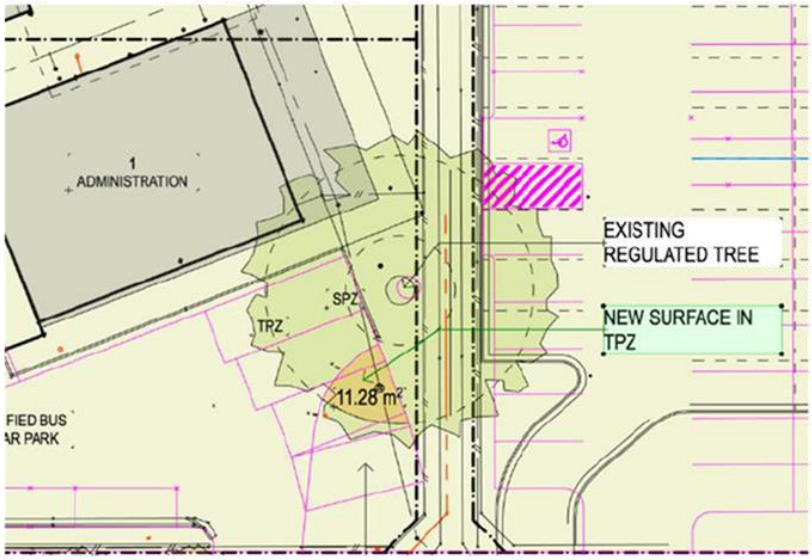
ABN 71 105 719 211

The proposed development includes modification to the existing carpark and the driveway/bus parking area with changes as depicted on the image below.



The modifications shown in pink outline in the image above is reflected on the Proposed Site Plan drawing no 20604-SK72 Revision DA2-1.

Tony Di Matteo of Project Green Group was asked to review the proposed works and their potential impacts on the Manna Gum. Tony Di Matteo is of the opinion that the works area minor encroachment and unlikely to impact on the tree and potential impacts could be reduced using permeable paving within the TPZ.

Copy of Tony DiMatteo's email advice is attached.

Please call me on 0413 743 405 if you have any questions or wish to discuss this application further.

Yours faithfully

LFantasia

Lou Fantasia RPIA KCHS
Director/ Urban and Regional Planner
Accredited Professional

---------- Forwarded message ---------
From: **Tony Di Matteo** <tony@projectgreen.net.au>
Date: Tue, Nov 23, 2021 at 11:12 AM
Subject: Re: Playford College Tree and carparking
To: Robert Watkins <robert.watkins@playfordcollege.sa.edu.au>

Hi Robert,

Please find below information a requested,

The encroachment is shown as 11.28sq m which is approx. 6% of the TPZ area and is outside (on the edge of) the SRZ.

The tree is a E. viminalis which has a moderate tolerance to development activities and is reported to be in good health.

This is a minor encroachment under AS4970 and is unlikely to impact on the tree.

Potential impacts could be reduced using a permeable paving system installed with minimal excavation within the TPZ..

Grasscrete would be acceptable however other permeable paving systems could be considered as there can be long term management issues with grasscrete or similar.

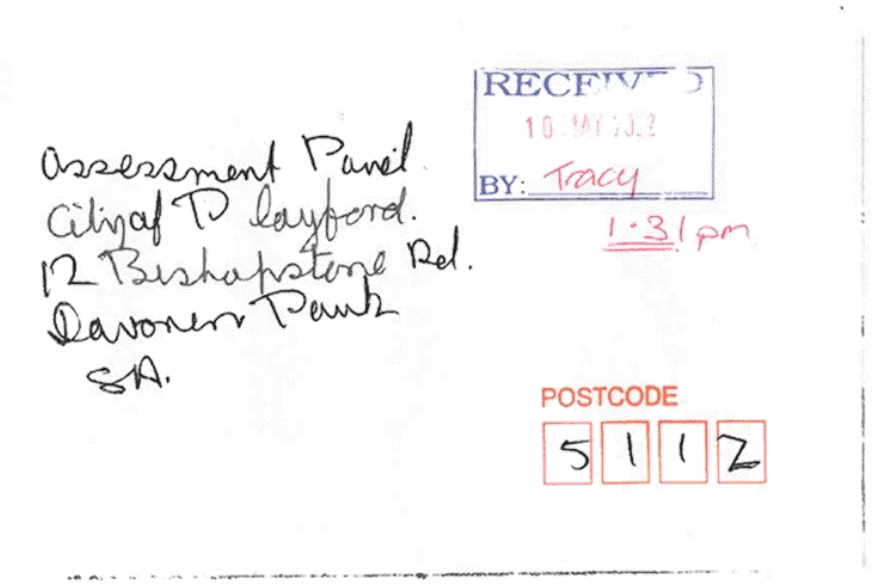
Tony Di Matteo

Project Green Group
25-27 Ceafield Rd, PARA HILLS WEST SA 5096

p 8283 1300 | m 0412 615 952 | w www.projectgreen.com.au

2019 National Safety Council of Australia Awards of Excellence

From: rcooney@playford.sa.gov.au
Sent: Wed, 11 May 2022 12:41:36 +0930
To: "Rhonda Cooney" <RCooney@playford.sa.gov.au>
Subject: Development Assessment - Complaint regarding Playford Colledge building works
Attachments: SPOCPrintRo22051112410.pdf



Assessment Panel.
City of Playford.
12 Bishopstone Rd.
Davoren Park
SA.

RECEIVED
10 MAY 2022
BY: Tracy
1:31 pm

POSTCODE
5112

17 Dauntsey Rd
Elizabeth SA
5112
7.5.2022

Assement Panel
City of Playford
12 Bishopstone Rd,
Davoren Park
SA 5112

Re : Application ID 21036358
Applicant Playford Colledge

Sir,
I have the following concerns with this development

1) Why has work already started before receiving ~~op~~ notice or is this not covered by this application.

2) More noise, dust and traffic issues will be created by this work.

3) Dust was blowing around on the last construction so will be again. I understood that the soil is contaminated thats why the Special School had rubber matting installed.

4) Increased noise workers arrive about 6-30AM sometimes don't go until late at night. Increased student Numbers mean more noise especially at assembly as I have to have my doors. windows shut to keep out some of noise by the loud speaker and person talking as I can hear them clearly in my house.

5) Traffic will be a large problem as it is some days now. Cars park both side of the road so only one ~~CAR~~ CAR can travel down. This will only increase with workers vehicles and trucks. Sometimes couldn't even turn into Dauntsey Rd. from Woodford Rd on last building construction.

6) The proposed walkway behind my back fence there will be more noise, dust again while alterations are being done. It only mentions walkway at the back of my fence what is going from walkway into the back of 15 Dauntsey? Is this going to be another application at a later date.

from. F J Dunn

Faye Dunn

Lou Fantasia PLANNING

31 May 2022

Chief Executive Officer
City of Playford
12 Bishopstone Road
DAVOREN PARK SA 5113

Att: Megan Leverington- mleverington@playford.sa.gov.au

Dear Megan

Response to Representation - Development Application ID 21036358 – 24 Durrington Road, Elizabeth.

Thank you for forwarding a copy of the representation received from Ms Faye Dunn of 17 Dauntsey Road, Elizabeth to the proposed demolition of several outbuildings and sheds and the construction of two storey educational and Amenities Building -Stages 3 & 4 and alterations to existing car park at Playford College 24 Durrington Road Elizabeth.

In reviewing Ms Dunn's representation, we note that all of the concerns raised to the proposed development are not planning matters relating to the provisions of the Planning & Design Code.

The two key concerns objections relate to:

a) noise arising from traffic during construction, and noise from children and school traffic;
b) traffic congestion arising for the parking of trades vehicles during construction;
c) dust during construction from contaminated land; and
d) walkway at the rear of the existing carpark.

In relation to construction traffic, noise and dust, The College is keen to maintain harmonious relations with its residential neighbours and has agreed to include additional clauses in the building contract requiring the builder and trades to comply with the Environment Protection (Noise) Policy 2007 and minimise dust impacts.

These measures should minimise disruption to the representor and other nearby residential neighbours during construction.

The College in purchasing the land for the school were provided with environment report stating the land was suitable for residential and school purposes being sensitives land use, and therefore the site has no contamination.

PIA Planning Institute Australia
Registered Planner

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Ms Dunn raises concern with noise and dust emanating from the walkway along her back fence at the rear of the existing carpark. The walkway which occupies the rear portion of the bitumen sealed carpark has been approved in a previous application relating to 15 Dauntsey Road and therefore is not the subject of this application.

Since Ms Dunn has not indicated that she wishes to be heard in support of her representation, we respectfully request the granting of Planning Consent to the proposal.

Please feel free to call me on 0413 743 405 or by email at lou@loufantasiaplanning.com.au should you have any questions or require any further information.

Yours faithfully

LFantasia

Lou Fantasia RPIA KCHS
Accredited Professional