

ITEM 8.1

DEVELOPMENT NO.:	25015385
APPLICANT:	Ian Bailey
ADDRESS:	61 SPRIGG ROAD CRAFTERS SA 5152 CT 6223/726 & 6151/231
NATURE OF DEVELOPMENT:	Variation to previous Development Authorisations; 473/958/02 and 23003710 to: i) Increase the maximum number of articulated tanker or semi-trailer deliveries to and from the land; ii) increase the maximum number of vehicles associated with the commercial distribution of spring water exiting the land between 5am and 7am; and iii) amend a condition referencing a redundant environmental noise policy.
ZONING INFORMATION:	Zones: • Productive Rural Landscape Overlays: • Environment and Food Production Area • Hazards (Bushfire - High Risk) • Heritage Adjacency • Hazards (Flooding - Evidence Required) • Limited Land Division • Mount Lofty Ranges Water Supply Catchment (Area 2) • Native Vegetation • Prescribed Water Resources Area • Regulated and Significant Tree • State Significant Native Vegetation • Scenic Quality • Traffic Generating Development • Water Resources
LODGEMENT DATE:	02 June 2025
RELEVANT AUTHORITY:	Adelaide Hills Council Assessment Panel
PLANNING & DESIGN CODE VERSION:	2023.3
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	No
RECOMMENDING OFFICER:	Doug Samardzija Senior Statutory Planner
REFERRALS STATUTORY:	Nil
REFERRALS NON-STATUTORY:	Engineering Department Acoustic Engineer

CAP MEETING – 15 October 2025
ITEM 8.1

CONTENTS:

ATTACHMENT 1: Application Documents	ATTACHMENT 4: Referrals non-statutory
ATTACHMENT 2: Subject Land Map	ATTACHMENT 5: Relevant P&D Code Policies
ATTACHMENT 3: Zoning Map	ATTACHMENT 6: Development Authorisation 23003710 and 473/958/02 and stamped plans

DETAILED DESCRIPTION OF PROPOSAL:

The proposal is a variation application which seeks to alter one (1) operational matter condition from a 2002 development application and one (1) operative matter condition from the 2023 development authorisation which varied truck movements. The proposal also originally sought to remove one (1) condition from the original 2002 development application but throughout the process it was instead agreed to also amend this condition.

- The condition three (3) from the original development authorisation 473/958/02 which currently reads “*That the number of articulated tanker or semi-trailer deliveries to and/or from the site shall be limited to a maximum of 40 vehicles per week (with an average of no more than 8 vehicles per working day)*” is proposed to be varied as follows:

That the number of articulated tanker or semi-trailer deliveries to or from the subject site shall be limited to maximum of 125 vehicles per week (with an average of no more than 25 vehicles (or 50 vehicle movements) per weekday excluding Saturday, Sunday and public holidays.

- The condition three (3) from the 2023 development authorisation 23003710 which currently reads “*A maximum of five (5) vehicles per week associated with the commercial distribution of spring water shall exit the subject land between the hours of 5:00am and 7:00am excluding Saturday, Sunday & public holidays*” is proposed to be varied as follows:

A maximum of two (2) vehicles associated with the commercial distribution of spring water shall exit the subject land between 5:00am and 6:00am per weekday excluding Saturday, Sunday and public holidays and up to two (2) vehicles associated with the commercial distribution of spring water shall exit the subject land between 6:00am and 7:00am per weekday excluding Saturday, Sunday and public holidays.

Given that the number of vehicle movements is a condition from 2002, the nature of the business operations since then have changed significantly and the applicant is therefore seeking to amend to condition to keep up with the growth of the business. In relation to the proposed change to the condition relating to the hours that the vehicles can exit the site, it is proposed to double this.

The applicant’s advice is that the proposed condition is required in response to a significant growth in the spring water industry since the 2002 application and the need to change to maintain viability. Expert Traffic and Acoustic Reports are provided in support of the variation application.

- Whilst the Applicant also originally requested to completely remove condition 10 from DA 473/958/02 which referred to development on site complying with the now redundant *Environment Protection (Industrial) Noise Policy 1994*, Council was of the view that this condition needed to instead be replaced by a new condition which requires the noise levels to be in accordance with the new acoustic report prepared as part of this submission and the current *Environment Protection (Commercial and Industrial Noise) Policy 2023*.

The application documents are included as **Attachment 1 – Application Documents**.

CAP MEETING – 15 October 2025

ITEM 8.1

BACKGROUND:

Whilst the below records indicate approvals back to 1992, further investigation into the site history has revealed that the site has operated as a water extraction industry since 1981 with the activity originally occurring at the lower level. Since 1992, as indicated by the table below, there have been a number of different applications lodged to vary the business operation. Processing, storage and commercial vehicle loading and parking was relocated to the upper portion of the site in Development Authorisation 02/958/473 the building closer to Sprigg Road is used largely for administration activities.

APPROVAL DATE	APPLICATION NUMBER	DESCRIPTION OF PROPOSAL
1992	92/146/330	Industry – building extension
29 February 1996	94/142/330	Addition to shed (industry)
12 December 1996	96/231/330	Variation to development authorisations 92/146/330 & 92/231/330 to alter the internal driveway, widen cross-over and vary landscape screening
	99/673/473	WITHDRAWN – shed
29 March 1999	99/308/473	Demolition of existing shed
8 April 1999	99/328/473	Shed
28 May 1999	99/347/473	Variation to development authorisation 99/328/473 to alter the colour of the shed from beige to green
20 July 1999	99/656/473	Addition to shed
29 March 2000	99/121/473	Storage shed
5 July 2000	00/756/473	Consolidation of existing spring water packaging operation incorporating joinder of two existing sheds to form a new 468 square metre packaging shed and re-location of existing water storage tanks
	01/368/473	WITHDRAWN – re-located the existing sheds (excluding the office) from the lower platform to the upper platform
1 August 2003	02/958/473	The re-location of the storage area for bottled and packaged spring water from the existing (lower site level) building to new storage buildings (upper site level), the re-location of the loading/unloading area and six (6) carparking spaces from the lower to the upper site level and the change of use of the lower site level building from office and storage to office and farm implement shed
12 August 2005	05/596/473	Variation to condition two (2) of 473/958/02 in order to increase storage area within existing shed
23 September 2008	08/872/473	Extension to existing storage shed associated with existing water extraction operation
26 April 2013	13/195/473	Addition to existing building for storage purposes only
1 September 2014	14/D017/473	Boundary re-alignment (3 allotments into 3 allotments)
8 September 2016	16/499/473	Horticultural building
4 January 2019	18/505/473	Boundary re-alignment (2 allotments into 2 allotments)

ITEM 8.1

12 July 2023	23003710	Variation to conditions 4 & 5 of development authorisation 473/958/02 to alter timing of vehicle movements & adjust hours of operation
--------------	----------	----------------------------------------------------------------------------------------------------------------------------------------

SUBJECT LAND & LOCALITY:

Location reference: 61 SPRIGG RD CRAFERS SA 5152

Title ref.: CT 6223/726 **Plan Parcel:** D120793 AL21 **Council:** ADELAIDE HILLS COUNCIL
CT 6151/231 D95188 AL1

Site Description

The subject land is comprised of two allotments but operates as one site. The land contains the spring water bores, buildings for packaging and storing the spring water with associated vehicle parking and manoeuvring areas and two dwellings with associated outbuildings. The applicant/operator of the business resides in the dwelling on the land. The land also contains a small vineyard. In total there are 3 access points to the site with two access points utilised in association with the industry activity occurring on the land. The third access point further north is utilised with the residential use of the land. Other site features include the loading and unloading and car parking areas associated with the industry activity, small scale primary production use along Sprigg Road whilst the rest of the site is covered in dense native vegetation.

Processing, storage and commercial vehicle loading and parking takes place on the upper portion of the site and the building closer to Sprigg Road is used largely for administration activities.

Locality

The surrounding locality contains a mix of land uses – rural residential, primary production (viticulture & grazing) and conservation park. The nominated vehicle departure area on the land is approximately 92m from the nearest dwelling not on the subject land. This dwelling and one other on the opposite side of Sprigg Road are owned and occupied by family members of the applicant.

These two dwellings are described as associated dwellings in the Interface between Land Uses module discussion. The nearest non-associated dwelling is approximately 215m from the nominated vehicle departure area.

Sprigg Road is a typical narrow rural spray sealed road under the care and control of the Council. The road does not have a posted speed limit sign and is therefore defaulted to a speed limit of 100km/h. There is no formalised pedestrian or bicycle path nor is there any form of street lighting. The road is utilised by the residents or people visiting the area but is also used by heavy vehicles associated with the primary production use of the land as envisaged for the zone.

The subject land is identified on **Attachment 2 – Subject Land Map**. The zoning is shown on the map in **Attachment 3 – Zoning Map**.

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
 - Other - Commercial/Industrial - Variation to conditions from previous Development Authorisations 473/958/02 and 23003710
 - Code Assessed - Performance Assessed

ITEM 8.1

- **OVERALL APPLICATION CATEGORY:**

Code Assessed - Performance Assessed

- **REASON**

Variation applications default to being assessed under the Performance Assessed pathway.

PUBLIC NOTIFICATION

A variation application relating to operational matters is not a form of development in its own right, so public notification cannot be undertaken.

AGENCY REFERRALS

Nil

INTERNAL REFERRALS

Engineering Department

Sprigg Road has the capacity to manage the additional general access vehicles as per the traffic report. Spray seal was recently completed along this road but has not been undertaken in front of the business, as heavy vehicle braking and turning movements occur along this section. Council's position is that the business is expected to contribute 50% of the cost of asphaltting the frontage of the subject site.

As recommended in the traffic report, Sprigg Rd widening is not being considered, as private property boundaries are located very close to the carriageway. The bends have already been asphalted, and spray seal will not be used for this section along the business frontage given it will not withstand the manoeuvring of heavy vehicles entering and exiting the business. There are however a couple of spots where the shoulder width can and will be increased. Further pruning will also be carried out at the first bend. Additionally, RRPMS and guideposts may be considered for improved safety and to delineate two-way movement of traffic.

Sprigg Road can accommodate/handle heavy vehicles; however, the additional measures listed above will be undertaken to further improve safety.

Acoustic Engineer

There were a number of reviews of information undertaken by Council's Acoustic Engineer in his peer review. In particular there were queries relating to reversing alarms, noise assessment methodology, vehicle noise and general review of truck movements on Sprigg Road. These comments and applicants' direct response form part of the acoustic report in the assessment documents.

In accordance with legal advice, it is not only the impact of trucks when they are on the site which needs to be assessed, but also the impacts beyond the limits of the site for so long as those impacts can reasonably be said to arise from the use of the land. This advice resulted in further assessment of noise impacts factoring in trucks accelerating or braking for a distance of approximately 175m from the entrance / exit point of the facility onto Sprigg Road. This level of assessment was never undertaken with any of the previous applications for the subject site and the conclusion reaffirms that the noise impact to sensitive receivers generated by the increase in vehicle movement frequency in this locality are within the acceptable limits set by the current *Environment Protection (Commercial and Industrial Noise) Policy 2023*, despite the proposed increased frequency.

Based on the last response from the applicant, Council's Acoustic Engineer has advised that the queries have been addressed, and the acoustic assessment is considered as acceptable.

PLANNING ASSESSMENT

Desired Outcomes

Desired outcomes are policies designed to aid the interpretation of performance outcomes by setting a general policy agenda for a zone, subzone, overlay or general development policies module. Where a relevant authority is uncertain as to whether or how a performance outcome applies to a development, the desired outcome(s) may inform its consideration of the relevance and application of a performance outcome or assist in assessing the merits of the development against the applicable performance outcomes collectively.

Performance Outcomes

Performance outcomes are policies designed to facilitate assessment according to specified factors, including land use, site dimensions and land division, built form, character and hazard risk minimisation.

Designated Performance Features

In order to assist a relevant authority to interpret the performance outcomes, in some cases the policy includes a standard outcome which will generally meet the corresponding performance outcome (a designated performance feature or DPF). A DPF provides a guide to a relevant authority as to what is generally considered to satisfy the corresponding performance outcome but does not need to necessarily be satisfied to meet the performance outcome, and does not derogate from the discretion to determine that the outcome is met in another way, or from the need to assess development on its merits against all relevant policies.

The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained in **Attachment 5 – Relevant P&D Code Policies**.

Productive Rural Landscape Zone:

Desired Outcomes	
DO 1	A diverse range of land uses at an appropriate scale and intensity that capitalise on the region's proximity to the metropolitan area and the tourist and lifestyle opportunities this presents while also conserving the natural and rural character, identity, biodiversity and sensitive environmental areas and scenic qualities of the landscape.
DO 2	A zone that promotes agriculture, horticulture, value adding opportunities, farm gate businesses, the sale and consumption of agricultural based products, tourist development and accommodation that expands the economic base and promotes its regional identity.
DO 3	Create local conditions that support new and continuing investment while seeking to promote co-existence with adjoining activities and mitigate land use conflicts.
Performance Outcomes & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
Land Use and Intensity PO 1.1 & DTS/DPF 1.1	
Rural Industry PO 4.2	

The industry activity occurring on the land being the bottling/packaging, storage and distribution of the spring water extracted from the land is akin to desired rural industry activities in the Zone such as beverage production and the storage grading/packing and distribution of produce. Further, it is a long-standing use in the Zone as demonstrated by the background development approval history.

Other envisaged land uses in the Zone per Designated Performance Feature 1.1 include farming and horticulture whilst residential use is considered as secondary to the primary production use as outlined in Performance Outcome 5.1.

CAP MEETING – 15 October 2025

ITEM 8.1

Performance Outcome (PO) 4.2 relates to the expansion of existing industry activities in the Zone and similar activities. Whilst the proposal is not an expansion of production capabilities as understood in the context of PO 4.2; the proposal will facilitate an expansion to the vehicle movements associated with the industry.

Expansion to the vehicle movements will create conditions to support on-going investment in the business, which has changed its operating model in the 23 years since Development Approval for application 473/958/02 was granted. Creating conditions which support continuing investment is sought by Desired Outcome (DO) 3. However, it is acknowledged that DO 3 also seeks a balance with promoting co-existence with adjoining activities and mitigating land use conflicts.

The land use conflict most likely to result from the proposed extended hours of distribution is noise impact for adjacent residential land uses. Noise impacts are discussed in detail in the Interface between Land Uses discussion below.

Overlays

No overlays are relevant to the assessment of the proposal.

General Development Policies

Interface between Land Uses

Desired Outcomes	
DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.
Performance Outcomes & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
POs: 2.1, 4.1 and 4.2	
DPFs: 4.1	

Performance Outcome (PO) 4.1 seeks for development that emits noise to not unreasonably impact the amenity of sensitive receivers. Corresponding Designate Performance Feature (DPF) 4.1 seeks for noise that affects sensitive receivers to achieve the relevant Environment Protection (Noise) Policy Criteria.

The applicant has provided an environmental noise assessment report in support of the application. This report has also been peer reviewed by Council's acoustic engineer which has resulted in further commentary and justification from the project engineer, all which form part of the application documentation.

The original report considered the proposed changes to the vehicles movements and concluded that it can achieve the relevant noise criteria. Council requested further clarification if the noise assessment factored in any intensification of other activities at the facility beyond the truck movements such as forklift use. The acoustic engineer's assessment considered the noise from tonal reversing alarms by utilising 1/3 octave band predictions of noise from trucks and forklifts measured at the facility. The site observations at the facility and noise predictions made as part of the assessment indicate that no further adjustment is required for tonality from reversing alarms. An additional condition has been recommended requiring that all forklifts involved in loading/unloading of spring water and deliveries be fitted with broadband reversing alarms as per the recommended condition 5. It is understood there is no change to vehicle loading times which are confined to between 7am and 6pm Monday to Friday during standard time and up to 8pm during daylight saving. Additionally, before 7am vehicles can only depart the land in a forward motion and from the nominated truck departure point. These requirements are reinforced by conditions 5 and 4 of Development Authorisation 23003710 and will continue to apply (refer Attachment 6).

ITEM 8.1

Council also requested further clarification on noise from vehicle movements beyond the subject site and more specifically during the high noise activities of vehicles accelerating from the site and braking on approach to the site. Further assessment was undertaken factoring in trucks accelerating or braking for a distance of approximately 175m from the entrance / exit point of the facility onto Sprigg Road. The 175m distance was considered by the acoustic engineer as this distance was observed to conservatively include the full distance of trucks accelerating away from the site or braking as they approach the entrance to the site. Whilst the acoustic engineer notes that the Environment Protection (Noise) Policy was not designed to be applied to movement of vehicles on the public road network, it was considered relevant in this circumstance because of complaints received about truck noise in the early morning and a legal opinion received by Council. Relying on the ERD Court's decision in *Eco-Action Kangaroo Island Inc v Kangaroo Island Council & Ors* which considered the proposal to establish a helicopter joy flight, the legal advice stated that it is not only the impact of trucks when they are on the site which is relevant, but also the impacts beyond the limits of the site for so long as those impacts can reasonably be said to arise from the use of the land. The updated noise predictions indicate the Policy noise levels will still be achieved even in the early morning between 5:00am and 7:00am for the closest sensitive receivers.

The scope of noise assessment is beyond that of the previous application which did not consider the noise impacts from vehicles travelling on a public roadway, so the impact on residential amenity of the broader locality was not clear. The acoustic engineer did also clarify that the Environment Protection (Noise) Policy has a requirement for activities to achieve a maximum instantaneous noise level (L_{Amax}) of 60 dB(A) between 10.00 pm and 7.00 am the following day where a noise-affected premises (**dwelling**) is situated in a quiet noise designated area. However, the surrounding dwellings in the Productive Rural Landscape Zone, are not classified as quiet noise designated areas.

The Applicant is seeking to change the original condition 3 from the 2002 application by increasing the maximum number of articulated tanker or semi-trailer deliveries to and/or from the site from 8 vehicles (or 16 vehicle movements) per weekday or a total of 40 vehicles per week to 25 vehicles (or 50 vehicle movements) per weekday or a total of 125 vehicles per week.

The Applicant is also seeking to change condition 3 from the 2023 variation application which currently limits the vehicle movements to five (5) per week between 5am and 7am excluding Saturday, Sunday and public holidays to allow up to 2 vehicles associated with the commercial distribution of spring water to exit the subject land between 5am and 6am per weekday and up to 2 vehicles to exit the subject land between 6am and 7am per weekday. The change would mean an increase from 5 vehicle movements per week between the hours of 5am and 7am to 20 vehicle movements per week between the hours of 5am and 7am excluding Saturday, Sunday and public holidays.

The Applicant also originally requested that condition 10 from the 2002 DA be removed as it is in reference to a redundant *Environment Protection (Industrial) Noise Policy 1994*. However, Council was of the view that the condition should be replaced with a new condition requiring that the noise levels do not exceed *Environment Protection (Commercial and Industrial Noise) Policy 2023*. Recommended condition four (4) is therefore replacing the condition ten (10) from the original approval.

Whilst the variation in truck movements is a large increase, the number has been reduced from what the variation originally proposed. The acoustic report prepared on behalf of the Applicant has also been peer reviewed by an acoustic engineer engaged by Council which has resulted in further assessment, including assessment beyond the site. Overall, it is concluded that the noise impacts associated with the increased vehicle movements are going to remain within the Environment Protection (Noise) Policy Criteria for the rural zone (Productive Rural Landscape Zone). It should be noted there is no capacity limitation on previous authorisations that would restrict production activities.

Recommended condition 2 limits the revised number of articulated and semi-trailer vehicles to and from the land and Recommended condition 3 revises the number of vehicle movements from the land between 5am and 7am.

Transport, Access and Parking

Desired Outcomes	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.
Performance Outcomes & Deemed to Satisfy (DTS)/Designated Performance Feature (DPF) criteria	
POs: 1.1, 3.1 DPFs: 3.1	

A traffic report was received which generally supports the proposed increase in vehicle movements but on a provision of there being a vehicle movement strategy which details appropriately staggered vehicle movements, arrival and departure procedures to which fleet vehicles and contractor vehicles will be required to adhere to. A reserved matter has been recommended requiring that this plan be prepared by a suitably qualified traffic engineer for further review.

Council's Engineering did raise concerns with the increase in the traffic movements and the impacts to Sprigg Road immediately in front of the subject land where the road aprons are used by trucks turning in and out of the site and the on-going wear and tear to the road surface. Council's view is that the area directly in front of the subject site is required to be asphalted instead of spray sealed to withstanding the manoeuvring of heavy vehicles entering and existing the site. Apart from this, Council's engineering has advised that Sprigg Road is capable of handling the additional traffic volumes as per the traffic report.

Council has recently undertaken maintenance spray sealing of Sprigg Road with the exception of the section of road immediately in front of the subject land. Council's civil team is of the view the spray seal does not support the current truck movements, nor would it be able to support the increased truck movements. As such, the front of the property which is approximately 95m in length featuring also the current entry and exit points would need to be asphalted in order to support the vehicle movements. This would then ensure that the proposal satisfies POs 1.1 and 3.1. A second reserve matter has been added requiring the applicant to obtain the relevant authorisations from the Council under the Local Government Act for works required to upgrade the road reserve and access aprons along the frontage of 61 Sprigg Rd, Crafers on terms acceptable to the Council.

CONSIDERATION OF SERIOUSLY AT VARIANCE

The proposal is not seriously at variance with the Planning and Design Code. The land use is existing and envisaged for the Productive Rural Landscape Zone and the variation application simply seeks to alter the operational conditions of the site by allowing further flexibility for vehicle movements to and from site.

There are no applicable Overlays for this development. The Interface between Land Uses policies in the general section of the Code and the Transport, Access and Parking module policies have been considered in detail with the applicable policies satisfied.

CONCLUSION

The proposal seeks Development Approval to alter three (3) operational matter conditions from a the 2002 and the most recent 2023 development authorisations for an existing industrial use (spring water extraction, packaging, storage & distribution facility) in the Productive Rural Landscape Zone.

ITEM 8.1

The variation sought will increase the frequency of articulated or semi-trailer vehicle movements to and from site. The Applicant has advised that the current business operations have now exceeded the operational conditions imposed 23 years ago on the 2002 application and as such the business requires greater flexibility than these conditions allowed and they are applying to vary condition 3 to increase heavy truck movements. Whilst there was a variation sought and approved to truck movements between the specific morning hours of 5am and 7am in the most recent 2023 application, the Applicant now seeks to vary condition 3 of this development authorisation further during these hours.

An environmental noise assessment by an Acoustic Engineer has been received in support of the variation application. The conclusion of the Acoustic Engineer is that the nominated vehicles movements are going to be within the Environment Protection (Noise) Policy Criteria. The report was also peer reviewed by an acoustic engineer engaged by Council which resulted in further assessment of noise impacts factoring in trucks accelerating or braking for a distance of approximately 175m from the entrance / exit point of the facility onto Sprigg Road. This level of assessment was never undertaken with any of the previous applications for the subject site and the conclusion further reaffirms that the noise impact to sensitive receivers generated by the increase in vehicle movement frequency in this locality are within the acceptable limits set by the current *Environment Protection (Commercial and Industrial Noise) Policy 2023*, despite the proposed increased frequency.

A traffic assessment report has received which considered the impacts of the proposed vehicle movements on Sprigg Road. The report concluded that Sprigg Road would be able to support the additional vehicle movements. The report did however recommend that a vehicle movement strategy be prepared and implemented which details the appropriate management of staggered vehicle movements, and operational instructions that fleet and contractor drivers will be required to adhere to.

The last condition being amended is condition 10 from Development Application 473/958/02 is more to ensure consistency with the current *Environment Protection (Commercial and Industrial Noise) Policy 2023* rather than the redundant *Environment Protection (Industrial) Noise Policy 1994*.

No other operational matters of the longstanding use are changing, and recommended conditions two (2), three (3) and four (4) will ensure the *Environment Protection (Commercial and Industrial Noise) Policy 2023* can be met on an on-going basis relative to vehicle noise occurring at the site. Condition five (5) will ensure that all other conditions imposed on the 2002 and 2023 DA's continue to apply.

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

- 1) Pursuant to Section 107(2)(c) of the Planning, Development and Infrastructure Act 2016, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code; and**
- 2) Development Application Number 25015385 by Spring Water Beverages Pty Ltd for Variation to previous Development Authorisations; 473/958/02 and 23003710 to:**
 - i) increase the maximum number of articulated tanker or semi-trailer deliveries to and from the land,**
 - ii) increase the maximum number of vehicles associated with the commercial distribution of spring water exiting the land between 5 am and 7am; and**
 - iii) amend a condition referencing a redundant environmental noise policy****at 61 Sprigg Rd, Crafers is granted Planning Consent subject to the following reserved matters and conditions:**

RESERVED MATTERS

- 1) Pursuant to section 102 (3) (a) of the Planning, Development and Infrastructure Act of 2016, the following matters shall be reserved for further assessment prior to the granting of Development Approval. The Assessment Manager is delegated to undertake this further assessment:

A vehicle movement strategy to manage the movement of 19.0m semi-trailers on Sprigg Road as recommended in Cirqa Report dated 16 May 2025 shall be prepared by a suitably qualified traffic engineer in consultation with Spring Water Beverages Pty Ltd which details management of staggered vehicle movements, and operational instructions that fleet and contractor drivers will be required to adhere to for safe use access to and from the site.

Pursuant to Section 127(1) of the *Planning, Development and Infrastructure Act 2016*, the power to impose further conditions of consent in respect of the above reserved matter is delegated to the Assessment Manager.

- 2) Pursuant to section 102 (3) (c) of the Planning, Development and Infrastructure Act of 2016, the following matters shall be reserved for further assessment prior to the granting of Development Approval.

The applicant must obtain the relevant authorisations from the Council under the Local Government Act for works required to upgrade the road reserve and access aprons along the frontage of 61 Sprigg Rd, Crafers on terms acceptable to the Council.

CONDITIONS

Planning Consent

- 1) The development granted shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below.
- 2) Articulated or semi-trailer vehicles to and from the land (both delivery vehicles and commercial water distribution vehicles) must not exceed 25 per day (Monday to Friday, excluding public holidays) or 125 per week excluding Saturday, Sunday and public holidays.
- 3) A maximum of two (2) vehicles associated with the commercial distribution of spring water shall exit the land between 5:00am and 6:00am per weekday excluding Saturday, Sunday and public holidays and up to two (2) vehicles associated with the commercial distribution of spring water shall exit the land between 6:00am and 7:00am per weekday (excluding Saturday, Sunday and public holidays).
- 4) A logbook of articulated and semi-trailer vehicle movements to and from the land (both delivery vehicles and commercial water distribution vehicles) referenced in above condition 2 and 3 must be maintained with vehicle registration, company name, date, departure and arrival times and provided to Council on request, from the date of Development Approval.
- 5) (i) The noise associated with activities on site must not exceed a level which is 5 dB(A) below the General Noise Control Provisions of the Environment Protection (Commercial and Industrial Noise) Policy 2023 when measured and adjusted in accordance with that Policy at non-associated dwellings identified on Figure 1 of the Echo Acoustics Environmental Noise Assessment for 49 and 61 Sprigg Road, Crafers, with Reference ID: 242-6, dated 12 August 2025.

ITEM 8.1

(ii) The noise associated with activities on site must not exceed the levels provided by the General Noise Control Provisions of the Environment Protection (Commercial and Industrial Noise) Policy 2023 when measured and adjusted in accordance with that Policy at the associated dwellings identified on Figure 1 of the Echo Acoustics Environmental Noise Assessment for 49 and 61 Sprigg Road Crafers, with Reference ID:242-6, dated 12 August 2025.

- 6) All forklifts on site associated with the commercial distribution of spring water shall be fitted with broadband reversing alarms.
- 7) Except where varied by this authorisation, all other conditions, plans and details relating to Development Authorisations 473/958/02 and 23003710 continue to apply to this amended authorisation.

ADVISORY NOTES

General Notes

- 1) No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Decision Notification Form, you must not commence the development herein approved until you have received notification that Development Approval has been granted.
- 2) This Planning Consent is valid for a period of twenty-four (24) months from the date of the decision, subject to an extension having been granted by the relevant authority. If applicable, Building Consent must be obtained prior to expiration of the Planning Consent.
- 3) Where an approved development has been substantially commenced within 2 years from the operative date of approval, the approval will then lapse 3 years from the operative date of the approval (unless the development has been substantially or fully completed within those 3 years, in which case the approval will not lapse).
- 4) Any person undertaking development within the Adelaide Hills Council area is reminded of their obligation to take all reasonable measures to protect Council infrastructure. Any incidental damage to the Council's infrastructure – including but not limited to roads, footpath, pipes, road verge, street trees must be reinstated to a standard acceptable to Council at the Applicant's expense.
- 5) Appeal rights – The Applicant has a right of appeal in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.

OFFICER MAKING RECOMMENDATION

Name: Doug Samardzija
Title: Senior Statutory Planner