NOTICE OF SPECIAL COUNCIL MEETING

To: Mayor Jan-Claire Wisdom

Councillor Ian Bailey
Councillor Kirrilee Boyd
Councillor Nathan Daniell
Councillor Pauline Gill
Councillor Chris Grant
Councillor Linda Green
Councillor Malcolm Herrmann
Councillor John Kemp
Councillor Leith Mudge
Councillor Mark Osterstock
Councillor Kirsty Parkin
Councillor Andrew Stratford

Notice is hereby given pursuant to the provisions under Section 82 of the *Local Government Act 1999* that a Special meeting of the Council will be held on:

Tuesday 15 February 2022
7.40pm
Zoom Virtual Meeting Room

Business of the meeting:

1. Motion on Notice by Cr Mark Osterstock (received at 7.47pm Friday 11 February 2022) as set out in the Order of Business and accompanying report.

A copy of the Agenda for this meeting is supplied under Section 83 of the Act.

Following amendments to s90 of the Act, this meeting of the Council is taken to be conducted in a place open to the public given that the Council Members will be participating via electronic means and the public can access a live stream of the meeting via the link contained on Council's website.

Andrew Aitken
Chief Executive Officer

Adelaide Hills
COUNCIL

AGENDA FOR SPECIAL COUNCIL MEETING

Tuesday 15 February 2022
7.40pm
Zoom Virtual Meeting Room

ORDER OF BUSINESS

1. COMMENCEMENT

2. OPENING STATEMENT

Council acknowledges that we meet on the traditional lands and waters of the Peramangk and Kaurna people. They are Custodians of this ancient and beautiful land and so we pay our respects to Elders past, present and emerging. We will care for this country together by ensuring the decisions we make will be guided by the principle that we should never decrease our children's ability to live on this land.

3. APOLOGIES/LEAVE OF ABSENCE

3.1 Apology

3.2 Leave of Absence

3.3. Absent

4. DECLARATION OF INTEREST BY MEMBERS OF COUNCIL

5. PRESIDING MEMBER'S OPENING REMARKS

Adelaide Hills
COUNCIL

6. BUSINESS OF THE MEETING

6.1 Motion on Notice – Preparation of representation submission regarding proposed Development at 160 Longwood Road Heathfield – Cr Mark Osterstock

1. *To engage an experienced and well credentialed planning lawyer/consultant to prepare a representation submission in relation to the proposed development of a 24 hour retail fuel outlet at 160 Longwood Road Heathfield (PlanSA Ref:21031284).*

2. *To allocate a budget of up to $10,000 in relation to the preparation of the representation submission.*

3. *To conduct a workshop (information or briefing session) on 22 February 2022 to enable the Council Members to receive a briefing from the planning lawyer/consultant in relation to the proposed development.*

4. *To authorise the Chief Executive Officer to finalise and lodge the submission prior to the conclusion of the public notification period.*

7. CLOSE SPECIAL COUNCIL MEETING

ADELAIDE HILLS COUNCIL
SPECIAL COUNCIL MEETING
Tuesday 15 February 2022

Item: **6.1 Motion on Notice**

Originating from: **Cr Mark Osterstock**

Subject: **Preparation of representation submission regarding proposed Development at 160 Longwood Road Heathfield**

---

1. MOTION

I move that:

1. **To engage an experienced and well credentialed planning lawyer/consultant to prepare a representation submission in relation to the proposed development of a 24 hour retail fuel outlet at 160 Longwood Road Heathfield (PlanSA Ref:21031284).**

2. **To allocate a budget of up to $10,000 in relation to the preparation of the representation submission.**

3. **To conduct a workshop (information or briefing session) on 22 February 2022 to enable the Council Members to receive a briefing from the planning lawyer/ consultant in relation to the proposed development.**

4. **To authorise the Chief Executive Officer to finalise and lodge the submission prior to the conclusion of the public notification period.**

---

2. BACKGROUND

PC Infrastructure Pty Ltd lodged a development application (PlanSA Application ID: 21031284) on 1 February 2022 for 160 Longwood Road Heathfield (CT6003/528) with the following description noted on PlanSA:

> 24 hour retail fuel outlet with associated canopy, car cleaning & dog wash facilities, 70,000L underground fuel storage tank, pylon advertising sign (maximum height 7m), combined fence & retaining walls (maximum height 4.8m), retaining walls (maximum height 3.25m), car-parking & landscaping

The application is on public notification from 11 February until 11.59pm, Thursday 3 March 2022. The public notification documents in relation to the proposed development are at ***Appendix 1*** and are also available on on the Plan SA site in the Notified developments section utlising the Application ID 21031284 (www.plan.sa.gov.au).

3. OFFICER'S RESPONSE – Lachlan Miller, Executive Manager Governance & Performance

➢ **Strategic Management Plan/Functional Strategy/Council Policy Alignment**

Strategic Plan 2020-24 – A brighter future

Goal 1	A functional BUILT ENVIRONMENT
Objective B2	Preserve and enhance the unique character of the Hills for current and future generations
Priority B2.3	Proactively work with developers to ensure that built form complements or enhances existing local character whilst preserving the character and amenity of our towns, historic buildings and scenic environment
Goal 5	A Progressive ORGANISATION
Objective O4	We actively represent our community
Priority O4.3	Advocate to, and exert influence with, our stakeholders on behalf of our community to promote the needs and ambitions of the region

➢ **Legal Implications**

The Development Application will be assessed under the relevant provisions of the *Planning, Development and Infrastructure Act 2016 (*PDI Act*)*.

The AHC Council Assessment Panel (CAP) is the decision authority.

➢ **Risk Management Implications**

The preparation of a representation submission will assist in mitigating the risk of:

> *Council Members not being representative of community sentiment regarding the potential character and amenity impact of developments occurring within the Council area leading to a loss of community confidence.*

Inherent Risk	Residual Risk	Target Risk
High (4C)	Low (2D)(	Low

Representations as they are required as mitigating actions.

➢ **Financial and Resource Implications**

The financial implications associated with the engagement of a planning lawyer/consultant involve the consultancy fees which are not currently allocated in the 2021-22 budget. As such a resolution to make such monies available would be required, this appears to be the intent of part 2 of the motion.

The resource implications are the procurement and management of the consultant by the Governance and Performance Team.

- **Customer Service and Community/Cultural Implications**

While there is a misconception in some sections of the community that the Council (elected body) determines development applications and/or can direct the assessment process, under the provisions of the PDI Act these actions are prohibited.

Notwithstanding the above, it is a reasonable expectation that the community regards the Council as having a significant interest in the character and amenity of the district and advocating where appropriate in relation to the development of the Council area.

- **Sustainability Implications**

Not directly applicable.

- **Engagement/Consultation conducted in the development of the report**

Consultation on the development of this report was as follows:

Council Committees:	Not Applicable
Council Workshops:	A Council workshop will be conducted on 15 February 2022 to provide an overview of the proposed development as contained in the public notification documents.
Advisory Groups:	Not Applicable
External Agencies:	PlanSA website
Community:	Not Applicable

4. ANALYSIS

Under the provisions of the PDI Act, a Council (elected body) does not have a role in relation to the assessment of development applications and is not able to direct development assessment staff in the conduct of their assessments.

Nevertheless a Council is permitted to make a representation in relation to a proposed development while that development is on public notification.

Given the prohibition on the Council directing or inappropriately influencing the development process, the preparation of a presentation submission (if that is Council's wish) cannot be developed or contributed to by development assessment staff. As such, the proposal to engage a planning lawyer/consultant to prepare a submission has merit in terms of managing these restrictions.

Logistically, if Council resolves as per the motion on notice, the Governance & Performance Department would undertake the procurement and management of the successful planning lawyer/consultant in accordance with Council's *Procurement Policy*.

The proposed workshop in part 3 of the motion would require the Ordinary Council meeting to be adjourned for the purposes of the workshop. The consultant would provide a briefing to the Council regarding the proposed development and its merits in terms of the Planning & Design Code and Council Members may choose to raise additional matters for consideration in the development of the representation submission.

Following the proposed workshop on 22 February, the submission would be finalised by the planning consultant and, consistent with Part 4 of the motion, the CEO would lodge the submission prior to the close of the public notification period.

When the matter is considered by the CAP the planning lawyer/consultant would attend and speak to the submission.

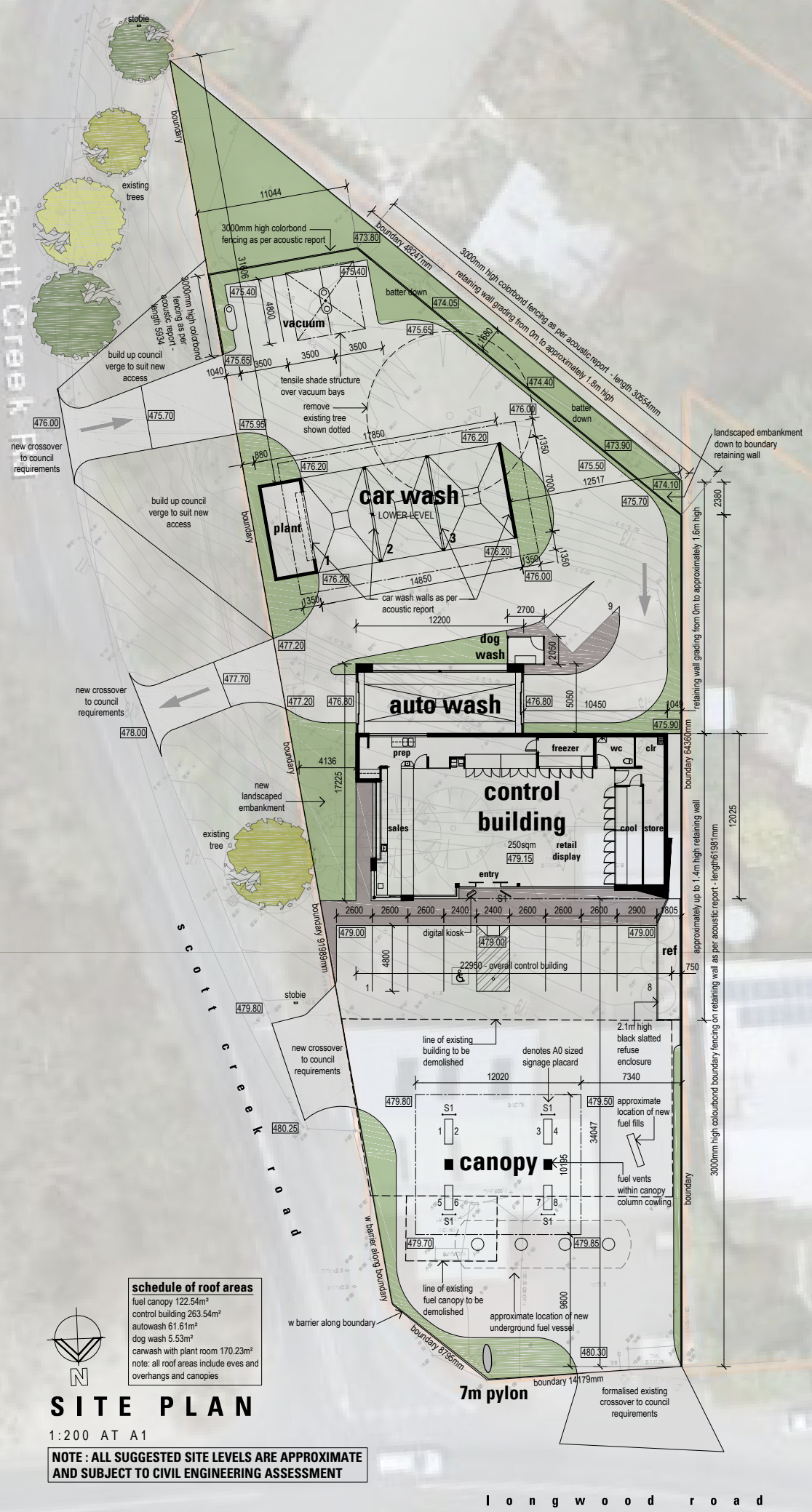
5. APPENDIX

(1) PlanSA Application ID 21031284 – public notification documents - 160 Longwood Road Heathfield (accessed 11 February 2022)

Appendix 1

PlanSA Application ID 21031284 – public notification documents - -160 Longwood Road Heathfield


OTR
OTR
COFFEE
OTR Heathfield
1 2
3 4



schedule of roof areas
fuel canopy 122.54m²
control building 263.54m²
autowash 61.61m²
dog wash 5.53m²
carwash with plant room 170.23m²
note: all roof areas include eves and overhangs and canopies

N

SITE PLAN

1:200 AT A1

NOTE : ALL SUGGESTED SITE LEVELS ARE APPROXIMATE AND SUBJECT TO CIVIL ENGINEERING ASSESSMENT

NEW SERVICE STATION COMPLEX

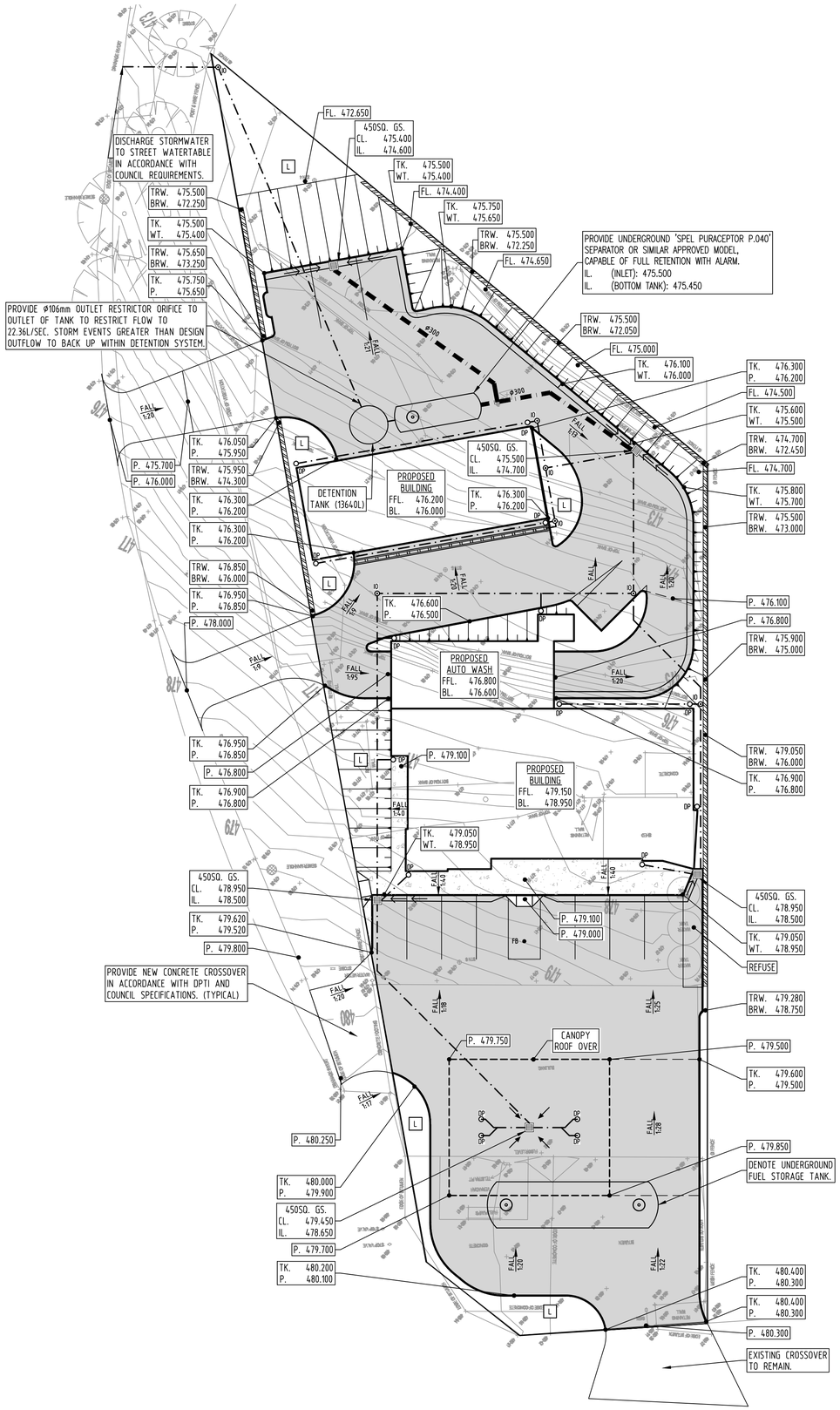
160 LONGWOOD ROAD, HEATHFIELD

0 1 2 5 10 15m
Scale 1:200 at A1

17.12.21
21JN1448sk01c

PLANNING APPLICATION

ADS Architects
93 Gilles Street Adelaide 5000 T:82232244



CIVIL PLAN
1:200

1 : 200 @ A1
0 2 4 6 8 10m

LEGEND

- CONCRETE PAVEMENT
- ASPHALT PAVEMENT
- x 99.99 EXISTING SPOT LEVEL
- EXISTING CONTOUR
- EMBANKMENT/BATTER (GRADE BANKS 1:2 MAX. U.N.O.)
- 100 HIGH CONCRETE KERB & GUTTER
- 100 HIGH CONCRETE KERB
- STORMWATER PIPE
- STORMWATER PIPE (SEALED)
- DP SELECTED ø150 DOWNPIPE
- IO SURFACE INSPECTION OPENING
- (GS) 450SQ. GRATED SUMP (UNO)
- (JB) 450SQ. JUNCTION BOX (UNO)
- SELECTED RETAINING WALL
- 300 WIDE GRATED TRENCH DRAIN
- KERB RAMP
- 99.89 DESIGN LEVEL
  - T.K. TOP OF KERB.
  - W.T. WATER TABLE.
  - P. PAVEMENT.
  - T.R.W. TOP OF RETAINING WALL.
  - B.R.W. BOTTOM OF RETAINING WALL.
  - C.L. COVER LEVEL
  - I.L. INVERT LEVEL
  - F.F.L. FINISHED FLOOR LEVEL
  - B.L. BENCH LEVEL
  - N.S. NATURAL SURFACE LEVEL

NOTE:

THIS IS A PLANNING DRAWING ONLY, FURTHER ENGINEERING DESIGN INCLUDING SPECIFICATIONS, SIZING AND STORMWATER INVERTS TO BE PROVIDED PRIOR TO BUILDING RULES ASSESSMENT AND CONSTRUCTION.

THE LOCATION OF EXISTING STRUCTURES ADJACENT TO THE AREA OF CONSTRUCTION ARE TO BE CHECKED ON SITE BY THE BUILDER / CONTRACTOR. SHOULD A RISK OF POTENTIALLY UNDERMINING AN EXISTING STRUCTURE EXIST, THIS OFFICE IS TO BE NOTIFIED IMMEDIATELY.

BEWARE OF UNDERGROUND SERVICES. THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN. CONTRACTOR TO LOCATE AND CONFIRM DEPTH OF ALL EXISTING SERVICES PRIOR TO CONSTRUCTION.

No	REVISION	DRAWN	CHE'KD	DATE
PB	FOR PLANNING APPROVAL	BF	JB	24.01.22
PA	PRELIMINARY ISSUE	BF	JB	21.12.21

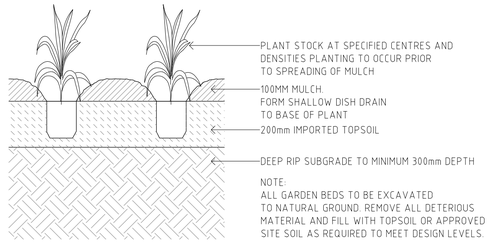
PROJECT
PROPOSED OTR SERVICE STATION
AT: 160 LONGWOOD ROAD, HEATHFIELD
FOR: PC INFRASTRUCTURE

DRAWING TITLE
CIVIL PLAN

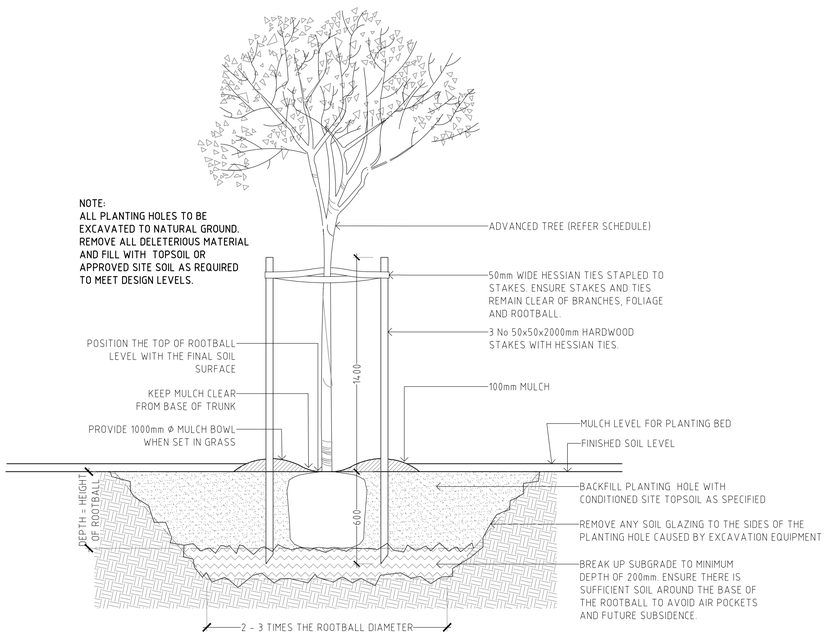
Civil, Geotechnical, Environmental, Structural, Mechanical, Electrical
Fire, Hydraulics, Forensic, Construction Assist, Vertical Transport
Adelaide Office: 08 8238 4100
Melbourne Office: 08 8238 4115
Riverland Office: 08 8582 3970
www.tmkeng.com.au

SCALES	AS SHOWN	© COPYRIGHT RESERVED
DRAWN	BF	DRAWING No.
DATE	DEC'21	2112097-C01/PB
ENGINEER	BF	
CHECKED	AG	

01 PLAN
SCALE 1:200 @ A1, 1:400 @ A3



02 TYPICAL SHRUB PLANTING DETAIL
SCALE 1:10 @ A1, 1:20 @ A1



03 TYPICAL TREE IN MULCH DETAIL
SCALE 1:20 @ A1, 1:40 @ A3

LEGEND

NEW

- NEW TREE
- PLANTING — 100MM MIN. PEATS COTTAGE MULCH
- GARDEN BED — MULCH AND TREES AS SHOWN
- IRRIGATED GRASS

EXISTING

- PROPERTY BOUNDARY
- EXISTING TREE

TREE SCHEDULE

CODE	BOTANIC NAME	SPACING	SIZE	QTY
EL	Eucalyptus leucoxylon subsp. leucoxylon	AS SHOWN	45L	1
LN	Lagerstroemia indica 'Natchez'	AS SHOWN	45L	7
PC	Pistacia chinensis	AS SHOWN	45L	3

PLANT SCHEDULE

CODE	BOTANIC NAME	SPACING	SIZE	QTY
BI	Banksia integrifolia 'Roller Coaster'	2.0/m²	140mm	48
CS	Callistemon sieberi	2.0/m²	140mm	31
EA	Eremophila maculata 'Apricot Delight'	2.0/m²	140mm	47
EW	Eremophila maculata x alternifolia 'Wild Berry'	2.0/m²	140mm	59
PE	Poa labillardieri 'Eskdale'	2.0/m²	140mm	59
RE	Russelia equisetifolia 'Dwarf Form'	2.0/m²	140mm	41
SA	Syzygium australe 'Tiny Trev'	2.0/m²	140mm	27
WM	Westringia fruticosa 'mundi'	2.0/m²	140mm	49
WS	Westringia 'Smokey'	2.0/m²	140mm	49

SCALE
1:200 (A1), 1:400 (A3)
0 2 4 6 8 10m

NOTES

EXISTING SERVICES
THE CONTRACTOR MUST LOCATE AND MARK ALL UNDERGROUND SERVICES BEFORE COMMENCING WORK ON SITE.

TREE PLANTING
PREPARE TREE HOLES TO A MINIMUM SIZE OF THE DEPTH OF THE ROOTBALL x 1m WIDE AND BREAK THE SUBGRADE TO A MINIMUM DEPTH OF 200MM BELOW. TAKE PARTICULAR CARE TO BREAK UP ANY GLAZING TO SIDES OF TREE HOLE. FINISH THE ROOTBALL LEVEL WITH THE FINAL SURROUNDING SOIL LEVEL AND BACKFILL THE PLANTING HOLE WITH SITE TOPSOIL BLENDED WITH 20% MT COMPASS ORGANIC MIX. PROVIDE A 1m DIAMETER MULCHED WATERING BOWL TO THE BASE OF THE TREE. STAKE TREES WITH 2No. 2500x50x50 HARDWOOD STAKES AND TIE WITH 50mm HESSIAN TIES SECURELY STAPLED TO THE STAKES. ENSURE STAKES AND TIES REMAIN CLEAR OF BRANCHES, FOLIAGE AND ROOTBALL.

PLANTING BEDS
CULTIVATE EXISTING GROUND TO A MINIMUM DEPTH OF 300 MM AND PLACE 300MM IMPORTED MT COMPASS 'ORGANIC MIX'. PLACE PLANTS IN THE CENTRE OF THE PLANTING HOLE AND FINISH THE TOP OF THE ROOT BALL LEVEL WITH THE FINISHED SURFACE OF THE SURROUNDING SOIL. APPLY TERRACOTTEM FERTILISER TO MANUFACTURERS RATES AT TIME OF PLANTING AND AFTER PLANTING PLACE A 100MM MINIMUM DEPTH OF PEATS COTTAGE MULCH. THOROUGHLY WATER PLANTS BEFORE AND IMMEDIATELY AFTER PLANTING, AND AS REQUIRED TO MAINTAIN HEALTH AND VIGOUR. AVERAGE 3 PLANTS/M²

IRRIGATION
PROVIDE AN AUTOMATIC IN-LINE DRIP IRRIGATION SYSTEM TO ALL PLANTING BEDS AND TREES.
DRIP IRRIGATION SPECIFIED AS NETAFIM TECHLINE 16 POLY TUBE 1.6Lph @ 0.5M SPACINGS OR SIMILAR APPROVED
FOR ALL TREE PLANTING INSTALL AT BASE OF TREE 4No 4Lph PC DRIP EMITTERS ON 13MM POLY LOOP (OR INLINE EQUIVALENT).
ALL POLY TUBING TO BE LAID ON SURFACE AND COVERED WITH MULCH.
PROVIDE BACKFLOW PREVENTION, AUTOMATIC CONTROLLER AND OTHER DEVICES AS REQUIRED.

oxigen
Oxigen Pty Ltd
98-100 Halifax Street
Adelaide SA 5000
T +61 (08) 7324 9600
design@oxigen.net.au
oxigen.net.au

CLIENT
PEREGRINE CORPORATION

ARCHITECTS
ADS ARCHITECTS

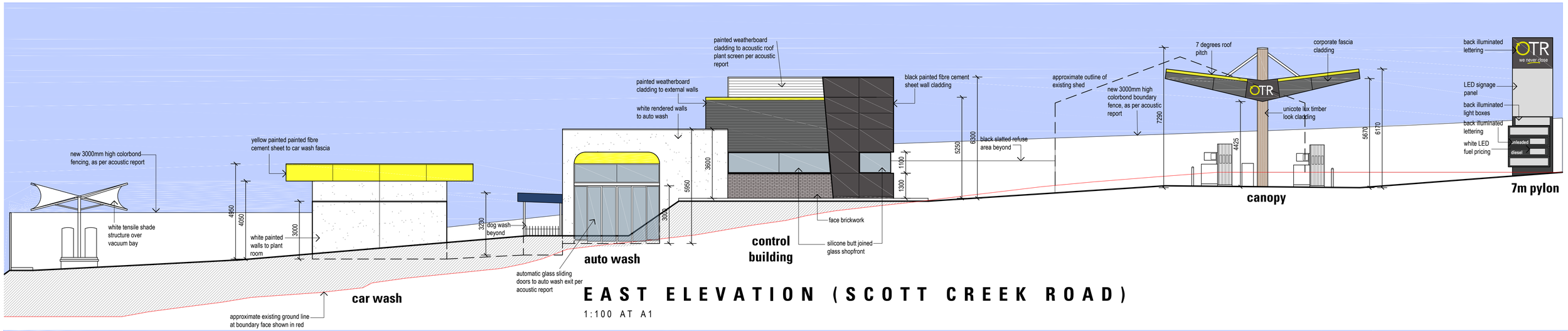
PROJECT
HEATHERFIELD OTR

drawing title
LANDSCAPE PLAN

15.047.088

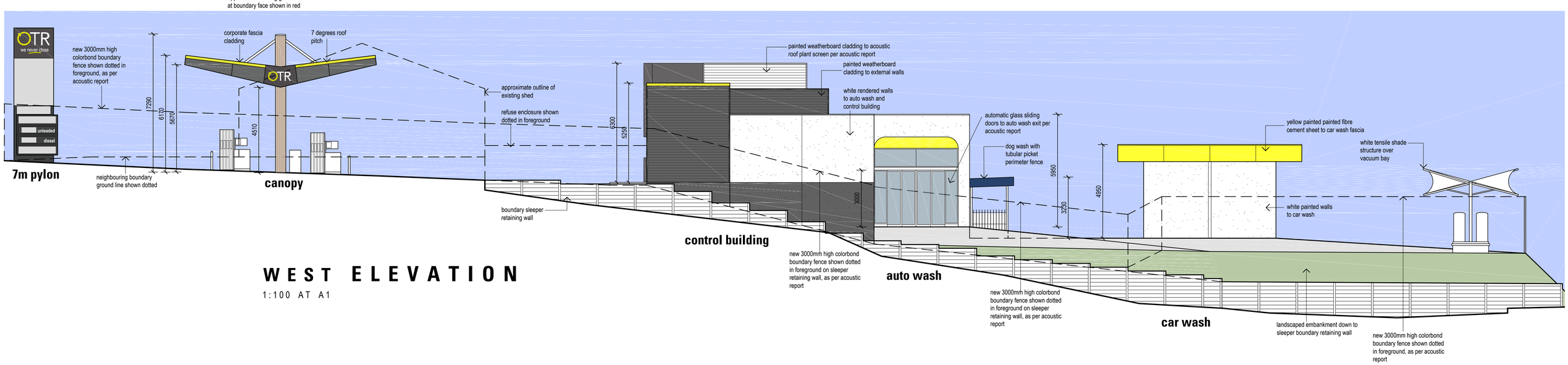
issue
DRAFT
A

ISSUE	DATE	ISSUE	DWN	CHK	APP
A	22.12.21	FOR PLANNING APPROVAL	EH	JH	JH



EAST ELEVATION (SCOTT CREEK ROAD)

1:100 AT A1

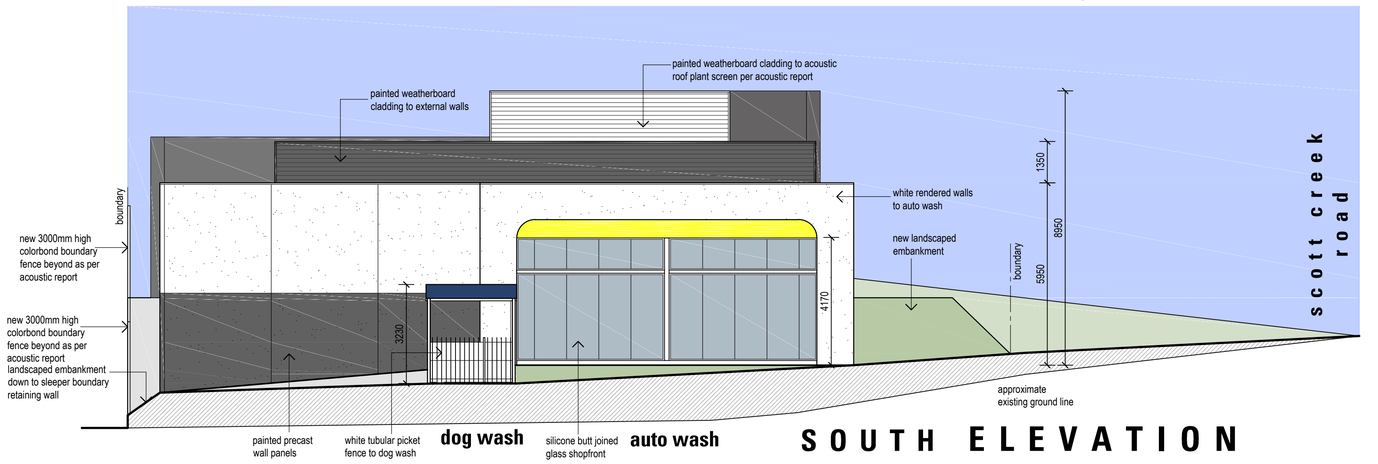


WEST ELEVATION

1:100 AT A1

NORTH ELEVATION

1:100 AT A1



SOUTH ELEVATION

1:100 AT A1

NEW SERVICE STATION COMPLEX

160 LONGWOOD ROAD, HEATHFIELD

0 1 2 5 10m

Scale 1:100 at A1

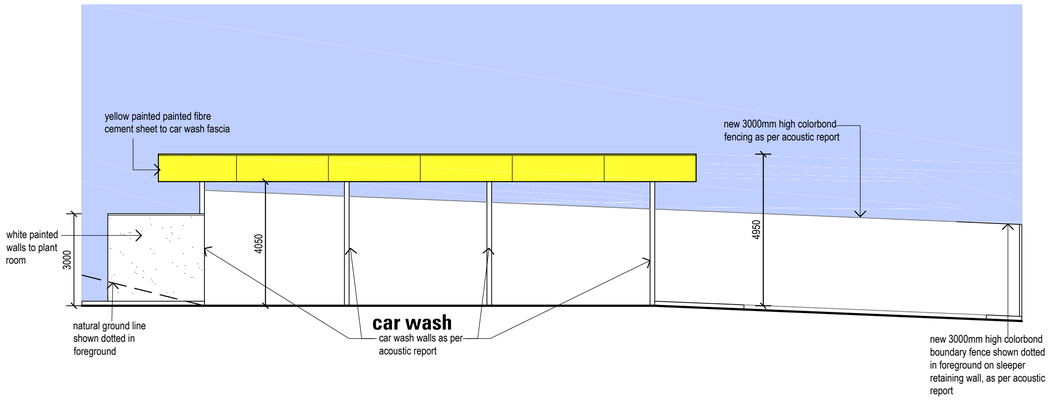
17.12.21

21JN1448sk02b

PLANNING APPLICATION

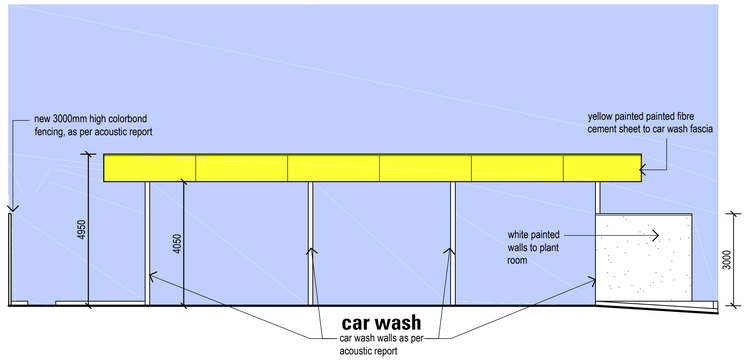
ADS Architects

93 Gilles Street Adelaide 5000 T:82232244



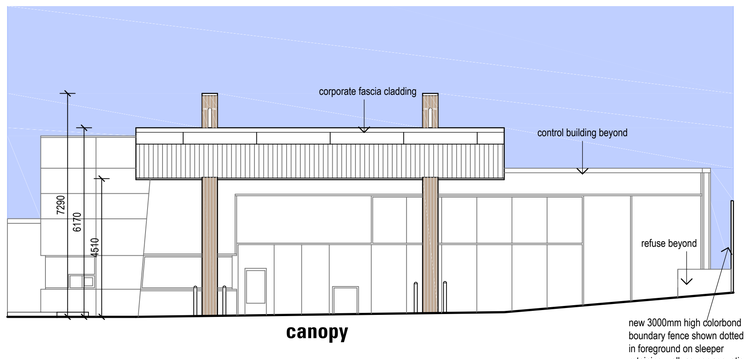
NORTH ELEVATION

1:100 AT A1



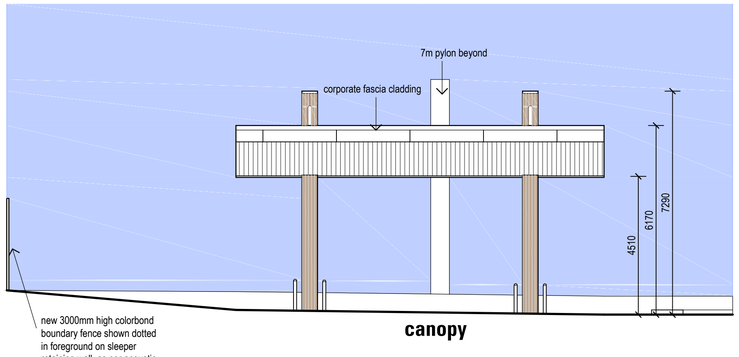
SOUTH ELEVATION

1:100 AT A1



NORTH ELEVATION

1:100 AT A1



SOUTH ELEVATION

1:100 AT A1

COLOURS & FINISHES SCHEDULE

CONTROL BUILDING & AUTO WASH

LOCATION	FINISHES	COLOUR
EXTERNAL WALLS	PRECAST PAINT FINISH	BP WHITE; COLORBOND MONUMENT
	WEATHERBOARDS JAMES HARDIE PRIMELINE PAINTED	COLORBOND MONUMENT
	FIBRE CEMENT SHEET JAMES HARDIE EXOTEC	COLORBOND MONUMENT; BLACK
	BRICKWORK PGH MANHATTAN	BROOKLYN & TRIBECCA MIX
WINDOWS	ALUMINIUM POWDERCOATED FRAMES	BLACK
	LOW E GLAZING VLT ≥ 60%	GLASS
ROOF SCREEN	WEATHERBOARDS JAMES HARDIE PRIMELINE PAINTED	BP WHITE
ROOF	SURFMIST (OFF WHITE) SOLAR REFLECTIVE INDEX (SRI) 82	SURFMIST
FASCIA TO AUTO WASH	PAINT FINISH	YELLOW "HAPPY WASH" BRAND COLOUR

COLOURS & FINISHES SCHEDULE

CANOPY

LOCATION	FINISHES	COLOUR
COLUMNS	UNICOTE DECORATIVE PURPOSE FOLDED METAL SHEETING	
SOFFIT	STRAMIT MONOPANEL	COLORBOND SHALE GREY
ROOF	ZINCALUME KLIPLOK	
FASCIA	ACM (NON PE CORE)	WHITE 16

FENCING

	CFC PAINTED FINISH COLORBOND METAL SHEETING	SURFMIST

REFUSE ENCLOSURE

	ALUMINIUM SLATS	BLACK

COLOURS & FINISHES SCHEDULE

CARWASH & PLANT ROOM

LOCATION	FINISHES	COLOUR
FASCIA	PAINT FINISH	YELLOW "HAPPY WASH" BRAND COLOUR
COLUMNS AND PRECAST WALLS	PAINT FINISH	BP WHITE
ROOF	ZINCALUME KLIPLOK	
PLANT ROOM ROLLER DOOR	COLORBOND SURFMIST	SURFMIST

DOG WASH

COLUMNS	PAINT FINISH	SURFMIST
TUBULAR PICKET FENCING	COLORBOND	
FASCIA	PAINT FINISH	DOG WASH BRAND BLUE COLOUR

NEW SERVICE STATION COMPLEX

160 LONGWOOD ROAD, HEATHFIELD

0 1 2 5 10m

Scale 1:100 at A1

17.12.21

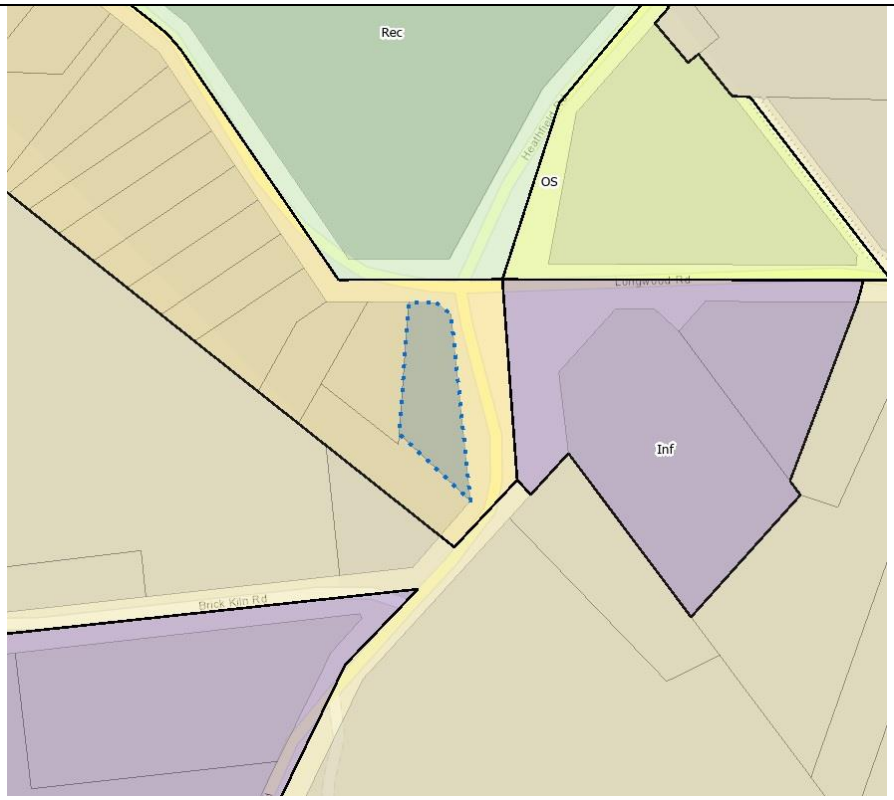
21JN1448sk03a

PLANNING APPLICATION

ADS Architects

93 Gilles Street Adelaide 5000 T:82232244

EXECUTIVE SUMMARY OF SITE

Site Address	The address of the site is lot 160 Longwood Road, Heathfield.  The subject land is described in Certificate of Title Volume 6003 Folio 528 as being allotment 41 in Deposited Plan 73422.
Local Government	Adelaide Hills Council
Zoning	 The site is located within the Rural Neighbourhood Zone which encompasses the entirety of the subject land and prevails as a strip west of the subject land on the southern side of Longwood Road. The adjacent land on the northern side of Longwood Road is located within the

	Recreation Zone, land on the eastern side of Scott Creek Road is located within the Infrastructure Zone and land south of the site is located within the Productive Rural Landscape Zone.
Sub Zone	Adelaide Hills
Local Variation (TNV)	• Minimum Site Area (2,000sqm)
Overlays	• Hazards (Bushfire – High Risk) • Hazards (Flooding – Evidence Required) • Mount Lofty Rangers Water Supply Catchment (Area 2) • Native Vegetation • Prescribed Wells Area • Regulated and significant Tree

DEVELOPMENT DESCRIPTION

The proposed development involves the establishment of a Retail Fuel Outlet.

Control Building	A control building of approximately 250m^2 in total, including: • retail display and sales areas. • Cool room, storeroom, freezer, preparation area and amenities.
Fuel Canopies & Refuelling	Fuelling facilities as shown on the site plan, comprising a retail fuel canopy and 2 rows of fuel pumps with 8 fuel filling positions.
Fuel Tanks	The fuel storage capacity will be 70,000 litres in 1 tank.
Automated and manual Car Wash facility	The installation of one (1) auto car wash facility and three (3) manual car wash bays with associated plant room and the installation of one (1) two bay vacuum facility and one (1) dog wash bay will be located adjacent the auto car wash. Use of the manual carwash, vacuum and dog wash facilities will be limited between the hours of 7am and 10pm in line with the recommendations in the Sonus Noise assessment.
Car Parking, refuse and landscaping	The site will provide 9 shared car parking spaces; including 1 disability success park adjacent to the control building entrance. A designated refuse storage space is provided adjacent the western boundary of the subject land. The refuse area is proposed to be screened from sight by a 2.1 metre high black slatted fence. The surrounding forecourt, car wash and driveway areas will be lit and landscaping will be provided at site frontages and at appropriate locations within the site. A Landscape Plan will be provided with this application.
Signage	The following free-standing signage element forms part of the proposed development: • A 7 metre OTR pylon sign, with back illumination, LED lit white fuel prices and 2.5m x 2m LED screen to be installed at the northern end of the site adjacent Longwood Road; The appearance of the signage elements are depicted on the Site Plan and elevations, respectively, accompanying this application.

Construction and operation of the proposed development will consider and address the following matters:

Road Access	Site access will be provided via 4 separate vehicle crossovers to be constructed in accordance with Council standards. • An ingress only crossover from Scott Creek Road to be provided at the southern end of the site; • An egress only crossover to Scott Creek Road to be provided centrally within the eastern site frontage; • A two-way ingress / egress crossover to and from Scott Creek Road to be provided at the northern end of the site; and • A two-way ingress / egress crossover to and from Longwood Road at the northern end of the site. The road access and internal site configuration has been reviewed by Stantec Consultants for the purpose of ensuring that the site layout will allow safe and efficient access by all relevant classes of vehicle for fuel delivery, rubbish removal and customer access, as further detailed later in this letter. The Stantec Traffic Impact Assessment (TIA) accompanying this report provides a full assessment of the traffic impacts associated with the development.
Hours of Operation	Retail Fuel Outlet and auto carwash: 24 hours per day, 7 days per week. Use of the manual carwash bays, vacuum facility and dog wash will be limited between the hours of 7am and 10pm in line with the recommendations of the Sonus Noise Assessment.
Noise	In the operation of the site we will comply with the *Environment Protection (Noise) Policy 2007*. As set out later in this letter an Environmental Noise Assessment has been prepared by Sonus. The recommendations of that report have been taken into account in relation to the design and operation of the proposed development.
Environmental Practices	The proposal incorporates best environmental practices with respect to vehicle refuelling facilities. Fuel storage tanks will be fitted with vapour stage 1 recovery systems that ensure air quality is not compromised. The fuel infrastructure consists of double-walled fibreglass tanks. The underground fuel and LPG tanks are sited to comply with AS/NZ S1596 and AS1940. These tanks carry a manufacturer warranty against internal and external corrosion of 40 years. Fuel variances are carefully monitored for signs of leakage. We utilise automatic tank gauging (ATG) which automatically detects discrepancies in the levels in the tanks, thereby allowing the operator to respond proactively to any anomalies. Our fuel lines are double walled and in respect of the fuel lines from the underground storage tanks to the dispensers, these fuel lines are fitted with a mechanical pressure leakage detection mechanism. The system tests the pressure within the fuel lines when the dispensers are not in use and should the system detect pressure anomalies, it will automatically shut off the fuel pump to prevent fuel from being pumped from the tanks and minimize any potential for fuel leakage. The fuel line from the tanker fill box to the underground storage tank is

	single walled and is not fitted with pressure leakage detection. We monitor the potential for leakage and spillage through visual inspection when fuel is dispensed from the fuel delivery vehicle to the tanker loading box and by submitting our daily fuel reconciliation data for Statistical Inventory Reconciliation Analysis, which is completed by a qualified third party. These measures enable us to identify and manage risks of leakage. We understand that all equipment installed at our sites is classified as Level 1 equipment pursuant to section 3, Table 3.1 of Australia Standard 4897: 2008.
Stormwater	Stormwater from high-risk areas will be diverted through a Class 1 full retention system comprising a Spel Puraceptor or approved equivalent, with no bypass and alarm. Sludge collected by the Class 1 full retention system will be pumped out on an annual maintenance schedule and disposed of by a qualified contractor. Civil engineering plans and calculations have been prepared by TMK. The plans demonstrate how stormwater will be managed as part of the proposed development.
Food Odour	The proposal will not generate any nuisance for neighbours through food odour or other air pollution impacts of food preparation or service. The proposed development will offer groceries and prepared food but will not offer "co-branded" quick-service restaurant food such as Oporto or Hungry Jacks. A large number of sites are operated by Peregrine across South Australia which require the preparation of food on-site. To date we have not received any food odour complaints from the EPA. The food preparation and service elements of the proposed development are not therefore expected to give rise to any material impacts. The mechanical design of canopies and kitchen extraction systems will be designed by a qualified engineer and will comply with the Building Code of Australia and the Australian Standard AS 1668.2:2012 (which is a building rules certification requirement). We adopt best industry practices in this regard to maintain the integrity of our franchise brands. Having regard to the EPA Guidelines for Separation Distances (December 2007), we note that this proposal will not generate the volume of deep frying and other food processing activities set by the Guidelines (30kg of deep frying per hour), such that any air separation distances apply.

Site and Locality

The subject land is located on the south western corner of the intersection of Longwood Road and Scott Creek Road.

The site is irregular in shape with frontages to Longwood Road (23 metres) and Scott Creek Road (92 metres) and a total area of approximately 2160m^2. The northern portion of the site fronting Longwood Road is developed with a single storey commercial building trading as "Heathfield Motors", a motor repair station. The motor repair station includes mechanical servicing bays, two petrol bowsers beneath a small fuel canopy, a concrete and brick paved forecourt fronting Longwood and Scott Creek Roads, a 3.3 metre freestanding pylon sign,

and on-site car parking. Other improvements on the site include a small outbuilding and several rainwater tanks. The bulk of the land south of the motor repair station is vacant and this portion of the site and the Scott Creek Road reserve is populated with trees and vegetation.

The motor repair station is serviced by two 2-way vehicle crossovers from Longwood Road and Scott Creek Road. The vacant portion of the site is serviced with two further unformed single crossovers from Scott Creek Road.

The subject land slopes down towards the southern boundary of the site from a point adjacent the rear of the motor repair station building.

The land forms part of the recently created Rural Neighbourhood Zone under the Planning and Design Code that encompasses the entirety of the subject land and prevails as a strip west of the site along the southern side of Longwood Road. As such the locality west of the subject land is characterised by low density single storey detached dwellings on medium to large, vegetated allotments.

The locality north of the subject land across Longwood Road is dominated by the Heathfield Oval, Heathfield netball courts and further to the north west the Heathfield High School. Two large water storage tanks are located on heavily a vegetated site on the southern side of Scott Creek Road. Land to the south of the site is also heavily vegetated before giving way to an industry use in the form of the Heathfield Resource Recovery Centre.

Figure 1: View of the site looking south from Longwood Road.
(Google Streetview)

Figure 2: View of the southern portion of the site looking south west from Scott Screek Road (Google Streetview)

Planning Assessment

This section assesses the proposal against relevant provisions of the Planning and Design Code under the PDI Act 2016.

Land Use

The proposal seeks to establish a Retail fuel Outlet on the subject land. A Retail Fuel Outlet is defined in the Land Use Definitions Table included in Part 7 of the Planning and Design Code as follows:

> *Means land use for:*
>
> *(a) The fuelling of motor vehicles involving the sale by retail of 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 other pets;*
>
> *(e) The provision (on a paid or free basis) of facilities for charging electric vehicles;*
>
> *(f) The hiring of trailers;*
>
> *(g) Selling of motor vehicles accessories and/or parts; and*
>
> *(h) The installation of motor vehicle accessories and/or parts.*

All of the components outlined in the development description section above fit within the definition of a Retail Fuel Outlet. Furthermore, these components will be operated under a single management and as one integrated facility, with the various elements and components physically integrated so that customers can move freely between the elements. The elements share facilities such as car parking areas, vehicles circulation areas and toilets.

A Retail Fuel Outlet is not specifically listed in any of the Development Classification Tables. It is therefore a Code Assessed - Performance Assessed Development and is subject to assessment against all relevant Rural Neighbourhood Zone, Adelaide Hills Sub-Zone and General Development Policies in addition to any applicable Overlays.

The 7 metre freestanding pylon sign supports the operation of the Retail Fuel Outlet by informing passing customers of the fuel offers, products and services available from the site. The pylon sign is an advertisement and is a Code Assessed – Performance Assessment form of development.

Consideration has been given to the key aspects of the assessment below.

Rural Neighbourhood Zone

The Desired Outcome (DO 1) for the Rural Neighbourhood Zone primarily seeks the establishment of housing on large allotments in a spacious rural setting, often together with large outbuildings. Limited goods, services and facilities that enhance rather than compromise rural residential amenity are also desired.

Non-residential land uses should be complementary to residential development and compatible with a spacious and peaceful lifestyle for individual households (PO 1.1). Commercial activities should improve community access to services and be of a scale and type to maintain residential amenity (PO 1.2). Non-residential development should be sited and designed to complement the residential character and amenity of the neighbourhood (PO 1.3). Non-residential development should be located and designed to improve community accessibility to services by providing (amongst others) small scale commercial uses such as offices, shops and consulting rooms (PO 1.4).

Building height is no greater than 2 building levels and 9m with a wall height no greater than 7 metres (DTS/DPF 2.1).

Buildings should be setback from primary and secondary street, side and rear boundaries to complement the existing streetscape character and provide space for separation between buildings, landscaping and vegetation (PO 3.1 – PO 6.1).

Advertisements should identify the associated business activity and not detract from the residential character of the locality (PO 10.1).

Adelaide Hills Sub-Zone

The desired outcome for the Adelaide Hills Subzone seeks additional residential and tourist accommodation that retains and embraces the values of the established vegetation as a defining characteristic of the area (DO 1).

The proposed development will accord with the relevant policies of the zone and sub-zone in the following ways:

- By providing improved access to a range of products, services and facilities that will support the existing local community to the south of Stirling.
- The development will facilitate the replacement and rejuvenation of an existing dated non-residential land use with a new non-residential land use that will provide a service to the neighbourhood without compromising the amenity of the locality.
- The scale of the proposed development is appropriate in the context of the size of the subject land at approximately 2160m^2.
- The proposed control building and supporting infrastructure have been setback from the two street boundaries and have been framed by generous landscaped areas. The landscaping will assist in reducing the visual impact of the built form on the site and will complement the amenity of the surrounding locality.

- The proposed development will be a modern, contemporary facility with a high standard of architectural design. It has been specifically designed with elements to reflect the character of area, including the use of face brickwork, painted weatherboard, glazed façades, rendered concrete and timber look cladding to the fuel canopy pylons. The proposed development will make a significant and positive contribution to the locality.
- The proposed advertising signage is considered to be of an appropriate scale in the context of the size of the subject land and will be compatible with the form of development proposed. The subject land has a high degree of exposure to the public realm with two street frontages and calls for a reasonable configuration of signage. The single 7 metre freestanding pylon sign is constant with other contemporary Retail Fuel Outlets in the Adelaide Hills and is required to inform customers of the fuel offer and other products and services available at the site.
- The acoustic advice prepared by Sonus confirms that the operation of the Retail Ruel Outlet will comply with the requirements of the EPA (Noise) Policy 2007 so as mitigate any interface impacts on the adjoining dwellings to the west within the Rural Neighbourhood Zone.

Overlays

Hazards (Bushfire – High Risk) Overlay – Development should be designed and sited to minimise the threat and impact of bushfires on life and property. Development should facilitate access for emergency service vehicles to aid the protection of lives and assets from bushfire danger. The development has been designed to provide access to emergency service vehicles from two public road frontages. Furthermore, the buildings are within close proximity to both Scott Creek Road and Longwood Road and the site is serviced by mains water. The proposed development does not trigger a referral to the South Australian Country Fire Service.

Hazards (Flooding – Evidence Required) Overlay - Development is sited, designed and constructed to minimise the risk of entry of potential floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings. TMK have been engaged to prepare a stormwater management plan to ensure that any additional stormwater generated by the development is managed appropriately. Civil and stormwater details for the site have been included with this application.

Mount Lofty Rangers Water Supply Catchment (Area 2) Overlay – The development should safeguard Greater Adelaide's public water supply by ensuring development has a neutral or beneficial effect on the quality of water harvested from secondary reservoirs or diversion weir catchments from Mount Lofty Rangers. The subject land is serviced by both sewer and water mains. As outlined above TMK were engaged to prepare a stormwater management plan to ensure that any additional stormwater generated by the development is managed appropriately. The proposed development will replace an existing land use currently offering the retail sale of fuel all be it on a reduced scale.

The proposal incorporates best environmental practices with respect to the management and operation of Retail Fuel Outlets. The Development Description section above outlines the significant measures that will be taken to ensure that there is no material adverse impact or pollution risk from the delivery, storage and dispensing of fuel on the site. These measures, developed by Peregrine and applied systematically and effectively at OTR sites across South Australia and interstate, enable the risk of any adverse environmental consequences to be identified, monitored, minimised and addressed.

The proposed development is not an activity or class of development that requires referral in this overlay. However, it is noted that Retail Fuel Outlets are referred to the EPA as a

matter of course. The applicant is committed to working with the EPA to ensure all risks to the environment are minimised and addressed.

Native Vegetation Overlay – An environmental management consultant was engaged to undertake a native vegetation assessment of the trees and vegetation both within the Scott Creek Road Reserve and within the rear block of the subject land. A copy of the native vegetation assessment has been included with this application. The assessment concluded:

- Most of the vegetation to be impacted by the proposed development consists of planted and introduced flora species.
- Planted and non-introduced species are not protected under the Native Vegetation Act 1991 and therefore approval, or compliance with the Native Vegetation Regulations 2017, is not required.
- Two individual remnant Eucalyptus obliqua (Messmate Stringybark) are located along the Scott Creek Road Reserve near the southern end of the subject land. These trees are naturally occurring and protected under the Native Vegetation Act 1991.
- Removal of the two Stringybark trees would require approval from the Native vegetation Council.

The applicant confirms that the two Stringybark trees located within the Scott Creek Road Reserve adjacent the southern extent of the subject land will be retained and protected as part of the development. On this basis the applicant respectfully submits that a referral to the Native Vegetation Council is not required.

Regulated and Significant Tree Overlay - No regulated or Significant Tree will be removed or impacted by the proposed development.

General Development Policies

Advertisements

The Desired Outcome for Advertisements (DO 1) seeks advertisements and advertising hoardings that are appropriate to context, efficient and effective in communicating with the public, limited in number to avoid clutter, and do not create a hazard. Advertising should be of a size and scale appropriate to the locality they are sited in (PO 1.5).

Advertisements are limited to information relating to the lawful use of land they are located on to assist is the ready identification of the activity or activities on the land and avoids unrelated content that contributes to visual clutter and untidiness (PO 3.1). Light spill from illuminated advertisement should be limited to ensure that impact to sensitive receivers is minimised (PO 4.1).

The signage is appropriate having regard to the guidance and site identification it will provide, to the size and frontages of the site and to the position of the proposed signage, which will prevent it from having any impact on nearby sensitive land uses.

All signage will be directly related to products and services available from the site, there will be no third party advertising.

The lightspill of any illuminated signage will be minimised and retained within the boundaries of the subject land through the use of directional lighting and spill guards.

Freestanding advertisements will be limited to one (1) 7 metre pylon required to inform passing customers of the fuel offer, fuel pricing and range of products and services available from the site. The proposed pylon is compatible with the scale of development and is similar in size to other contemporary Retail fuel Outlets in the Adelaide Hills.

A double sided 2.5m x 2m LED screen is proposed to be installed within the 7 metre pylon. The LED signage panels are compatible with the scale of development and range of products

and services available from the subject land. The LED panels will inform customers of specific products and services available from the subject land. The LED panels will display static advertisements that will not flash, scroll, move or contain animation. The luminance of the panels can be electronically limited to manage and mitigate any impacts on amenity through light spill on the surrounding sensitive land uses.

Design in Urban Areas

The Desired Outcome for Design in Urban Areas (DO 1) seeks a development that positively contributes to the character of the locality, is durable, integrated within the public realm and utilises sustainable techniques and materials to minimise energy consumption. Buildings reinforce corners through changes in setback, articulation, materials, colour and massing including height, width, bulk, roof form and slope (PO 1). The negative visual impacts of plant and equipment, service, loading and waste disposal areas should be screened from view to minimise their impacts (PO 1.4, 1.5).

The development should maximise the opportunities for passive surveillance by providing clear lines of site, appropriate lighting and visually permeable screening wherever practicable (PO 2.1). Soft landscaping and tree planting should be incorporated into the development to enhance the appearance of land and streetscapes (PO 3.1).

The proposed development includes a mix of contemporary architectural elements, materials, colours and finishes which, consistent with their functional purposes and operations, will add interest to the buildings and structures proposed. Differing articulation, with both vertical and horizontal components incorporated into the buildings and structures, will achieve a human scale for pedestrians while allowing drivers to easily interpret the use and address of the buildings.

The extensive landscaped areas proposed around the perimeter and within the site will soften the interface of the proposed development with surrounding areas.

The control building has been specifically designed to address both public frontages of the site. Oxigen Landscape Architects have prepared a landscape plan in support of the development. The plan included with this application provides for a variety of trees and vegetation in generous landscaped throughout the site and within the Scott Creek Road verge. Landscaping at the site will assist in softening and reducing the bulk of the development when viewed from outside of the subject land.

The 24 hour operation of the Retail Fuel Outlet will provide a well lit and inviting environment after dark as well as providing opportunities for passive surveillance which will help to discourage any instances of antisocial behaviour.

Interface Between Land Uses

The Desired Outcome for Interface Between Land Uses (DO 1) seeks development that is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses. Development adjacent to a site containing sensitive receivers should be designed to minimise adverse impacts (PO 1.2). Non-residential development should not impact adjoining sensitive receivers primarily through its hours of operation and should have regard to the nature of the development, the measures taken to mitigate off site impacts and the extent to which the use is desired in the zone (PO 2.1).

Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces and any roof top plant and equipment should be designed to reduce any unreasonable impacts on the amenity of adjoining sensitive receivers (PO 4.1, 4.2, 4.3).

Sonus acoustic engineers have been engaged to undertake an Environmental Noise Assessment of the proposed Retail Fuel Outlet to determine the extent of any noise impacts on the locality which accompanies this application.

The Environmental Noise Assessment finds that:

- The closest noise-sensitive locations are residences to the immediate south and west and on the opposite side of Scott Creek Road.
- Considering noise sources and activities at the site (including mechanical plant, vehicle movement and parking, fuel delivery and waste collection, automatic, manual wash bays, dog wash and vacuum facilities) certain measures are recommended to ensure that noise from the development does not unreasonably impact on the amenity of surrounding residences.

The following measures are recommended in the Environmental Noise Assessment:

- Construction of a 3m high fence on the southern and western boundary. The extent of the fence is shown on page 12 of the assessment and should be constructed from no less than 0.42BMT sheet steel and sealed airtight at all junctions.
- Reduce the noise from any alarms, amplified music played outside (under the canopy) as far as practical and ensure all inspection points, gated trenches etc. are correctly fixed.
- Incorporation of solid screens around the mechanical services plant and equipment area extending at least 800mm above the tallest piece of equipment, such screens to be sealed airtight along vertical joints and constructed of sheet steel or material with an equivalent or greater surface density.
- Restrict use of the manual wash bays, dog wash and vacuum facilities to the daytime period of the Policy, that is 7:00am to 10:00pm and use of specific constriction materials for the walls and roof of the auto car wash and install glass doors to the entry and exit which automatically close during operation.
- Ensure the car wash plant room is fully enclosed and the walls, ceiling and doors (when closed) are sealed airtight.
- Restrict hours of deliveries, including fuel to daytime hours under the *Environment Protection (Noise) Policy 2007*, that is 7:00am to 10:00pm.
- Restrict hours for waste collection to the hours between 9:00am and 7:00pm on a Sunday or public holiday, and 7:00am and 7:00pm on any other day.

The Environmental Noise Assessment finds that with these measures in place, the facility has been located and design to prevent adverse impact and conflict between land uses, protect desired land uses and community health and amenity, thereby achieving the relevant provisions of the Planning and Design Code related to environmental noise.

The plans accompanying this application reflect the location and insulation measures recommended under the Environmental Noise Assessment. As far as the recommendations relate to restricted hours of fuel delivery, waste collection, manual carwash, dog wash and vacuum facilities, the applicant would abide by any conditions which might be included in a Development Plan Consent for the purpose of implementing these operational restrictions.

The proposed development will be operated to ensure that there will be no detrimental impacts through food odour or other air pollution on account of food prepared and sold from within the control building. The mechanical design of canopies and extraction systems will be designed by a qualified engineer and will comply with the Building Code of Australia and the Australian Standard AS 1668.2:2012.

Transport, Access and Parking

The General Development Policies for Transport, Access and Parking seek to provide a comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users (DO 1). The development should be sited and

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

Driveways, access points and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated (PO 3.8). On-site vehicle parking and specifically marked accessible car parking spaces should be provided in accordance with Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (PO 5.1).

The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode (PO 9.1).

The proposed development has been designed to meet OTR's standard traffic and access operational requirements, including in relation to internal vehicle circulation, car parking provision and layout, provision of disability access spaces and location of access points.

The site has been designed to accommodate the access and circulation of fuel tankers, other delivery vehicles and waste disposal trucks without material risk of conflict with any other users.

The applicant has engaged Stantec Traffic Engineers to prepare a Traffic Impact Assessment (TIA) which analyses the impact of the proposal on the surrounding area and provides comment on the provision of 9 shared on-site car parks to be provided. The report finds that:

- The provision of 9 parking spaces meets the parking demand calculated in accordance with the OTR generic parking rates and exceeds the SA Planning and Design Code demand of 8 spaces.
- The parking spaces including the disability parking spaces and the shared spaces proposed for the site comply with the applicable Australian Standard/New Zealand Standard.
- Stantec have reviewed the access arrangements from both Longwood Road and Scott Creek road and confirmed they comply with the applicable Australian/New Zealand Standard.
- Stantec have conducted a sight distance assessment of each of the proposed access points. The assessment concludes that each of the access points will achieve appropriate sight line distances.
- The proposed fuelling layout provides sufficient queuing space to accommodate anticipated bowser usage, with additional space allowed for vehicles to pass behind queued vehicles.
- Turn paths provided with the TIA demonstrate that the site can be accessed and traversed by relevant classes of vehicle, including 16.4 metre semi trainers (for fuel delivery) and 10.0 metre waste collection vehicles and 8.8m MRVs for general deliveries.
- The expected traffic generation has been modelled on 150 trips per hour during the afternoon peak period. In reality most of the traffic to and from the site will be in the form of passing trade. Therefore the actual traffic generation will be lower than the trips estimated in the TIA.

The TIA and a copy of Stantec's (previously GTA) Generic Parking and Traffic Management Report which will form the basis of the on-site parking provision referred to in the TIA have been included with this correspondence.

Sufficient on-site bicycle parking facilities can be provided adjacent to the proposed new control building.

Conclusion

On balance and taking into consideration the site's long term existing use as a motor repair station including a retail fuel sales component and its association with surrounding land uses, the proposed development will contribute materially to the Desired Outcome and policies of the Rural Neighbourhood Zone. The proposed Retail Fuel Outlet is an appropriate scale in the context of the size of the subject land and will provide improved access to a range of products, facilities and services in a manner that supports the local community. The supporting reports from Sonus and Stantec indicate potential impacts on adjacent properties and the locality including noise generation, access and parking are capable of being addressed and will not result in any unacceptable outcomes.

The proposed development accords with the provisions of the Rural Neighbourhood Zone and with the general policy provisions of the Planning and Design Code. Therefore, we submit the proposed development merits approval.

We trust that the information provided in this letter will assist in assessment of the proposed development. If you require any further information, please do not hesitate to contact me on 0439 883 977 or by email at t.beazley@peregrine.com.au

Yours Sincerely

Tim Beazley
Town Planner
Peregrine Corporation

SITE TRAFFIC COMPLIANCE STATEMENT

Proposed OTR Integrated Service Station

Site: OTR Heathfield	Reference: 301401112-1040	Date Issued: 12 January 2022

Site Layout

Location	160 Longwood Road, Heathfield
Description of Subject Site	• 2,160 sq.m Total Site Area (approx.) • 250 sq.m control building area • 8 fuelling points in Domino layout • Air and water facilities • Two vacuum bays • 3 manual car washes • One automatic car wash
Relevant Documents (attached)	• *ADS Architects, d*rawing no 21JN1448sk01c, dated 17/12/21. • Stantec Sketch 301401112-1040-AT01 to 301401112-1040-AT04, dated 12/01/2022

Technical Layout Review

This review should be read in conjunction with the GTA *'Generic Parking and Traffic Updated Traffic Management Report'*, Issue 3, dated 29/11/2017.

Parking Provision	Applicable Rates	Required Spaces	Provided Spaces	Complies
Proposed layout provides adequate parking in accordance with the 'Generic Parking and Traffic Updated Traffic Management Report', Issue 3, dated 29/11/2017	2.5/100sq.m (with drive-thru facilities)	N.A.	N.A.	N.A.
	3.3/100sq.m (without drive-thru facilities)	9	9	✔

Additional Comments:	It is noted the SA Planning Code outlines a provision 3 spaces per 100 sq.m GLFA, slightly less than the peak parking rates recommended to be adopted in the *Generic Parking and Traffic Updated Traffic Management Report*. Notwithstanding, the development complies with both rates. The provision of 9 parking spaces meets the parking demand calculated in accordance with the OTR generic parking rates and exceeds the SA Planning and Design Code demand of 8 spaces.

VIC | NSW | QLD | SA | WA
Level 5, 75 Hindmarsh Square
ADELAIDE SA 5000
PO Box 119
RUNDLE MALL SA 5000
ABN: 17 007 820 322
www.stantec.com

Parking Layout	Parking Space	Typical Dimensions	Complies
Proposed car parking layout conforms with Australian Standard/New Zealand Standard for Off Street Car parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009)?	Parking	2.6m wide, 4.8m long (with 600mm overhang), set within a minimum 7.5m wide aisle.	✔
	Disability Parking and Shared Space	2.4m wide, 4.8m long (with 600mm overhang), set within a minimum 7.5m wide aisle.	✔
Additional Comments:			

Access Points	Comments	Complies
The proposed access arrangements comply with Figure 3.1 in AS/NZS2890.1:2004?	New access points are located outside of the prohibited zone (6m from the projection of the road property lines/from the tangent point). Existing access on Longwood Road is being maintained, and positioned further west, increasing separation to the Longwood Road/Scott Creek Road/Heathfield Road intersection	✔
Additional Comments:		

Sight Distance Assessment The proposed layout provides appropriate sight distance from each access point.	Comment	Complies
	<u>Longwood Road</u> ***East:*** Given the straight road alignment and lack of obstructions the minimum SISD of 123m for design speed of 60 kilometres has been achieved at the site access point along Longwood Road (shown in attachments). ***West:*** Sight distance is restricted due to the existing curves within the road alignment. Due to the location within the hills EDD SISD is considered to apply to the subject site. The minimum EDD SISD of 97m for design speed 60km/h can be achieved at the site access point along Longwood Road (shown in attachments). <u>Scott Creek Road</u> ***South:*** Sight distance is restricted due to the existing curves within the road alignment. Due to the location within the hills EDD SISD is considered to apply to the subject site. Vehicles on Scott Creek Road are on the approach to the intersection and could be expected to be travelling in the order of 50km/h in the vicinity of the site access point. The minimum EDD SISD of 74m for design speed 50km/h and estimated 5% uphill gradient can be achieved at the site access point along Scott Creek Road with the removal/pruning of existing street trees (shown in attachments). It is understood that a majority of the vegetation is proposed to be removed as part of the development. ***North:*** Sight distance is unrestricted to the intersection, enabling visibility for when vehicles enter Scott Creek Road.	✔

Additional Comments:	

Queuing Proposed fuelling layout provides sufficient queue spaces as per the 'Generic Parking and Traffic Updated Traffic Management Report', Issue 3, dated 29/11/2017	Fuelling Layout	Required Queue Space	Provided Queue Space	Complies
	Starter Gate	N.A.	N.A.	N.A.
	Domino	2	2	✔

Additional Comments:	The fuel bowsers are positioned perpendicular to Longwood Road, with approximately 12m from the closest bowser to the property boundary, allowing additional space for vehicles to pass or queue behind other bowsers. Proposed layout allows for vehicles to traverse the site without being impacted by queuing vehicles.

Turn Paths Design vehicles able to traverse through the proposed layout? Swept paths of the heavy vehicles are enclosed at the end of the checklist	Vehicle	Design Vehicle	Complies
	Fuel Delivery	13.9m OTR Tanker	N.A
		16.4m Semi Trailer	✔
		19.1m B Double	N.A
	Waste Collection	10.0m Refuse Vehicle	✔
		8.8m MRV	N.A
	Deliveries	12.5m HRV	N.A
		8.8m MRV	✔
	Drive Thru	B99 Light Vehicle	N.A
	Car Wash	B99 Light Vehicle	✔
Additional Comments:			

Traffic Generation What is the expected traffic generation of the proposed development?	Traffic Generator	Applicable Rate (per hr)	Traffic Generation (trips per hr)
	Control Building/Bowsers	0.6 trips × 250 (sq.m)	150
		Total PM Peak Period	150
Additional Comments:			

Traffic Impact What is the expected traffic impact that the traffic generated by the proposed development will have on the surrounding road network?	Traffic Impact
	Petrol stations are typically located to capture passing trade based on a convenient location and access arrangement. Due to the location of the proposed development on the corner of the Longwood Road/Scott Creek Road, it is expected that a high proportion of the traffic generated by the subject site will be passing trade. Based on this and noting that there is an existing petrol station on site, the development is not anticipated to have an adverse impact on the safety or operation of the adjacent road network.
Additional Comments:	

Planning Code Assessment

This assessment only considers performance outcomes applicable to the relevant traffic and transport related matters that apply to the proposed development.

Part 4 General Development Policies

Transport, Access and Parking

Performance Outcome	Deemed-to-Satisfy / Designated Performance Feature	GTA now Stantec Assessment
PO 1.3	DTS/DPF 1.3	Loading / refuse collection to occur on-site and would occur outside of peak periods.
PO 1.4	DTS/DPF 1.4	Queuing can be contained within the site. Loading activities will be conducted within the site and should not have an impact on the operation and queuing on public road.
PO 2.1	DTS/DPF 2.1	Refer to 'Sight Distance Assessment' section for a detailed sightline assessment for the proposed development.
PO 2.2	DTS/DPF 2.2	Refer to 'Sight Distance Assessment' section for a detailed sightline assessment for the proposed development.
PO 3.1	DTS/DPF 3.1	New access points are proposed to be located outside of the prohibited zone. Refer to 'Access Points' section.
PO 3.2	DTS/DPF 3.2	Not applicable. No ramps proposed.
PO 3.3	DTS/DPF 3.3	Refer to 'Access Points' section of report.
PO 3.4	DTS/DPF 3.4	Refer to 'Access Points' section of report.
PO 3.5	DTS/DPF 3.5	Refer to 'Access Points' section of report.
PO 3.6	DTS/DPF 3.6	Not applicable – on-street parking not appropriate in this location
PO 3.7	DTS/DPF 3.7	Not applicable – not located near a railway crossing
PO 3.8	DTS/DPF 3.8	Refer to attached turn paths.
PO 3.9	DTS/DPF 3.9	All vehicle circulation to occur within the site.

PO 4.1	DTS/DPF 4.1	DDA compliant parking spaces will be provided.
PO 5.1	DTS/DPF 5.1	Planning Code produced a requirement of 8 spaces to be provided for a retail fuel outlet. Proposed development provides a total of 9 spaces.
PO 6.1	DTS/DPF 6.1	Satisfies the requirement. Use of public roads not required.
PO 6.4	DTS/DPF 6.4	Footpaths provided within the proposed development where practicable.
PO 6.6	DTS/DPF 6.6	Loading areas and parking spaces are located within the site.
PO 6.7	DTS/DPF 6.7	Not applicable
PO 7.1	DTS/DPF 7.1	Not applicable
PO 9.1	DTS/DPF 9.1	No bicycle parking rate explicitly stated.
PO 9.2	DTS/DPF 9.2	Refer previous response.
PO 9.3	DTS/DPF 9.3	Specific end of trip facilities have not been provided however, this could be reviewed and provided at a later date if the need arises.

DIT Comments and Response

No formal comments received

TRAFFIC COMPLIANCE STATEMENT CERTIFICATION

It is hereby certified that the proposed development described in this document and shown on the attached drawings is in accordance with the “On the Run” Service Stations Generic Parking and Traffic – Updated Traffic Management Report (updated July 2017) with regards to the parking and traffic operation specified.

The proposed development has been designed with consideration of Austroads Guidelines and Australian Standards, and Traffic Code applicable to the design of traffic management and parking in South Australia.

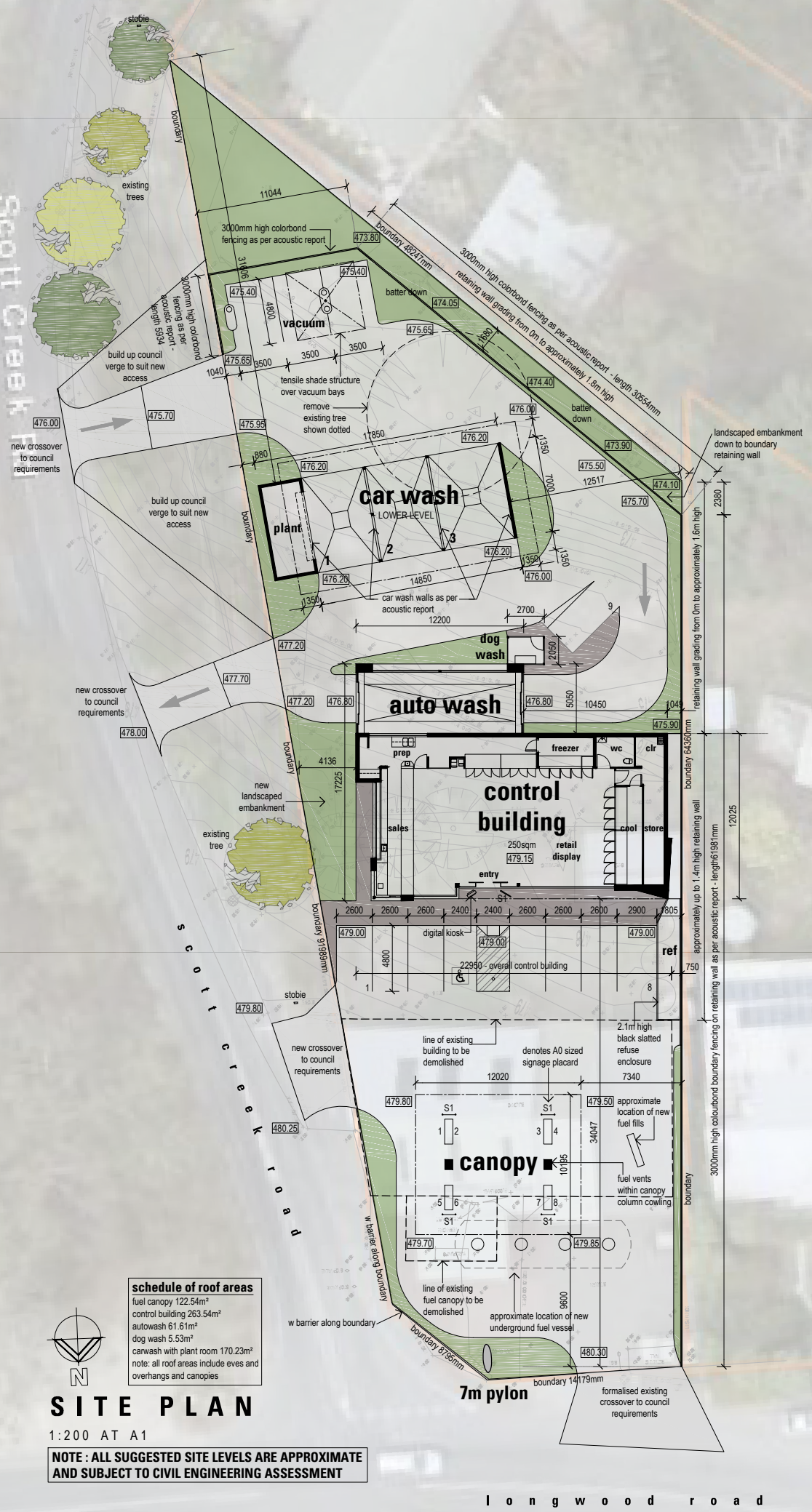
Stantec verifies that the detailed design will be able to meet the requirements of the relevant guidelines, standards and code.

STANTEC

Ian Bishop

Senior Transportation Engineer

APPENDIX A - DRAWINGS



schedule of roof areas
fuel canopy 122.54m²
control building 263.54m²
autowash 61.61m²
dog wash 5.53m²
carwash with plant room 170.23m²
note: all roof areas include eves and overhangs and canopies

N

SITE PLAN

1:200 AT A1

NOTE : ALL SUGGESTED SITE LEVELS ARE APPROXIMATE AND SUBJECT TO CIVIL ENGINEERING ASSESSMENT

NEW SERVICE STATION COMPLEX

160 LONGWOOD ROAD, HEATHFIELD

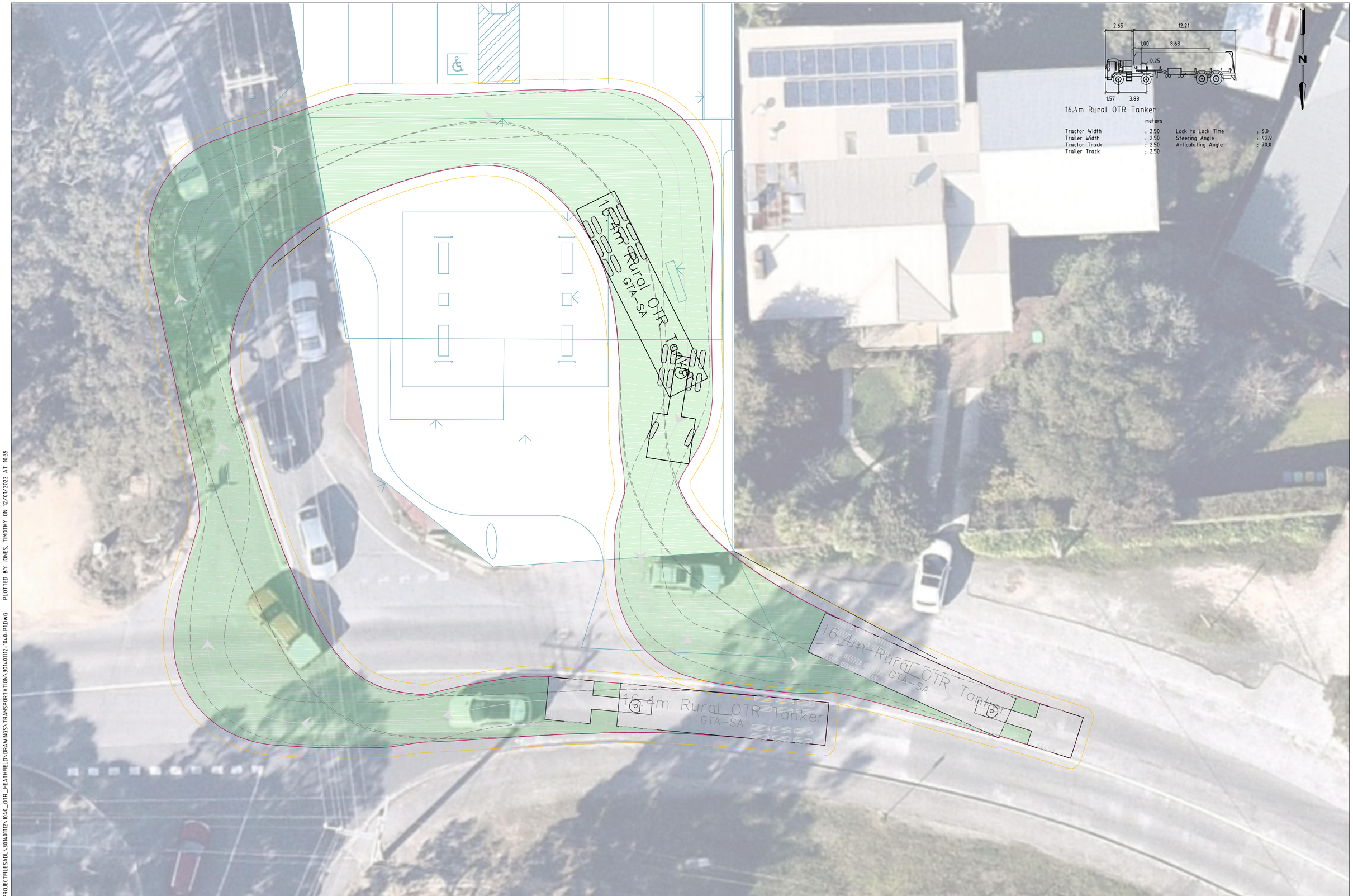
0 1 2 5 10 15m
Scale 1:200 at A1

17.12.21
21JN1448sk01c

PLANNING APPLICATION

ADS Architects
93 Gilles Street Adelaide 5000 T:82232244

APPENDIX B – TURN PATH ANALYSIS



16.4m Rural OTR Tanker

meters

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 42.9
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

Stantec

nearmap.com

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED T.JONES
DESIGN CHECK I.BISHOP
APPROVED BY I.BISHOP
DATE ISSUED 12/01/2022

SCALE A3 0 1 2 4 1:200
CAD FILE NO. 301401112-1040-P1.DWG

OTR HEATHFIELD
160 LONGWOOD ROAD
HEATHFIELD SA 5153
16.4m OTR RURAL TANKER

DRAWING NO. 301401112-1040-AT01 SHEET 01 OF 04 ISSUE P1

\\CORP.ADS\GTADATA\PROJECTFILESADL\301401112\1040_OTR_HEATHFIELD\DRAWINGS\TRANSPORTATION\301401112-1040-P1.DWG PLOTTED BY JONES, TIMOTHY ON 12/01/2022 AT 10:35

\\CORP.ADS\GTADATA\PROJECTFILESADL\301401112\1040_OTR_HEATHFIELD\DRAWINGS\TRANSPORTATION\301401112-1040-P1.DWG PLOTTED BY JONES, TIMOTHY ON 12/01/2022 AT 10:35

Stantec

nearmap.com

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

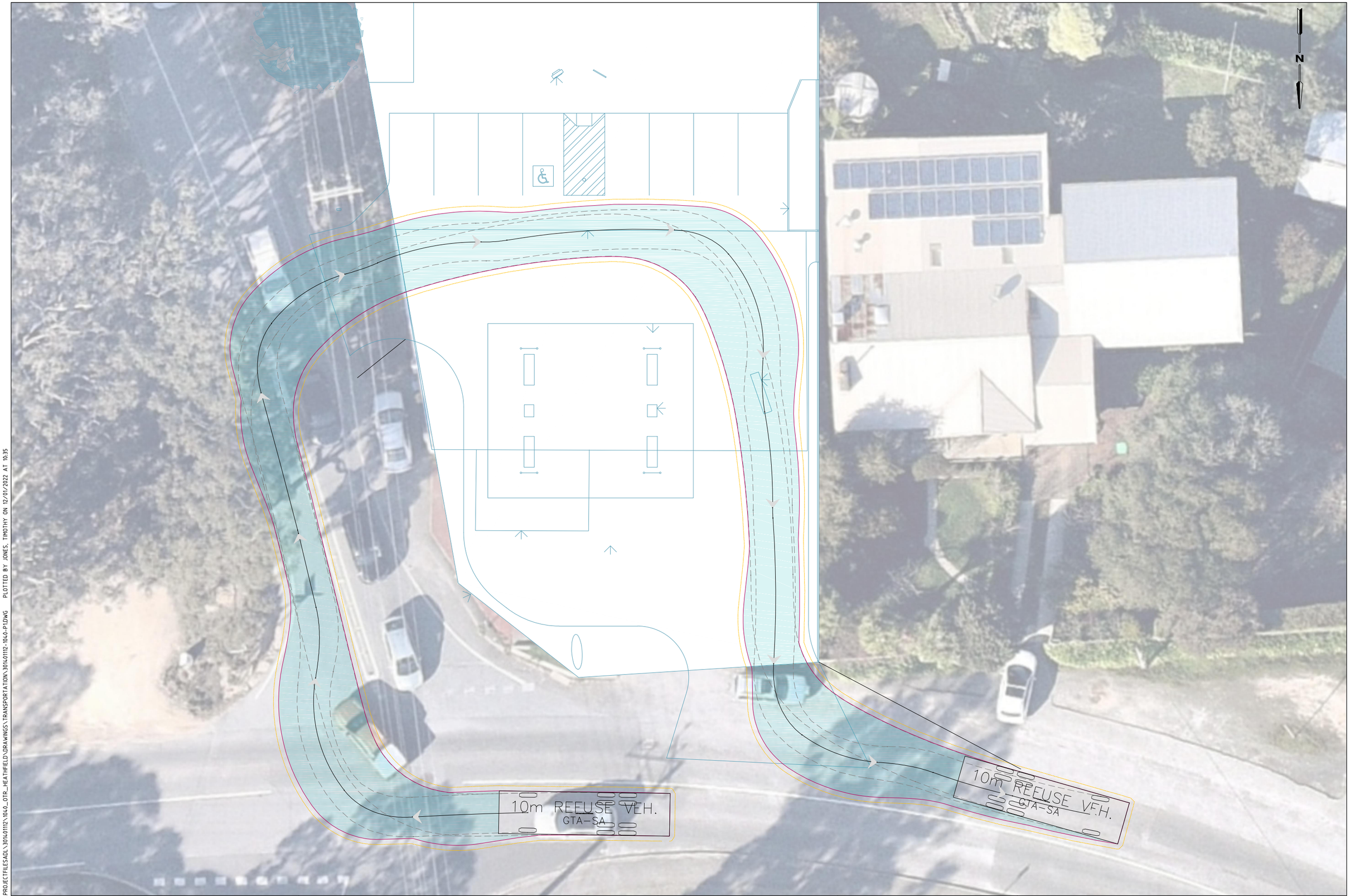
DESIGNED T.JONES	DESIGN CHECK I.BISHOP
APPROVED BY I.BISHOP	DATE ISSUED 12/01/2022

SCALE A3 0 1 2 4 1:200

CAD FILE NO. 301401112-1040-P1.DWG

OTR HEATHFIELD
160 LONGWOOD ROAD
HEATHFIELD SA 5153
B99 ACCESS

DRAWING NO. 301401112-1040-AT02 SHEET 02 OF 04 ISSUE P1



\\CORP.ADS\GTADATA\PROJECTFILESADL\301401112\1040_OTR_HEATHFIELD\DRAWINGS\TRANSPORTATION\301401112-1040-P1.DWG PLOTTED BY JONES, TIMOTHY ON 12/01/2022 AT 10:35

Stantec

nearmap.com

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED T.JONES	DESIGN CHECK I.BISHOP
APPROVED BY I.BISHOP	DATE ISSUED 12/01/2022

SCALE A3 0 1 2 4 1:200

CAD FILE NO. 301401112-1040-P1.DWG

OTR HEATHFIELD
160 LONGWOOD ROAD
HEATHFIELD SA 5153
B99 ACCESS

DRAWING NO. 301401112-1040-AT03 SHEET 03 OF 04 ISSUE P1

\\CORP-ADS\GTADATA\PROJECTFILESADL\301401112\1040_OTR_HEATHFIELD\DRAWINGS\TRANSPORTATION\301401112-1040-P1.DWG PLOTTED BY JONES, TIMOTHY ON 12/01/2022 AT 10:35

Stantec

nearmap.com

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED T.JONES	DESIGN CHECK I.BISHOP
APPROVED BY I.BISHOP	DATE ISSUED 12/01/2022

SCALE A3 0 5 10 20 1:1000

CAD FILE NO. 301401112-1040-P1.DWG

OTR HEATHFIELD
160 LONGWOOD ROAD
HEATHFIELD SA 5153
SIGHTLINE ASSESSMENT

DRAWING NO. 301401112-1040-AT04 SHEET 04 OF 04 ISSUE P1

OTR Heathfield

Environmental Noise Assessment

S7036C1

December 2021

sonus.

sonus.

Document Title	:	OTR Heathfield Environmental Noise Assessment
Document Reference	:	S7036C1
Date	:	December 2021
Prepared By	:	Chris Turnbull, MAAS

TABLE OF CONTENTS

1 INTRODUCTION

An environmental noise assessment has been made of the proposed OTR integrated service station development at 160 Longwood Road, Heathfield.

The development comprises a service station, automatic carwash, manual wash bays, dog wash, vacuum units, and associated plant and equipment.

The closest residences to the site are located to the immediate west and south, and on the opposite side of Scott Creek Road. The arrangement is shown in Appendix A.

The assessment considers noise levels at the nearest residences from:

- On-site car park and re-fuelling activity;
- Automatic and manual car wash activity;
- Vacuum operation;
- Dog wash operation;
- Mechanical plant operation;
- Deliveries; and,
- Rubbish collection.

The assessment has been based on:

- ADS Architects drawings *"CON01f" and "CON02b"*, dated *09 August 2021*;
- Operating hours of the facility being 24 hours per day, 7 days per week;
- Previous noise measurements and manufacturer's noise data from similar sites for plant and equipment, car parking activity and petrol and diesel fuel delivery; and,
- Continuous noise logging conducted at the site between 20 and 25 August 2021.

2 CRITERIA

2.1 Planning and Design Code

The proposed site and residences immediately to the south and west are located in a *Rural Neighbourhood Zone* and *Adelaide Hills Subzone* of the Planning and Design Code, and the residences on the opposite side of Scott Creek Road are located within a *Productive Rural Landscape Zone*. The Planning and Design Code has been reviewed, and the following noise related provisions considered relevant.

Part 2- Zones and Sub Zones

Rural Neighbourhood Zone

Desired Outcome

DO 1: Housing on large allotments in a spacious rural setting, often together with large outbuildings. Easy access and parking for cars. Considerable space for trees and other vegetation around buildings, as well as on-site wastewater treatment where necessary. Limited goods, services and facilities that enhance rather than compromise rural residential amenity.

Part 4 - General Development Policies

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

<table>
<tr><th>Performance Outcome</th><th>Deemed-to-Satisfy Criteria / Designated Performance Feature</th></tr>
<tr><td colspan="2">General Land Use Compatibility</td></tr>
<tr><td>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</td><td>DTS/DPF 1.2
None are applicable</td></tr>
<tr><td colspan="2">Hours of Operation</td></tr>
<tr><td>PO 2.1
Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:
a) the nature of the development
b) measures to mitigate off-site impacts
c) the extent to which the development is desired in the zone
d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land</td><td>DTS/DPF 2.1
Development operating within the following hours:
<table>
<tr><th>Class of Development</th><th>Hours of operation</th></tr>
<tr><td>Consulting Room</td><td>7am to 9pm, Monday to Friday
8am to 5pm, Saturday</td></tr>
<tr><td>Office</td><td>7am to 9pm, Monday to Friday
8am to 5pm, Saturday</td></tr>
<tr><td>Shop, other than any one or combination of the following:
a) restaurant
b) cellar door in the Productive Rural Landscape Zone, Rural zone or Rural Horticulture Zone.</td><td>7am to 9pm, Monday to Friday
8am to 5pm, Saturday</td></tr>
</table></td></tr>
</table>

Performance Outcome	*Deemed-to-Satisfy Criteria / Designated Performance Feature*
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:* *1. locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers* *2. when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers* *3. housing plant and equipment within an enclosed structure or acoustic enclosure* *4. 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

The *Activities Generating Noise or Vibration* DTS/DPF 4.1 references the *Environment Protection (Noise) Policy 2007* (**the Policy**). The Policy provides goal noise levels to be achieved at residences from general activity at a site and specific provisions for other activity such as rubbish collection.

The Policy is based on the World Health Organisation Guidelines to prevent community annoyance, sleep disturbance and adverse impacts on the amenity of a locality. Therefore, compliance with the Policy is considered to be sufficient to satisfy all provisions of the Code relating to environmental noise.

Rubbish Collection

The Policy deals with rubbish collection by effectively limiting the hours to the least sensitive period of the day. Part 6 Division 3 of the Policy requires that rubbish collection only occur between the hours of 9am and 7pm on Sundays or public holidays, and between 7am and 7pm on any other day, except where it can be shown that the maximum (L_{max}) noise level from such activity is less than 60 dB(A).

General Activity

The Policy provides goal noise levels to be achieved at noise sensitive locations based on the principally promoted land uses of the Planning and Design Code in which the noise source (the development) and the noise receivers (residences) are located.

It is considered that the *Rural Neighbourhood Zone* and *Adelaide Hills Subzone* principally promote Residential land use based on the Planning and Design Code provisions and the allotment sizes, whilst the *Productive Rural Landscape Zone* principally promotes Rural Industry land use based on the Planning and Design Code provisions.

Based on the above, the Policy provides the following goal noise levels:

- For residences within the *Rural Neighbourhood Zone*:
    - An average (L_{eq}) noise level of 47 dB(A) during the daytime (7am to 10pm);
    - An average (L_{eq}) noise level of 40 dB(A) at night (10pm to 7am); and,
    - A maximum (L_{max}) noise level of 60 dB(A) at night (10pm to 7am).
- For residences within the *Productive Rural Landscape Zone*:
    - An average (L_{eq}) noise level of 50 dB(A) during the daytime (7am to 10pm); and,
    - An average (L_{eq}) noise level of 43 dB(A) at night (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 penalties is discussed further in the Assessment section of this report.

3 ASSESSMENT

The noise levels from the service station complex have been predicted at the nearby residences based on a range of previous noise measurements which 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 and accelerating away from their park position;
- vehicle movements on site;
- delivery truck activity;
- operation of manual and automatic car washes;
- operation of the dog wash;
- operation of vacuum bays; and,
- mechanical plant serving the control building.

3.1 Operational Assumptions

The predictions of noise from use of the facility, other than rubbish collection, have been based on the following operational assumptions for the level of activity in any 15-minute[1] period.

Day-time (7am to 10pm)

- Continuous operation of all mechanical plant serving the control building;
- 10 vehicles using the petrol filling stations and parking bays;
- A stationary vehicle idling continuously at half of the refuelling bays (while waiting to use the filling station);
- Auto wash and plant room operating for the whole of the assessment;
- A stationary vehicle idling continuously at the auto wash entry (while waiting to use the auto wash facility)
- Manual washes operating with high water pressure for 5 minutes each;
- Dog wash operating for 10 minutes;
- Continuous operation of vacuum units; and,
- A fuel or goods delivery truck attending the site.

[1] Default assessment period of the Policy.

Night-time (10pm to 7am):

The following operational assumptions for the night period correspond to the restrictions as summarised in the *Recommendations* section below.

- Continuous operation of all mechanical plant serving the control building;
- 5 vehicles using the petrol filling stations and parking bays;
- Auto wash and plant room operating for the whole of the assessment; and,
- A stationary vehicle idling continuously at half of the refuelling bays (while waiting to use the filling station).

Sound power levels for the activities and equipment described above are provided in Appendix B.

3.2 Recommendations

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

Rubbish Collection

To satisfy the requirements of the Policy, it is recommended that rubbish collection from the site should only occur between the hours of 9am and 7pm on a Sunday or public holiday, and 7am and 7pm on any other day.

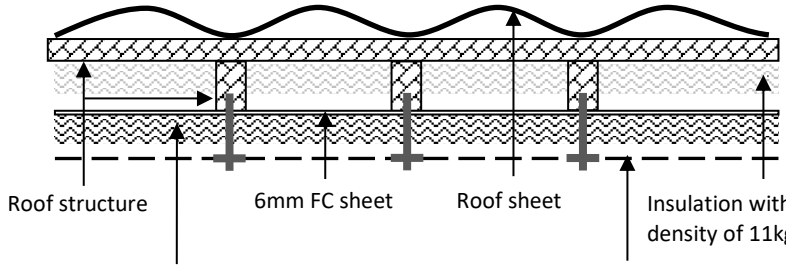
General Activity

General

- Any amplified music proposed to be played outdoors should be at a level which is inaudible at the surrounding residences;
- Alarms produced by site equipment, such as for compressed air or vacuum bays, should be at a level which is inaudible at the surrounding residences;
- Ensure there are no irregularities on the site and all inspection points, grated trenches, etc. are correctly fixed to remove the potential for impact noise being generated when driven over;
- Construct boundary fences to a minimum height of 3.0m above the site ground level for the extent shown as **ORANGE** in Figure 1;
- The fences should be constructed from sheet steel with a minimum 0.42mm base material thickness (BMT), such as “Colorbond”, or another material with the same or greater surface density;
- The fences can utilise a cantilevered construction provided the overall height above ground level is maintained; and,
- An airtight seal should be achieved at all fence junctions, including at the ground, at retaining walls, and at other fences, buildings, or structures.

Automatic Car Wash

- Ensure the car wash is fully enclosed (other than the entry and exit openings for vehicles), and the walls have a minimum surface density of at least 8kg/m^2 (such as 6mm thick compressed fibre cement sheet or 10.38mm thick laminated glass), and seal airtight at all junctions;
- Install glass doors to the entry and exit of the car wash which automatically close during operation (i.e., close before the start of the wash cycle, and do not open until the wash cycle, including any drying, has ceased). The doors should be constructed from a minimum of 10.38mm thick laminated glass (or a material with a higher surface density) and be sealed as close to airtight as possible at all junctions when closed.
- Incorporate a layer of 6mm thick fibre cement sheet (or equivalent material with a surface density of at least 8kg/m^2) to the underside of the automatic car wash roof structure and include insulation (with a density of at least 11 kg/m^3) in the resulting cavity. In addition, incorporate acoustic absorption to the underside of the fibre cement sheet (such as 50mm thick insulation with a minimum density of 32kg/m^3), generally in accordance with Detail 1 below.

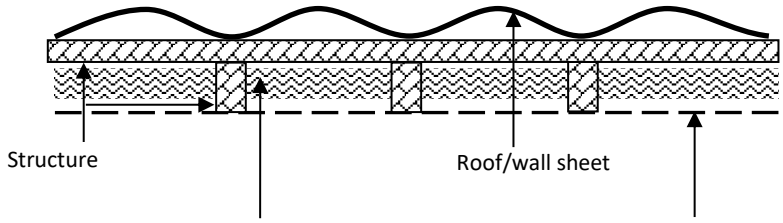


Detail 1: *Automatic Car Wash Roof/ceiling (section view).*

Manual Car Wash

- Restrict the use of the manual car washes to the day-time period only (between 7:00am and 10:00pm).

- Install acoustic absorption material, such as 50mm thick insulation with a minimum density of 32kg/m^3, to the walls of the manual wash bays (marked as **PINK** in Figure 1) and to the underside of the manual wash canopy. The absorption may be covered with perforated material with an open area of at least 15%.



50mm thick acoustic insulation with a minimum density of 32 kg/m^3. The insulation should be installed to the full extent of the ceiling. Other materials such as "Pyrotek Reapor" can be used in lieu of the insulation.

Perforated material with an open area greater than 15% spaced from the insulation as required to provide weatherproofing. Examples of the products are perforated sheet steel, slotted timber, etc.

Detail 2: *Manual Car Wash Absorption.*

Vacuum Bays

- Restrict the use of the vacuums to the day-time period only (between 7:00am and 10:00pm).

Dog Wash

- Restrict the use of the dog wash to the day-time period only (between 7:00am and 10:00pm).

Car Wash Plant Room

- Ensure the car wash plant room is fully enclosed and the walls and ceiling have a minimum surface density of at least 8kg/m^2 (such as 6mm thick compressed fibre cement sheet) that is sealed airtight at all junctions.
- The doors should incorporate acoustic seals which seal airtight when closed.
- Ensure that any other ventilation to the plant room is located away from the residences to the west, such that there is no direct line of sight to the residences and is acoustically treated by incorporating an acoustically lined duct or proprietary attenuator.

Mechanical Plant

At the Development Application stage of a project, the mechanical plant is not typically designed or selected. Therefore, the assessment has considered typical air conditioning and refrigeration units operating at other similar facilities to provide an indicative assessment.

The predictions have been made based on the following indicative equipment, located on the roof of the control building:

- 1 x cool room condenser unit;
- 1 x evaporative unit;
- 1 x freezer condenser unit;
- 2 x air conditioning condenser units; and,
- 1 x exhaust fan.

Based on the typical mechanical plant selections, the requirements of the Policy can be achieved with the following recommendations:

- Incorporate an in-line attenuator to the discharge side of any significant exhaust fans;
- Locate the rooftop mechanical plant within the area marked as **YELLOW** in Figure 1;
- Construct a solid screen around the rooftop mechanical plant units, which extends a minimum 0.8m above the mechanical plant units, on three sides (marked as **PURPLE** in Figure 1). A suitable material is sheet steel with a minimum 0.42mm BMT ("Colorbond" or similar), or a material with the same or greater surface density. Ensure that the side facing Scott Creek Road is acoustically open with either no screening or with a standard louvre construction.
- Install acoustic absorption, such as 50mm thick insulation with a minimum density of 32kg/m^3, to the full extent of the mechanical plant side of the screen. The absorption material should be installed generally in accordance with Detail 2, or an alternate product that is acoustically equivalent.

The noise level and any acoustic treatment associated with mechanical plant should be reviewed during the detailed design phase.

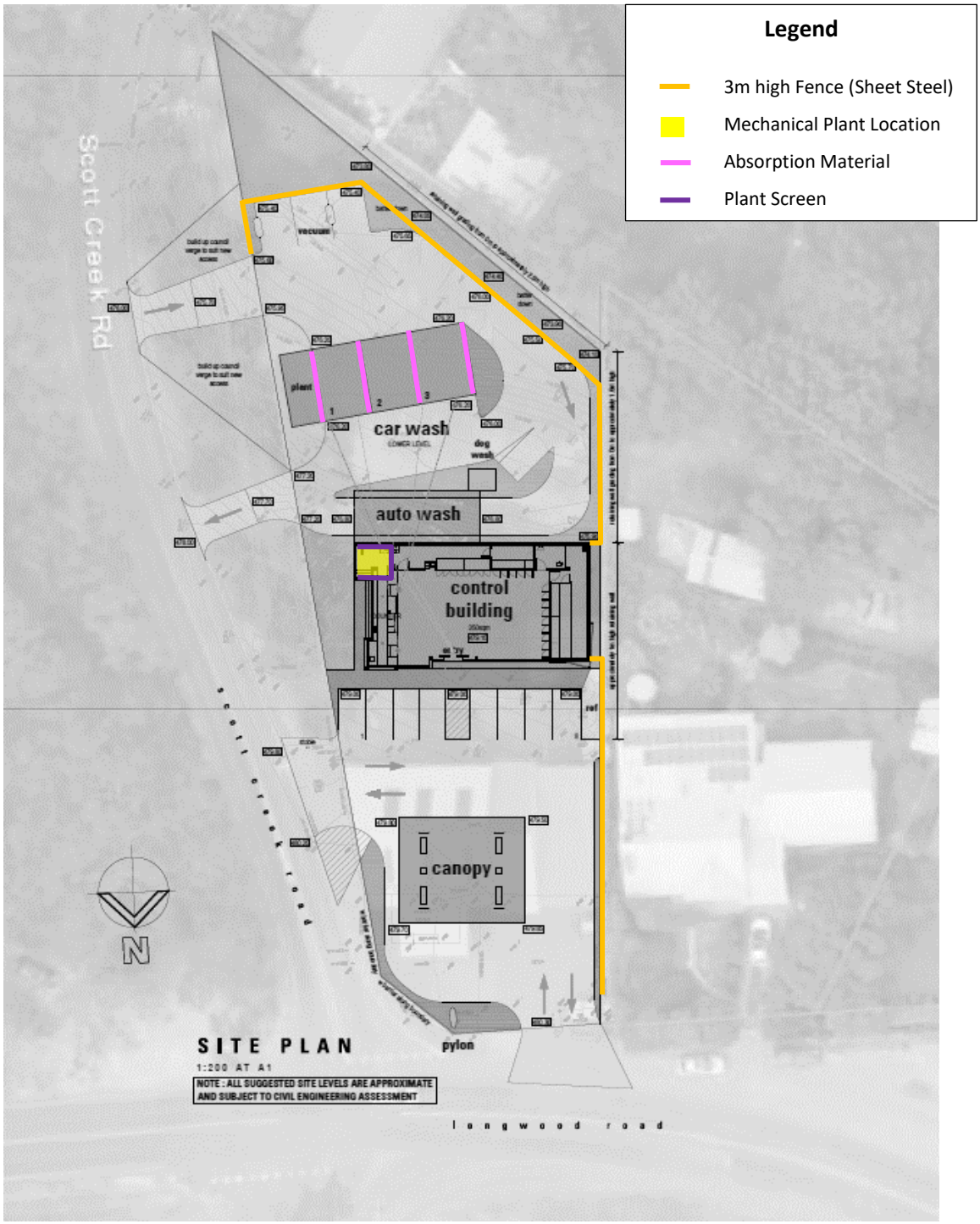


Figure 1: *Acoustic Treatment Summary*

3.3 Noise Predictions

Average Noise Level

The noise level at residences in the vicinity have been predicted based on the inputs and acoustic treatments detailed above. The predicted noise levels are summarised in *Table 3* below and compared against the relevant noise criteria.

Table 3: *Noise Predictions*

Residence	*Noise Criteria (dB(A))*		Highest Predicted Equivalent (L_{Aeq}) Noise Level (dB(A))		Compliance with the Policy
	Day	***Night***	***Day***	***Night***	
Residences in *Rural Neighbourhood* Zone	*47*	*40*	47	40	**Yes**
Residences in *Productive Rural Landscape* Zone	*50*	*43*	50	42	**Yes**

The predictions include (add) a 5 dB(A) penalty for modulation at all of the surrounding residences.

With the recommendations and restrictions detailed in this report, the highest predicted average noise levels (L_{Aeq}) at any residence achieves the relevant requirements of the Policy.

Maximum Noise Levels

The instantaneous maximum noise levels have also been predicted at all residences, based on measurements at a variety of different sites from activities such as car parking and the closing of doors. The highest predicted maximum noise level from the site for such activity is 56 dB(A). Therefore, the maximum noise level of the Policy will also be achieved at all residences.

4 CONCLUSION

An environmental noise assessment has been made of the proposed OTR integrated service station development at 160 Longwood Road, Heathfield.

The assessment considers noise at the surrounding residences from operation of the carwash facilities, vacuum operation, dog wash operation, mechanical plant operation, vehicle movements, car park activity, deliveries, and rubbish collection.

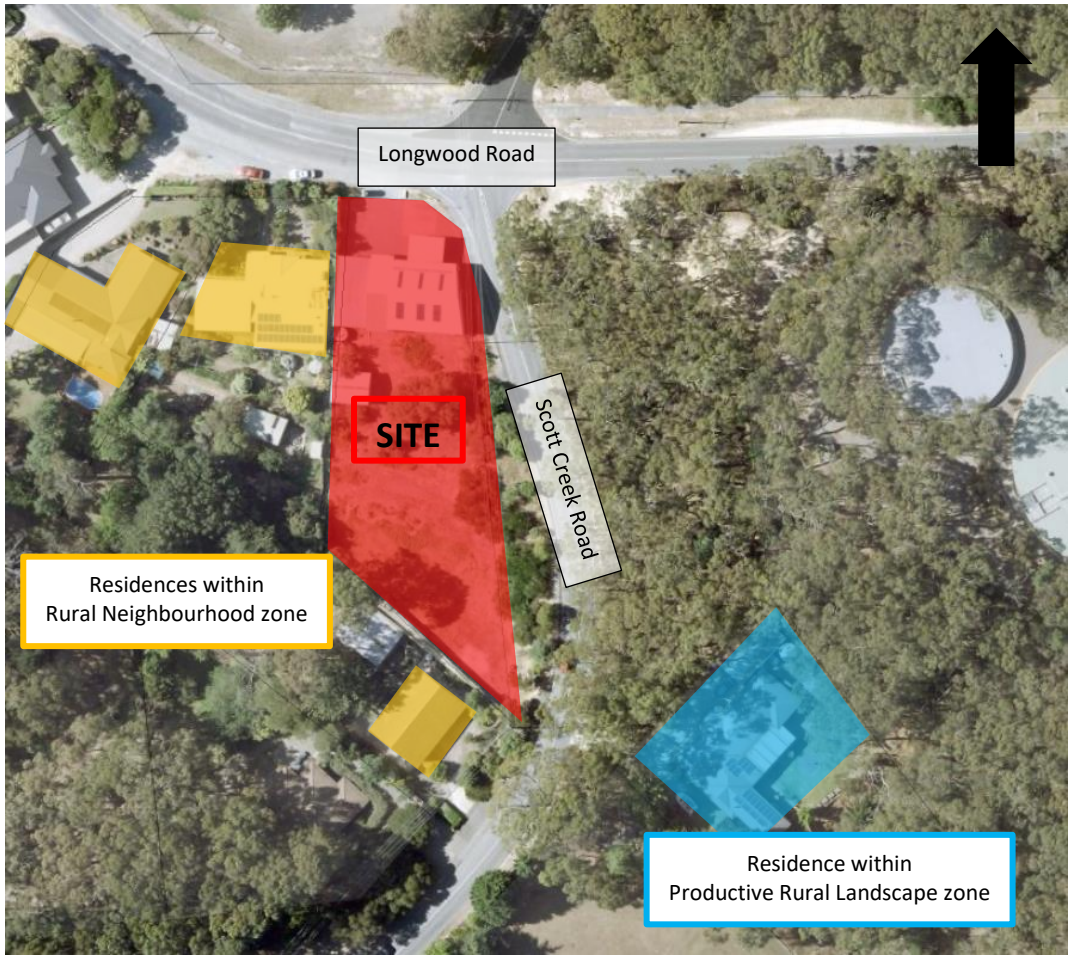
Noise criteria for the assessment of these noise sources have been derived in accordance with the *Planning and Design Code* and the *Environment Protection (Noise) Policy 2007*.

Noise levels from the site are predicted to achieve the relevant criteria at all residences in the vicinity, with the inclusion of the following treatments:

- specific fence heights and constructions;
- restricting the use of the vacuums to the day-time period;
- restricting the use of the manual car wash to the day-time period;
- restricting the use of the dog wash to the day-time period;
- restricting the times for deliveries to the day-time period;
- incorporating doors to the entry and exit of the automatic car wash;
- incorporating absorptive material and specific roof structures to the car washes;
- reducing the noise from any alarms as far as practical;
- ensuring all inspection points, grated trenches, etc. are correctly fixed;
- specific location and screening of the mechanical plant;
- absorption material to the mechanical plant screen; and,
- restricting the times for rubbish collection.

With the inclusion of the recommendations of this report, it is considered that the development will *minimise adverse impacts* and *not unreasonably impact the amenity of sensitive receivers,* thereby achieving the relevant provisions of the Planning and Design Code.

APPENDIX A – Subject Site & Noise Sensitive Locations



APPENDIX B –Noise Sources and Associated Sound Power Levels

Equipment/Activity 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	Air conditioning unit	76 dB(A)
	Freezer condenser unit	75 dB(A)
	Evaporative cooler	80 dB(A)
	Cool room condenser unit	80 dB(A)
	Amenity exhaust fan	67 dB(A)
Car Wash	Auto Wash Cycle	87 dB(A)
	Auto Dry Cycle	92 dB(A)
	Manual Wash	96 dB(A)
	Plant Room	78 dB(A)
Vacuum	Loaded	82 dB(A)
	Unloaded	76 dB(A)
Dog Wash	Dryer High	84 dB(A)
	Dryer Low	80 dB(A)

Native Vegetation Assessment:

On the Run – 160 Longwood Road, Heathfield

for

PC Infrastructure Pty Ltd

Assessed and compiled by:

Jeremy Tiller
Environmental Management Consultant
Forestville, SA
May 2021

Document Control:

Project: **Native Vegetation Assessment: On the Run – 160 Longwood Road, Heathfield**

Client: **PC Infrastructure Pty Ltd**

Document Number: PCI_009

Version: 1.0

Issue: Final

Assessor and Author: Jeremy Tiller

Media: Electronic

Issued to: Tim Beazley: Town Planner

Table of Contents

1. Client Information

Applicant:	PC Infrastructure Pty Ltd
Key contact:	Tim Beazley: Town Planner. Ph: 0439 883 977
Site Address:	160 Longwood Road, Heathfield
Local Government Area:	Adelaide Hills Council

2. Introduction

Jeremy Tiller was commissioned by PC Infrastructure Pty Ltd to conduct a native vegetation assessment at the proposed site for a new On the Run Service Station at 160 Longwood Road, Heathfield (Map 1) and to assess the proposed clearance envelopes against the Clearance Requirements of the *Native Vegetation Act 1991* and *Native Vegetation Regulations 2017* (Map 1).

3. Landform Description and Land Use History

The landform in the is described as hilly uplands and dissected lateritic tablelands with open parklands, forest and woodlands. The proposed site land use is currently zoned as retail commercial. The adjacent properties are used for residential, rural residential, utility industry and recreation purposes (Source: NatureMaps 2021).

4. Survey Methodology

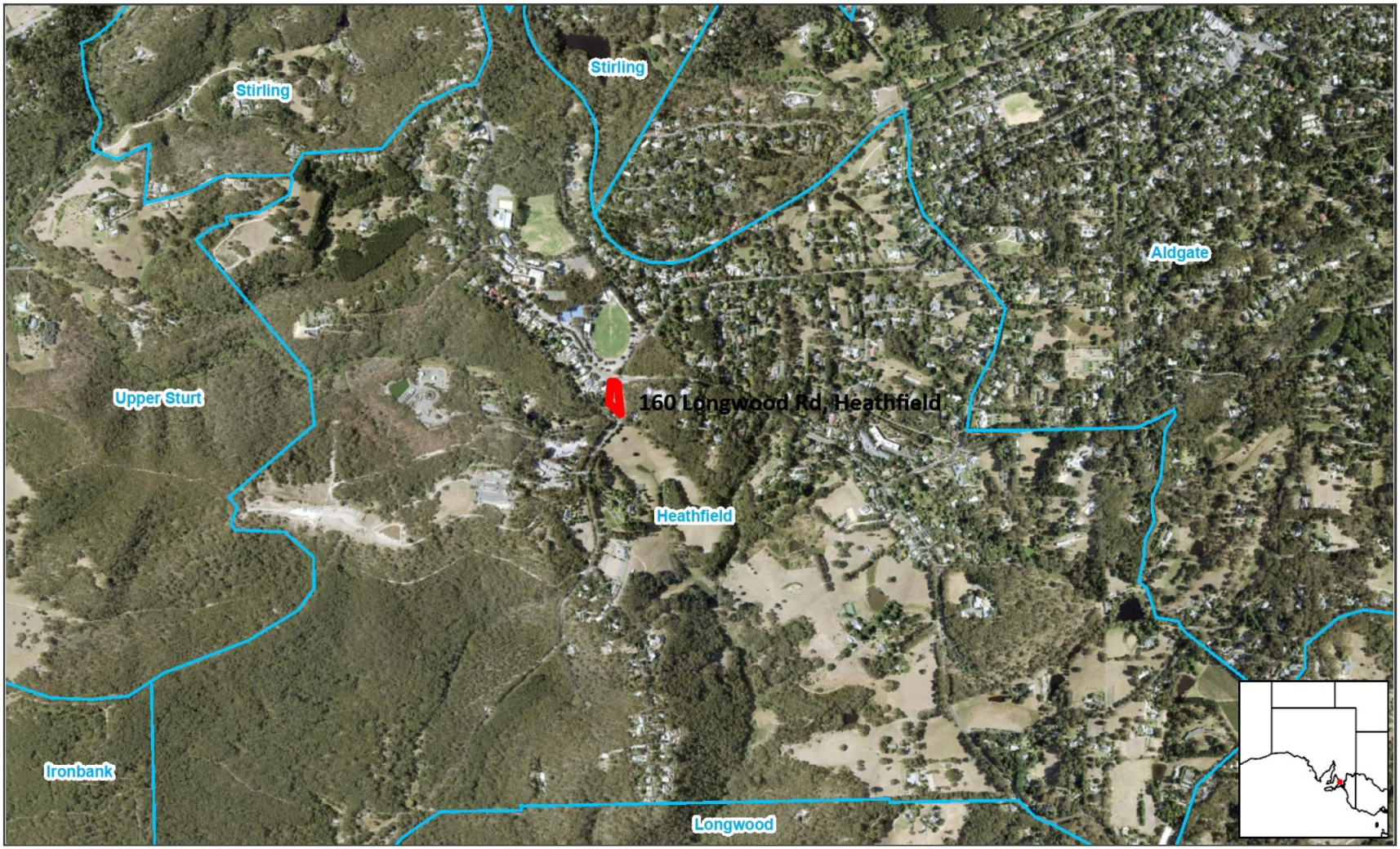
Prior to the site survey the following desktop assessments were conducted:

- Review of the Atlas of Living Australia and EPBC Act 1999 Protected Matter search tools within 5km of the site to determine the likelihood of any National and State listed fauna species that may utilise the vegetation under application.
- Review of the Atlas of Living Australia and EPBC Act 1999 Protected Matter search tools within 5km of the site to determine the likelihood of any National and State listed flora species and/or habitats of conservation significance that may be present on the subject land.

The project site was surveyed on 26 May 2021. The site survey was undertaken in accordance with the Native Vegetation Council (NVC) Bushland and Scattered Assessment Manual 2019. The aim of the site survey was to:

- record the vegetation association and flora species present;
- record the condition of the vegetation present;
- record the attributes of the native trees present;
- record any threatened flora species, if present;
- record any opportunistic fauna sightings;
- identify any suitable alternative locations to avoid or minimise the impacts to protected native vegetation; and
- to assess the proposed clearance against the Requirements and Regulations of the *Native Vegetation Act 1991* and *Native Vegetation Regulations 2017.*

Map 1. Location of the proposed On the Run site at Heathfield



Map data is compiled from a variety of sources and hence its accuracy is variable.

N

0 738 Metres

Compiled:	27-May-2021
Generated at:	www.naturemaps.sa.gov.au
Datum:	Geocentric Datum of Australia, 1994
Projection:	Web Mercator (Auxiliary Sphere)

Government of South Australia
Department for Environment and Water

5. Description of Vegetation under Assessment

Scott Creek Road Reserve (Area 1: Map 2)

The roadside vegetation along Scott Creek Road adjacent to the subject site is dominated by planted and self-seeded vegetation consisting of local and non-local natives and introduced species. Species include the following:

- *Banksia* sp.
- *Hakea rostrata*
- *Acacia longifolia ssp. longifolia*
- *Leptospermum* sp.
- *Grevillia* sp.
- *Acacia melanoxylon*
- *Eucalyptus* sp.
- *Callistemon* sp.
- *Pinaceae* sp.
- *Rosa* sp. (Rose)*
- *Rubus* sp. (Blackberry)*
- *Erica lusitanica* (Erica Heath)
- *Camellia* sp.
- *Pittosporum undulatum* (Sweet Pittosporum)*
- *Genista monspessulana* (Montpelier Broom)*

* declared pest plant species listed under the *Landscape South Australia Act 2019*.

The understorey vegetation along the road verge contains *Avena Barbata* (Wild oat), *Scabiosa atropurpurea* (Pincushion), *Phalaris sp.* (Canary Grass) and unidentifiable introduced grasses. No native flora species were observed in the understorey. All planted vegetation and species are not indigenous to the Adelaide Plains region and South Australia are not protected under the *Native Vegetation Act 1991*.

In addition, the road reserve contains two scattered *Eucalyptus obliqua* (Messmate Stringybark) which is a native species protected under the *Native Vegetation Act 1991* (Refer to Tree 1 and 2 on Map 2). Clearance of these trees would require approval from the Native Vegetation Council and a Significant Environmental Benefit Offset (SEB) contribution. The trees are in good health, however, the crown of their canopies are regularly trimmed due to their position under electricity powerline. See below for further detail of Tree 1 and 2.

Details of the scattered trees

Tree 1 *Eucalyptus obliqua* (Messmate Stringybark) Number of trees – 1 Height (m) – 6 Hollows – Nil Diameter (cm) – 75 Canopy dieback (%) – 0 Total Biodiversity Score – 0.56	**Photo 1** 
Tree 1 would receive a Total Biodiversity Score of 0.56 and require 0.59 SEB Points to Offset or a payment of $818.91. Tree 1 would not provide suitable habitat for any threatened fauna species.	

Tree 2 *Eucalyptus obliqua* (Messmate Stringybark) Number of trees – 1 Height (m) – 4.5 Hollows – Nil Diameter (cm) – 94 Canopy dieback (%) – 0 Total Biodiversity Score – 0.59-1.93	**Photo 2** 

Tree 2 would receive a Total Biodiversity Score of 0.59 and require 0.62 SEB Points to Offset or a payment of $861.16. Tree 2 would not provide suitable habitat for any threatened fauna species.

Photo 3: Vegetation along Scott Creak Road adjacent to the proposed On the Run site**.**

Photo 4: Vegetation along Scott Creak Road adjacent to the proposed On the Run site.

Rear Block at 160 Longwood Road, Heathfield (Area 2: Map 2)

The rear block at 160 Longwood Road, Heathfield contains planted landscaped garden beds and other introduced flora species that are not protected under the *Native Vegetation Act 1991*. Plants that were recoded include, but not limited to, three *Alnus* sp. (Alder) trees, *Acacia longifolia ssp. longifolia, Callistemon* sp., *Prunus nigra* (Purple-leaf Cherry Plum), *Rubus* sp. (Blackberry), *Erica lusitanica* (Erica Heath)*, Pittosporum undulatum* (Sweet Pittosporum), *Vinca* sp. (Periwinkle), *Salvia Rosmarinus* (Rosemary), *Lavandula* sp. (Lavender), *Ilex* sp. (Holly), *Agapanthus* sp. (Lily of the Nile), *Jasminum* sp. (Jasmine) and *Gazania* sp. (Gazania). The groundcover contains *Avena Barbata* (Wild oat), *Scabiosa atropurpurea* (Pincushion), *Plantago* sp. (Plantain) and unidentifiable introduced grasses and composites. Small patches of scattered *Rytidosperma caespitosum* (Common Wallaby-grass) where also observed, however as its cover is very sparse (less than 3%) clearance would be considered very minor and approval to clear by the Native vegetation Council is not required.

Photo 5: Vegetation within rear yard at 160 Longwood Road, Heathfield

Photo 6: Vegetation within rear yard at 160 Longwood Road, Heathfield

Photo 7: Three *Alnus* sp. (Alder) trees within rear yard at 160 Longwood Road, Heathfield

Map 2. Proposed Heathfield OTR Site

Map data is compiled from a variety of sources and hence its accuracy is variable.

N

0 49 Metres

Compiled: 27-May-2021
Generated at: www.naturemaps.sa.gov.au
Datum: Geocentric Datum of Australia, 1994
Projection: Web Mercator (Auxiliary Sphere)

Government of South Australia
Department for Environment and Water

6. Assessment and Compliance with the *Native Vegetation Act 1991* and the Native *Vegetation Regulations 2017*

Most of the vegetation to be impacted at the proposed On the Run site at 160 Longwood Road, Heathfield consists of planted and introduced flora species. Planted and non-indigenous species are not protected under the *Native Vegetation Act 1991* and therefore approval, or compliance with the *Native Vegetation Regulation 2017*, is not required.

However, two individual remnant *Eucalyptus obliqua* (Messmate Stringybark) are located along the Scott Creek Road Reserve near the bottom gate are naturally occurring and protected under the *Native Vegetation Act 1991*. Removal of the trees will require approve from the Native Vegetation Council.