BAROSSA ASSESSMENT PANEL

Notice is hereby given that a meeting of the Special Barossa Assessment Panel will be held at the Council Offices, 43-51 Tanunda Road, Nuriootpa on

Wednesday, 22 February 2023, commencing at 5.00 pm

Aaron Curtis
Assessment Manager

The Barossa Council

AGENDA

Please note that due to federal copyright law restrictions, attachments associated with the proposed development are available on our website for viewing only and are locked for printing or copying

NOTE: Plans contained in this agenda are subject to Copyright Laws.

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Representors: Kylie Falkenberg on behalf of Dianne Falkenberg
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3. DECLARATION OF INTEREST BY MEMBERS OF THE PANEL

The Minister's Assessment Panel Members – Code of Conduct requires that a member of an assessment panel who has a direct or indirect personal or pecuniary interest in a matter before the assessment panel (other than an indirect interest that exists in common with a substantial class of persons):

a. must, as soon as he or she becomes aware of his or her interest, disclose the nature and extent of the interest to the assessment panel; and
b. must not take part in any hearings conducted by the assessment panel, or in any deliberations or decision of the assessment panel, on the matter and must be absent from the meeting when any deliberations are taking place or decision is being made.

A member of an assessment panel will be taken to have an interest in a matter if an associate of the member (within the meaning of section 3(7) of the PDI Act) has an interest in the matter.

Any member that considers that they have an interest must notify the Presiding Member and have it recorded in the minutes as to the nature and extent of the interest.

4. REPORTS – APPLICATION FOR DECISION (PLANNING, DEVELOPMENT AND INFRASTRUCTURE ACT 2016)

4.1 22043062 - Allot 102 Samuel Road Nuriootpa

Hearing of Representations:

Applicant: Jason Cattonar of Future Urban on behalf of the applicant Nuriootpa Traders Pty Ltd

Representors: Kylie Falkenberg on behalf of Dianne Falkenberg
Kylie Falkenberg on behalf of Ian Falkenberg

APPLICATION DETAILS

PROPOSAL	Construction of an integrated storage and transport distribution facility comprising storage and warehousing buildings, ancillary offices, worker's accommodation, truck workshop, container storage area, weighbridge, fuel storage, retaining walls and fencing and associated hardstand, car parking and manoeuvring areas, stormwater basins, landscaping and Samuel Road site access upgrades
APPLICANT	Nuriootpa Traders Pty Ltd
OWNER	Industrial and Commercial Developments Pty Ltd
APPLICATION NO	22012365
CERTIFICATE(S) OF TITLE	CT 6160/23
AREA	13.01 hectares
CURRENT USE	Vacant
PLANNING AND DEVELOPMENT CODE VERSION	2022.24 (22 December 2022)
PLANNING AND DESIGN CODE EXTRACT LINK	Relevant Code Extract
ZONE	Strategic Employment
OVERLAYS	Character Preservation District Hazards (Bushfire - Medium Risk) Hazards (Flooding - Evidence Required) Native Vegetation Prescribed Water Resources Area Water Protection Area Water Resources
APPLICATION TYPE	Performance Assessed
PUBLIC NOTIFICATION	Notified – Sign Required
REFERRALS	Native Vegetation Council
PREVIOUS APPLICATIONS	Nil
ASSESSING OFFICER	Aaron Curtis, Assessment Manager

RECOMMENDATION	That Planning Consent be GRANTED subject to Conditions and Reserved Matters

INTRODUCTION

Nuriootpa Traders Pty Ltd seeks Planning Consent for "*Construction of an integrated storage and transport distribution facility comprising storage and warehousing buildings, ancillary offices, worker's accommodation, truck workshop, container storage area, weighbridge, fuel storage, retaining walls and fencing and associated hardstand, car parking and manoeuvring areas, stormwater basins, landscaping and Samuel Road site access upgrades*".

The site is located within the Strategic Employment Zone. The proposed development was subject to Performance Assessment and public notification. The application was notified in accordance with Section 107 of the *Planning, Development and Infrastructure Act 2016* and three representations were received, of which two of the representors have requested to be heard (albeit represented by the same person). The application was subject to referral to Native Vegetation Council pursuant to Schedule 9(3)(11) of the *Planning, Development and Infrastructure (General) Regulations 2017* on basis that the development involves clearance categorised as Level 4 clearance. The Native Vegetation Council have not objected to the clearance.

This application is subject to decision of the Barossa Assessment Panel for the following reason:

(1) Representations have been received as a result of public notification and the representors have indicated a desire to be heard in support of their representation.

This report provides a detailed assessment of the proposal against the relevant provisions of the Planning and Design Code. Overall, the assessment identifies that:

a) The integrated storage and transport distribution facility is an envisaged use in the Strategic Employment Zone whereby 'higher impacting uses' are anticipated. The site is one of few sites, zoned to support large scale transport distribution within The Barossa Council;
b) The proposed built form is of a good commercial quality, the buildings are broken up into multiple buildings of lesser floor plates to minimise the overall visual impact of the development and to complement existing large format buildings in the locality, the development site has limited direct Samuel Road street frontage with it being behind established developments fronting Samuel Road, with the main frontages already being developed and occupied by large format industrial buildings, that in part will screen this development from Samuel Road, the proposed buildings are also stepped in their level in order to balance the cut/fill and reduce their prominence in the landscape;
c) The site is located within the Character Preservation Overlay, the development is considered to be appropriate within the township area of the Overlay, noting that the site is located within a Strategic Employment Zone that supports "*higher impacting uses*", the development facilitates storage and warehousing of wine product sourced from uses operating within the out of township area of the Overlay, the development is highly suited for this development having regard to the presence of large format buildings in the locality, the site being set behind established buildings fronting Samuel Road, and having regard to local site

topography which somewhat minimises visibility of the development from the wider area. The proposal has also minimised the extent of retaining walls by proposing batters to the sloped areas in order to soften the interface with the neighbouring properties. Final design of the batters to ensure their stabilisation and manage runoff is subject to Reserved Matter;

d) Notwithstanding proposed 24 hours operation, which the applicant states is the maximum operations but not necessarily reflective of typical operations, noise levels will be within limits of the *Environmental Noise Policy 2007* as assessed by a qualified acoustic consultant. The site does not border any residential use within a Neighbourhood Zone, with the two adjacent residential properties located to the rear (east) being located within the Strategic Employment Zone, as well as another dwelling located at 19-27 Tolley Road that is located within the Employment Zone, meaning levels of amenity for these dwellings cannot be assessed in the same way than if the dwellings were located within a Neighbourhood Zone;
e) External lighting has been assessed by a qualified lighting engineer and will achieve relevant Australian Standards. Light poles do not form part of this consent and are subject to a separate development authorisation, if desired;
f) Landscaped areas, comprising 14% of the total site area, are proposed, which enable retention of established areas of native vegetation and accommodate for new landscaping, to soften the appearance of the buildings and hardstand areas, create positive entranceways to the site via Samuel Road and to minimise the impact of the development upon neighbouring properties by establishing screening;
g) The Native Vegetation Council has granted consent for removal of 31 trees, subject to conditions of consent in relation to the retention of a number of other trees within the site;
h) Adequate on-site parking is available for all expected users, including provision for overflow parking, with the parking areas separated from heavy vehicle parking to maximise safety for operations within the site;
i) Vehicle manoeuvring is accommodated on-site, with all vehicles able to enter and exit the site in a forward direction, the development is designed to cater for a maximum design vehicle for B-Doubles and Semi-Trailers, which are permitted in Samuel Road, that is part of the Barossa Valley freight network;
j) Stormwater management system has been designed by a qualified and experienced stormwater engineer, the stormwater system incorporates provision for detention and treatment of stormwater on-site, before being drained from the site in an environmentally sensitive manner at pre-development levels and the site levels are adequate for flood mitigation. Council's Engineering Services Department have given support to the stormwater design, which includes provision for a stormwater outflow pipe to discharge stormwater underground at controlled rate through neighbouring Commissioner of Highways land which is the direction of fall from the site and Old Mill Road reserve with connection to Kalimna Creek catchment;
k) The site is traversed by existing CWMS infrastructure that services existing developments fronting Samuel Road, the development will realign the CWMS line and propose new connection of the development to the line, subject to meeting Council's requirements, pursuant to the *Public Health Act 2011;*
l) The site is traversed by existing high voltage powerlines contained within an easement, the applicant has signed the Powerline Clearance Declaration and has an ongoing obligation to maintain safe clearance distances from powerlines;
m) Site access has been designed by qualified and experienced traffic engineer, the proponent has been in negotiations with Light Regional Council (who are the custodians of Samuel Road) and the applicant has confirmed they agree to

comply with the Light Regional Council's design requirements for access, subject to design detail being prepared, which is part of a recommended Reserved Matter;

It is considered that the proposal is an appropriate form of development in the Zone and will have an acceptable level of impact on the locality, such that Planning Consent is warranted, subject to recommended Conditions and Reserved Matters.

SITE AND LOCALITY

The site for the proposed development comprises land located at Samuel Road Nuriootpa, formally described as Allotment 102, Certificate of Title Volume 6160 Folio 23.

The site is primarily rectangular in external form, however, comprises a series of right-angled boundary alignments as it wraps around smaller adjoining properties fronting Samuel Road. The site has limited direct Samuel Road street frontage with the two access points having a combined frontage width of 60 metres. These access handles appear like fingers extending from Samuel Road into the allotment proper. The site has a maximum 181.96 metres width and a maximum depth from Samuel Road to the rear boundary of over 400 metres and a total site area of 13.01 hectares.

The site is subject to a series of easements and encumbrances as registered on the Certificate of Title as follows:

- Easement(s) over the land marked A on D110043 to Distribution Lessor Corporation (Subject to Lease 8890000) (T1866480) – with this easement containing an existing high voltage powerline;
- Free and unrestricted right(s) of way over the land marked B on D110043 (RTC 12357310);
- Encumbrance to Tarac Barossa Pty Ltd registered on the Title.

The site has a general cross fall of approximately 6 metres fall from south-west down to north-east (280 metres AHD to 274 metres AHD), with the lowest parts of the site being in the north-eastern and south-eastern corners.

There is existing vegetation on the site comprising a mix of native and exotic vegetation and grassed areas. Native vegetation including SA Blue Gums are primarily confined to clusters of vegetation with the largest cluster located in the central to northern area of the site. Percentage cover of vegetation is less than 10%.

The site is vacant and contains no existing built form or major improvements other than an existing underground waste effluent pipe that traverses the site and services existing developments fronting Samuel Road, albeit that the existing pipe is not contained within an easement. Teusner Wines also have an established access constructed within the site and this access is formed of bitumen part way into the southern handle up to their main access and their rear access is formed via gravel.

The locality is defined principally by visual reference, anticipated noise from the proposed use and the traffic movements to and from the site using Samuel Road, which is part of the Barossa Valley freight network, and has connections to the Sturt Highway and Seppeltsfield Road.

As shown on ***Figure 2,*** the locality extends as follows:

- North to Tolley Road, which is the boundary between the Neighbourhood Zone and Employment Zone
- East along Falkenberg Road
- South, to encompass properties in the Strategic Employment Zone which extend nearer toward the intersection of Samuel Road and Liebig/Pheasant Farm Road
- West, to encompass the properties on opposite side of Samuel Road, located within the Light Regional Council

The locality is mixed in nature, the predominant land use and built form character comprises that of employment land uses but due to many of the properties being undeveloped, the locality has a semi-rural open character which is not uncommon at the periphery of townships.

The site sits centrally between Samuel Road, Tolley Road and Falkenberg Road with the site having limited street frontage. There are five properties that directly abut Samuel Road (i.e. that 'consume' into what would otherwise be a regular allotment) in form of individual commercial and industrial businesses including Teusner Wines, Sturt Street Kitchens and Maggie Beer's Warehouse. These developments comprise large format buildings with there being landscaping and car parking to the front and sides of the buildings and large detention basins at their side or rear.

The adjoining allotment in the north-west corner facing Samuel Road accommodates Barossa Enterprises and a disability employment business with the balance of northern allotments facing Tolley Road occupied by a plant depot (Hunter Bros), residential with approved storage sheds and industrial use (KSI sawmills). These properties are located in the Employment Zone.

The adjoining allotment to the east and portion of the site at corner of Tolley Road and Falkenberg Road (owned by Commissioner of Highways) is occupied by KSI Sawmills, located within the Employment Zone. South of KSI sawmills, there are two allotments containing dwellings and outbuildings which function as semi-rural living allotments with some related primary production/orchards/vines, but are located within the Strategic Employment Zone.

The site immediately south at 107 Samuel Road is vacant and occupied by native vegetation, with the southern half of that site having a dogleg and this area being devoid of native vegetation and containing a water storage dam and set down area used to store grape marc by Tarac. There is a separate allotment at the front of this site (117 Samuel Road, Nuriootpa) which is owned by Barossa Council and is largely vacant but does occupy the dog pound.

South-east of the site, the property at 58B Falkenberg Road is occupied by a large water storage dam together with vines located immediately north and south of the water storage dam. This is part of the same site that contains the dwelling and outbuildings located further north.

The adjacent land to the west across Samuel Road contains the substantial Tarac Technologies facility (winery), with the main industrial buildings being located directly across the road from the southern access of the subject site, there are wastewater lagoons located south of these buildings. To the north of Tarac Technologies, there is a dam located in view directly across the road from the main access to the proposed development. North of that are two vacant allotments located within the Strategic

Employment Zone and further north of that allotment is a rural living allotment occupied by a dwelling, located at corner of Samuel Road and Tolley Road.

The nearest residential properties within a Neighbourhood Zone are located approximately 160 metres east of the site, within the Neighbourhood Zone fronting Falkenberg Road and Old Mill Road. These residential properties are separated from the site by KSI Sawmills.

Being situated on the Barossa Valley freight route, the site is well positioned for a transport depot, noting Samuel Road connects to Sturt Highway to the north, being a primary arterial road, and south to Seppeltsfield Road, which is also part of the freight network.

Figure 1 below contains a Zone map and details the location of the site.

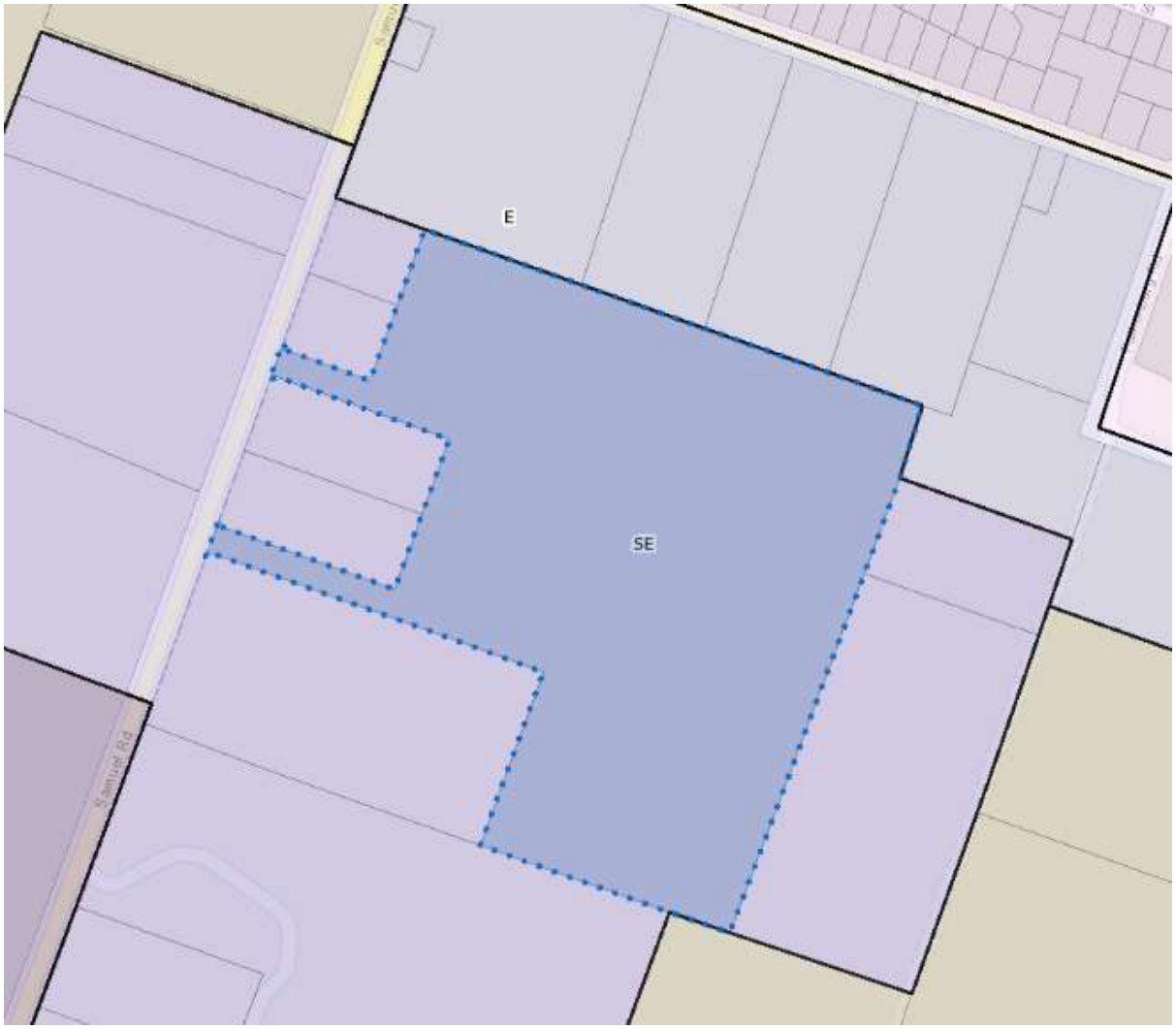


Figure 1: *Zone Map and Locality*

An aerial view of the site and locality are contained in ***Figure 2*** and ***Figure 3***.

Site photos are provided in **Figures 4** to **19**.

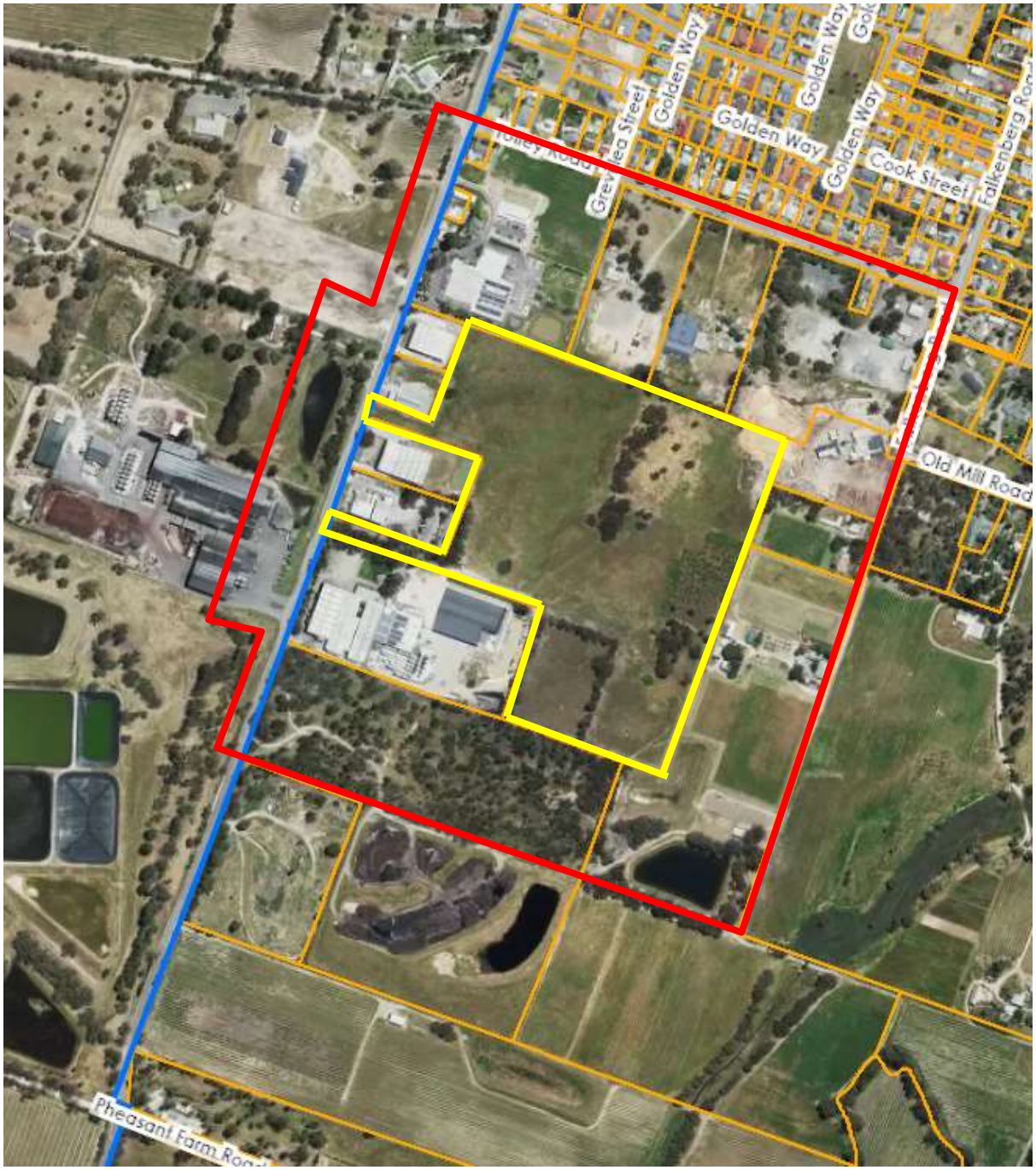


Figure 2: *Aerial – Locality – Subject site in yellow, locality in red*

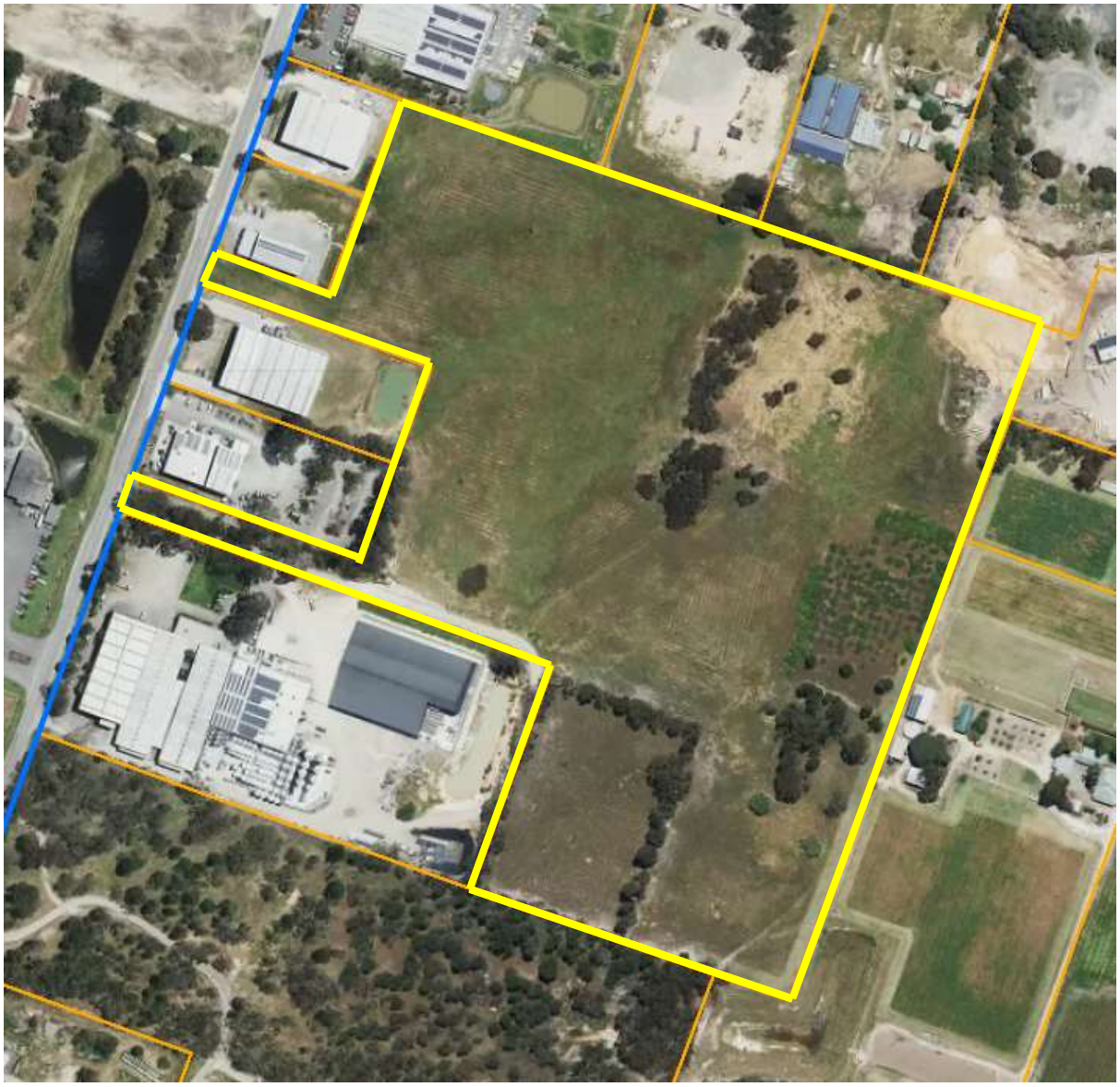


Figure 3: *Aerial – Site*



Figure 4.: *Looking east from Samuel Road toward the northern site frontage, being the location for the main site access to service the development*



Figure 5.: *Looking north from the site toward the back of properties fronting Tolley Road, Barossa Enterprises is located on the left side of image*



Figure 6.: *Looking north-west from site toward rear of properties at 63 Samuel Road (left hand side) and 55 Samuel Road (right hand side)*



Figure 7.: *Looking south-west from site toward rear of Vater Machinery (right hand side of image), Maggie Beer's (centre) and Teusner Wines (left hand side of image)*



Figure 8.: *Looking north-east from site toward KSI Sawmills wood shavings stockpile*



Figure 9.: *Looking east from site toward established orchard situated at the rear of the site, the property at 58B Falkenberg Road is located in the background*



Figure 10.: *Looking east from site toward existing trees on the site, the sheds in the background are located at 58B Falkenberg Road*



Figure 11.: *Looking south from site, a water storage dam and vines are located in the background on left side of picture at 58B Falkenberg Road within Rural Zone*



Figure 12.: *Looking south from site toward established access located at rear of Teusner Wines, that traverses site within an existing easement*



Figure 13.: *Looking west from site along existing driveway servicing Teusner Wines, which is contained within the site in an easement*



Figure 14.: *Looking north-west within site back toward Samuel Road, the cluster of native vegetation is evident in foreground, powerlines are also in view*



Figure 15.: *Looking east from Samuel Road into the established southern access, utilised by Teusner Wines*



Figure 16.: *Looking west from Samuel Road toward Tarac Technologies buildings, located west of the site*



Figure 17.: *Looking south-east from Samuel Road toward Vater machinery access, car park is on the left hand side, building on right hand side*



Figure 18.: *Looking south-east from Samuel Road toward Maggie Beer's Warehouse, access on the left hand side, a large tree is located in the frontage*



Figure 19.: *Looking north-east from Samuel Road toward existing buildings at 63 Samuel Road (foreground) and 55 Samuel Road (background)*

PROPOSAL

The Planning Report, accompanying the application, prepared by Future Urban, describes the business activities of Nuriootpa Traders as follows *"Nuriootpa Traders provides high quality and bespoke storage solutions (generally medium and longer term) for a variety of food and wine producers. The proposed facility is intended to provide a more convenient base for food and wine producers within the Barossa region together with producers across the State more generally."*

The proposed facility includes the following main components:

- Five storage buildings (albeit two are connected with cantilevered roofs to read as single buildings when viewed from above with open ends) combined total floor area of 37,434 sqm with the individual buildings having dimensions as follows:

    - Store 1a – 8,349 sqm (9,570 pallets)
    - Store 1b – 8,349 sqm(9,570 pallets)
    - Store 2a – 5,093 sqm (5,610 pallets)
    - Store 2b – 4,469 sqm (5,280 pallets)
    - Store 3a – 5,587 sqm (6,120 pallets)
    - Store 3b – 5,587 sqm (6,120 pallets)

- A mixed office and workers accommodation building with a total floor area of 629 sqm. The building comprises an open plan office with amenities and four 'self-contained' work accommodation pods with communal kitchen, bathroom, laundry and access space.
- A workshop building with a total floor area of 1,756 sqm comprising a truck servicing workshop, truck wash bay, plant room, office and staff amenities.
- An open area for container storage of 5,950 sqm.
- 216 light vehicle car parking spaces and 44 truck parking spaces.
- 39 sqm fuelling area with a total storage capacity of 95,000 litres.

The proposed site layout places Warehouses 1a to 2b along the northern boundary with Warehouses 3a/3b and the open space container storage area in the centre of the allotment. The 'office', 'sleeping quarters' and the workshop are positioned in the southern half of the site, at the rear of 'Teusner Wines'. Vehicle and truck parking is located behind (ie. east) the container storage area, 'office'/'sleeping quarters' and the workshop, and there are two stormwater basins located in the south-eastern corner and adjacent the northern boundary between warehouses 1a/b and 2a/b.

There are two access point proposed, which are located within the existing 'handles' to Samuel Road (both of 30 metres wide) with the southern access point designed primarily for light/car vehicle access/exit and retention of existing vehicle movements by Teusner Wines within the right of way, together with retention of established vegetation within a landscaped area. The northern access/exit point is the main access to service the development and is designed to accommodate heavy vehicles with separated entry and exit lanes directly connecting (with a weighbridge) to the internal circulation network. The internal vehicle layout is designed to avoid the need for reversing manoeuvres by heavy vehicles.

Much of the balance of the site comprises hardstand utilised as access and circulation space with pockets of landscaping and perimeter plantings (except for the southern boundary).

The proposed storage buildings have a simple rectilinear floor plan with a low pitch gable roof form, metal frame, glazing, concrete dado walls and metal cladding above. The buildings have an overall height of approximately 9.3 metres above finished ground level. The external walls are proposed to be finished with a combination of grey painted pre-cast concrete dado wall to a height of 2.1 metres with profiled metal cladding (Colorbond 'Windspray') above. Lighter coloured metal cladding (Colorbond 'Surfmist') roofing is proposed. There is also a band of light blue painting along the external walls as an additional visual feature, in the 'Nuriootpa Traders' corporate colour.

The office/accommodation building is single storey in appearance with a maximum height to the top of the parapet wall of 4.2 metres above finished ground level. The building has a degree of articulation with external building materials that are complementary to the larger format industrial buildings, comprising dark grey aluminium framed windows and doors, aluminium panelling for the upper section of the building finished in Colorbond 'Wallaby', precast concrete for the lower portion of the building painted in a contrasting shade of grey, and timber slat panel fencing surrounding a 41 sqm outdoor area.

The workshop building adopts a similar design and material palette. It is slightly lower in height than the main warehouse buildings at 8.96 metres high to the apex of the roof and contains substantial roller doors facilitating vehicle access into a wash bay and workshops, together with cantilevered canopies to both sides to provide weather coverage to the door openings.

A car parking area for 216 passenger vehicles (including 2 disabled spaces) is proposed as the primary vehicle parking area for office and workers adjacent to the 'office' and 'sleeping quarters', with these spaces being separated by landscaping beds from the main heavy vehicle access and manoeuvring areas. Of the 216 car parking spaces, 85 car parks are accommodated within an additional overflow car park adjacent the eastern rear boundary.

The hardstand area encircles the buildings and includes a truck parking area located at the rear (east) of the container storage area and 'office'/'sleeping quarters'. There is sufficient space within the site to enable all vehicles to enter and exit the buildings and the site generally in a forward direction.

Landscaping is proposed to cover 14% (18,320 sqm) of the site. Landscaping is proposed within landscaping beds adjacent to the main access and secondary access to Samuel Road, in clusters within the hardstand areas and driveways, adjacent the open container storage area, around the 'office'/'sleeping quarters' and alongside and rear boundaries. The two detention basins are also designed to accommodate peak stormwater flows while containing existing native vegetation and are included within the total area of proposed landscaping referred above.

Existing trees on the site have been retained where possible, as well being incorporated into the proposed stormwater detention system and proposed landscaping areas. Clearance approval has been granted for native trees subject to the *Native Vegetation Act 1991*. The proposed landscaped areas and garden beds will include trees, ground covers, grasses, shrubs, and creepers.

Black cyclone chain wire mesh fencing at 1.8 metres high will be established along both side boundaries and the rear boundary. In some portions of the site boundaries, the fence will sit on top of retaining wall, however, majority of the fence will be situated at the existing site levels, with batters formed inside of the boundary to transition the modified ground surface levels back to that of existing levels.

The Applicant has advised that the proposed facility is intended to operate 24 hours a day, 7 days a week, however the applicant has advised this is maximum operations but is not necessarily reflective of typical operations.

The business will employ up to fifty (50) staff with a maximum number of visitors likely to be five people at any one time. Due to the transient nature of site activities the applicant outlines that the number of staff will vary during the course of a 24 hour period "*as this includes white collar office staff, goods handlers working shift work and local and interstate truck drivers who will deliver goods to the site at various times throughout the day and night.*"

Attachment 1 contains a copy of the application and associated documentation.

APPLICATION TYPE
The site is located within the Strategic Employment Zone.

The proposed development has been described as "an integrated storage and transport distribution facility". Development of this kind is not assigned as a form of '*Accepted Development'* under Table 1 of the Strategic Employment Zone, '*Deemed to Satisfy*' development under Table 2 of the Zone, or as a 'Restricted' form of development under Table 4 of the Zone. Therefore, the application is subject to the 'Performance Assessed' assessment pathway.

PUBLIC NOTIFICATION
An "integrated storage and transport distribution facility" is not excluded from public notification within Column A of Table 5 – Procedural Matters – Notification of the Strategic Employment Zone. Therefore, the application was therefore subject to public notification.

A summary of the public notification process is contained within the table below:

Representations: Three representations were received as follows:

- Diane Falkenberg PO Box 386, Nuriootpa, SA 5355
- Ian Falkenberg PO Box 386, Nuriootpa, SA 5355
- Todd Reithmuller, Teusner & Page Pty Ltd, 95 Samuel Road, Nuriootpa, SA 5352

The representors, D Falkenberg and I Falkenberg oppose the development while the third representation from Teusner & Page Pty Ltd does not object to the development, subject to concerns being addressed by the applicant. The representations from D Falkenberg and I Falkenberg submitted the same letter of objection. Their objection does not explicitly state the address in which they are making a representation, but it is clear from the contents of their

	representation that they are the owners of the two properties located at the rear (ie. east) of the site.
Person wishing to be heard:	Two representors have requested to be heard as follows: • Diane Falkenberg PO Box, Nuriootpa, SA 5355 • Ian Falkenberg PO Box, Nuriootpa, SA 5355
Applicant	Future Urban, on behalf of the applicant, Nuriootpa Traders Pty Ltd, wishes to appear to respond to the representations.
Time period for Public Consultation	12 January 2023 to 2 February 2023

The table below summarises the contents of the representations and the applicant's response:

Summary of Representations Representor/s	**Applicant's Response**
Size, nature and 24 hour operation more appropriate closer to Sturt Highway	*Site is located in a Strategic Employment Zone which envisages higher impacting land uses. Proposal is correctly sited in this part of Nuriootpa.*
Amenity impacts – increased noise levels from on-site activity will affect ambience and quality of life for surrounding residents. *Amenity impacts – increased light spill from development, particularly at night, may affect local residents and nearby farm animals.*	*Established case law confirms that amenity impacts should not be applied to standards appropriate for residential zoned land. Reiterates that noise emissions will meet Environmental Noise Policy requirements, lighting to comply with Australian Standard 4282 and perimeter landscaping is proposed with a range of medium and tall trees for screening purposes. Will accept a standard light spill condition.*
Loss of native trees and potential polluting emission.	*The site contains small vegetation clusters with most of the land covered by exotic grasses. The Native Vegetation Council do not object to the proposed tree removal. The proposal seeks to retain trees where possible.* *To ensure that no site contamination occurs and watercourse is protected the application will implement a range of measures and meet EPA stormwater quality targets.*
There will be Increased traffic on Falkenberg, Samuel and Greenock Roads with potential for increased	*Traffic consultant, CIRQA have assessed the application and advise that Samuel and Greenock Roads will operate within*

congestion, access issues, longer commute times and higher levels of air pollution. A review of Samuel Road should be undertaken as this road is always congested,	*capacity limits. There is limited need for heavy vehicles to use Falkenberg Road and any Restricted Access Vehicles would need to use gazetted route via Moppa and Samuel Roads.*
There is potential for increased accidents arising from this development. The Samuel Road, Moppa Road and Greenock Road intersection is a considerable hazard.	*The Light Regional Council has received Black Spot Program funding for construction of a roundabout at the intersection of Moppa Road, Samuel Road and Greenock Road. This will improve safety and intersection capacity.*
There are concerns regarding stormwater management in relation to the proposed 'southern basin' located in the south eastern corner of the site	*Civil engineering firm MLEI have advised that the stormwater detention dams will predominately remain dry at all times other than during a major storm event. Therefore, they have assessed the detention dams as being unlikely to result in any concerns for the representors in respect to odour impacts as a result of stagnant water or overland flow concerns.*
The proposal will reduce property values.	*This concern is acknowledged but the perceived loss of property value is not relevant to assessment of this application.*
The proposal will have a visual impact on the natural beauty of surrounding area and increase vehicle traffic making it feel like an industrial area.	*The proposal is located within the appropriate Zone.*
Potential for increased odours from vehicles and health issues such as respiratory, headache etc.	*The Local Nuisance and Litter Control Act 2017, provides appropriate tools to investigate and resolve complaints in relation to local nuisance such as odours and air quality. Notwithstanding, the applicant is committed to adopting on site management protocols to ensure diesel smoke emissions are appropriately managed and achieve best practice.*
The proposal will result in potential damage to road infrastructure due to wear and tear from heavy vehicles.	*Not specifically addressed.*
Council should consider if 'sleeping quarters' are appropriate in a Strategic Employment Zone. There are concerns that proposed sleeping quarters would	*The proposed sleeping quarters will incorporate acoustic treatments to the building facades, roof, external doors and windows such that internal noise*

impede use of adjoining land for future development. The acoustic report does not assess impact of existing uses on proposed sleeping quarters. Report should be updated,

Teusner Wines has a septic tank line running through the subject land and this should not be damaged. Teusner seeks following conditions/reserved matters relating to:

- *Sealing of the existing laneway*
- *Ensure a Construction Management Plan maintains access into our site in Southern laneway*
- *Update Stormwater Management Plan to consider flows into and from the Southern Laneway*
- *A Landscape Management Plan be prepared also including a landscaping strip along the common boundary*
- *Reinforce Acoustic Report conditions if sleeping quarters are acceptable*
- *Applicant must identify any underground infrastructure associated with Teusner Wines and ensure it is not damaged.*

levels will be acceptable for prevention of sleep disturbance (will meet AS/NZS 2017:2016 'Recommended design sound levels and reverberation times for building interiors).

The proposed southern access and circulation road connection has been altered from the originally lodged arrangement (including removal of the median treatment previously identified as requested by Teusner Wines).

The access arrangements will ensure that the right-of-way and associated access to/from the Teusner site is retained.

An additional impact analysis has been prepared for the subject site's access points. The modelling confirms that all movements at the shared access point with Teusner will have a Level of Service of 'A' (the highest level of service)'. Similarly, all movements at the northern (commercial vehicle) access will all have a Level of Service of 'A' (including through movements on Samuel Road) with the exception of the right-in movement which is forecast to have a Level of Service 'B' (still well within acceptable levels). The results indicate that there would be minimal impact on existing conditions at the access points and that volumes associated with the site (as well as Teusner's site) are easily accommodated.

A copy of the representations are contained in ***Attachment 2*** and the applicant's response is contained in ***Attachment 3***.

REFERRALS

External

Pursuant to Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017* and Part 9 of the Planning and Development Code, the application was referred to:

Native Vegetation Council *Schedule 9(3)(11) of the Planning, Development and Infrastructure (General) Regulations 2017*	The application involves native vegetation clearance categorised as Level 4 clearance.

The Application seeks removal of 31 scattered trees including SA Blue Gum and Peppermint box.

The Native Vegetation Council has assessed the application and consider the application to be in accordance with the requirements of the Native Vegetation Regulations 2017 Regulation 12, Schedule 1, Clause 24.

The Native Vegetation Council has directed Council to apply 5 conditions, if granted consent.

A copy of the Native Vegetation Council report is contained in ***Attachment 4.*** It is noted the report contained within Attachment 4 refers to 13 conditions but these conditions relate to the Decision Notification Form for native vegetation clearance and not the actual referral response, that is contained within the Plan SA Portal that contains 5 conditions, which are contained within the recommendation.

The application was subject to consultation with Light Regional Council, as a non-statutory consultation process, noting that Samuel Road is located wholly within the Light Regional Council, with the cadastre boundary forming the Council boundary between The Barossa Council and Light Regional Council. The Light Regional Council have provided comments in relation to the development, principally concerning traffic/access and stormwater matters.

The applicant has confirmed they agree to comply with the Light Regional Council's design requirements for access, subject to design detail being prepared, which is part of a recommended Reserved Matter. The contents of the Light Regional Council advice, dated 8 February 2023 and the acceptance of the works, confirmed by Future Urban on behalf of Nuriootpa Traders Pty Ltd, dated 13 February 2023, are contained in ***Attachment 5***.

A summary of the advice from Light Regional Council is contained below:

Light Regional Council advice
• *Light Regional Council staff advise the development shall not discharge stormwater runoff onto Samuel Road.* • *Samuel Road has several low points that need to be drained to prevent ponding and flooding. The internal stormwater system will need to consider existing connections and outflows.* • *Light Regional Council are currently assessing two development proposals upstream of the catchment. Tarac Technologies have a basin at the front of the property that will overflow onto Samuel Road in extreme weather events. If Samuel Road is widened, impacts on existing swales and culverts will be required and will need to form part of the access point upgrade.* • *Samuel Road is a gazetted freight route for B-double vehicles (26.5 metre road, PBS Level 2A). The newly constructed roundabout between*

Samuel, Stelzer and Seppeltsfield Road can only accommodate B-double vehicles. Funding has been sourced by the Light Regional Council to upgrade the Greenock/Samuel/Moppa Road intersection to a roundabout. Given that Samuel Road is only gazetted to accommodate B-doubles, the applicant should be made aware of this issue and the road can only accommodate B-doubles as part of the current application before Council.

- *The traffic count conducted on Samuel Road by Light Regional Council on 15 September 2021, indicated an AM/PM peak hour movements of 180vph and 174vph respectively in the week. It should be noted, this traffic is within the off-season for vintage and it is likely that these volumes will increase significantly within the vintage period. The percentage of heavy vehicles on Samuel Road is ±16%, which is higher than Thiele Highway, Horrocks Highway and Barossa Valley Way. The majority of heavy vehicles are class 3 delivery vehicles, which is the expected size of vehicles based on the neighbouring properties. As The Barossa Council would be aware, it is a well-used freight route within the area.*
- *Based on the Austroads Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossing Management, both access points warrant a road treatment in the northbound direction. A rural auxiliary lane turn treatment shall be provided by the applicant to accommodate the development, along with an upgrade of both access points.*

- *Assessment Recommendations in Summary:*

  <u>Stormwater</u>

  a) The existing stormwater infrastructure beneath Samuel Road shall be accommodated within the subject site, due to being pre-development upstream surface flow and the natural flow path over the Nuriootpa Traders property, down to Kalimna Creek.
  b) Road treatments on Samuel Road will affect the existing swale on the western side and alteration to the swale system shall be accommodated within the intersection upgrades for the access points.

  <u>Road infrastructure</u>

  c) Concept designs of both access intersections will need to be submitted to the Light Regional Council for approval and shall include a full width auxiliary lane with a 500 mm shoulder on the western side of Samuel Road and any additional widening required for heavy vehicle southbound turning movements from Samuel Road.
  d) Any re-alignment of the infrastructure associated with widening Samuel Road, which might include stormwater swales, underground pipes and electrical poles, will be at the cost of the developer and will require the approval of the Light Regional Council.

e) *A Dilapidation report of Samuel Road will be required and provided to Light Regional Council prior to commencement of any construction works on the site.*
f) *A Pavement Design Report for upgrading Samuel Road to asphalt from crest-to-crest point will be required with works to be undertaken by the applicant, prior to occupation of the land and at the applicant's cost.*
g) *Street lighting shall be installed at the junction of the proposed heavy vehicle access point and Samuel Road with all costs borne by the applicant.*

In relation to the fuel storage on-site, the total capacity is 95,000 litres and this does not exceed the threshold of 100,000 litres, as trigger for referral to the EPA as an activity of Major Environmental Significance, pursuant to Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017*.

Internal

The following internal advice has been received from staff:

Engineering Services	*As advised in comments, dated 19 January 2023, the stormwater management concept described in the MLEI Stormwater Report is acceptable in concept and sufficient to provide confidence that an appropriate stormwater management solution is achievable to support the development. Additional detail will be required for a full assessment during detailed design stage.* *Engineering Services advised that:* • *The extent of Samuel Road upgrades will need to be negotiated between the applicant and Light Regional Council.* • *Access/parking as outlined within the Cirqa report is generally acceptable.* • *The underground drainage pipe is proposed to be installed on the southern side of Old Mill Road, with a 90 degree bend at the intersection of Falkenberg Road and Old Mill Road. However, in order to have a straightline drainage and less asset, such as a junction box, it is recommended*

that the pipe is installed on the northern side of Old Mill Road.

The following items were initially identified by Engineering Services in their comments, dated 19 January 2023:

- *Flows entering the site from northern side of Samuel Road via RCP stormwater pipe at northern entrance (375Ø ?) have not been considered.*
- *Assumed Post-development site fraction impervious of 78% requires justification (would be more likely 95-100%)*
- *Runoff coefficient used to determine pre-development peak flows to be advised*
- *Detailed site plans (grading levels, earthworks etc).*

The applicant was provided opportunity to address these matters in a revised Stormwater Management Plan. Engineering Services have reviewed the revised Plan and advised in comments, dated 13 February 2023 that:

- *The gate at the northern vehicle access has been repositioned as requested previously;*
- *Stormwater flow passage from the external catchment has been addressed. As stormwater is being collected from Samuel Road, this should be a Council asset and therefore contained within a 3 metre wide easement (or 4 metre if shared with CWMS infrastructure). It is evident that there is adequate space in which to accommodate an easement, clear of buildings.*
- *The impervious and pervious areas have been amended as requested.*

Health Services	*It is likely the site will be able to achieve onsite disposal, and as the site is not currently connected to the CWMS system they would technically be able choose to undertake onsite disposal under the Public Health Act 2016.* *If the applicant plans to connect to the CWMS system they will need to submit an application for 'Construction or Modification on Council Property' to Council's Works and Engineering Team, connection fees will likely be applicable, and will be calculated by Council's CWMS Team.* *A Wastewater Application is required to be lodged with Council's Health Team for all internal sanitary drainage, and provide engineering for onsite disposal if they elect to do so.*

ASSESSMENT

Please refer to the following link, the Planning and Design Code extract for this proposal, dated insert date, Version insert version number:

Planning and Design Code Extract Link	Relevant Code Extract

Seriously at Variance

Pursuant to Section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*, it is recommended that the Panel determine that the proposed development is not seriously at variance with the relevant provisions of the Planning and Design Code.

The Strategic Employment Zone envisages a range of higher impacting land uses including warehouse and transport distribution. New development should not unduly impede use of other land in the Zone for employment generating activities. The clear policy intent for the Zone is to accommodate activities that by their inherent nature generate 'more than typical' traffic, visual and amenity impacts. The zone allocates land within the Planning and Design Code identified through investigations and subsequent zoning to appropriately accommodate, at a base level, forms of employment generating activity. It is relevant to consider the relationship of different zones and what is permitted where under the Planning and Design Code. The proposed form of development is only contemplated within a Strategic Employment Zone and this particular land has been zoned due to its location at the edge of the township, separated from residential area, being removed from the rural area of the character preservation area and being located on the freight route. The proposal therefore satisfies fundamental land use test.

The applicant has sufficiently addressed assessment issues relating to native vegetation removal, stormwater management, amenity impacts, access and traffic impacts. The arrangement of the proposed buildings, circulation and car parking areas are considered acceptable and while sensitive receivers will experience changed living conditions as a result of the proposal, these uses are located within

the Strategic Employment Zone or Employment Zone and the applicant has demonstrated sufficient compliance with Environmental Noise and other policies/standards to meet Code guidance. The applicant has worked with Barossa and Light Regional Councils to agree to necessary actions to ensure acceptable impact on the external road network and stormwater management infrastructure.

For all of the above reasons, the proposal is therefore not considered to be Seriously at Variance with the provisions of the Planning and Design Code

Character Preservation (Barossa Valley) Act 2012

Pursuant to Section 6(2) of the *Character Preservation (Barossa Valley) Act 2012*, having regard to the Objects of the Act, it is recommended that the Panel determine that the proposed development does not adversely impact the character values of the district.

The subject land is located on the fringes of the Nuriootpa township in an established industrial and mixed used neighbourhood comprising some large format buildings in form of storage and warehouse buildings. The proposed involves the development of a vacant site with tree removal (approved by the Native Vegetation Council) and the introduction of a number of large buildings. Proposed built form has a height, scale and appearance sufficiently in-keeping with zone aspirations and local context. The proposed development will not adversely impact the historic identity and character of Nuriootpa or its environs.

The development facilitates storage and warehousing of wine product sourced from uses operating within the out of township area of the Overlay, the development is highly suited for this development having regard to the presence of large format buildings in the locality, the site being set behind established buildings fronting Samuel Road, and having regard to local site topography which somewhat minimises visibility of the development from the wider area. The proposal has also minimised the extent of retaining walls by proposing batters to the sloped areas in order to soften the interface with the neighbouring properties.

Given the location of the site there is no adverse impact on the rural and natural landscape as contemplated for this part of the District.

Further discussion is contained under the Assessment section below in relation to the Character Preservation District Overlay.

Assessment

Detailed assessment of the proposal has taken place against the relevant provisions of the Planning and Design Code as quoted above. Commentary is provided below under headings:

Land Use and Intensity

Strategic Employment Zone	
Desired Outcomes	
DO 1	*A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state*
DO 2	*Employment generating uses are arranged to:* *(a) support the efficient movement of goods and materials on land in the vicinity of major transport infrastructure such as ports and intermodal freight facilities;*

	(b) maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related industry and warehousing, ship building and related support industries *(c) create new and enhance existing business clusters* *(d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes* *(e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones*
DO 3	*A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements.*

Relevant Performance Outcomes/Designated Performance Features	
Land use and Intensity	
PO 1.1 *Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.*	*DTS/DPF 1.1* *Development comprises one or more of the following:* *a) Advertisement* *b) Automotive collision repair* *c) Electricity substation* *d) Energy generation facility* *e) Energy storage facility* *f) Fuel depot* *g) General industry* *h) Intermodal facility* *i) Light Industry* *j) Motor repair station* *k) Public service depot* *l) Rail marshalling yard* *m) Renewable energy facility (other than a wind farm)* *n) Retail fuel outlet* *o) Service trade premises* *p) Shop* *q) Store* *r) Telecommunications facility* *s) Training facility* *t) Warehouse*

The proposed development comprises a number of elements contemplated within DPF 1.1 including warehousing and store. Although transport and logistical activities are not referenced within the DPF 1.1, they are clearly contemplated within Desired Outcome 1 and listed in Performance Outcome 1.1 as appropriate activities in the Strategic Employment Zone.

Further, the Strategic Employment Zone is intended to accommodate 'higher impacting' land uses indicating that land uses involving activities at a larger scale or a higher level of impact are more tolerable than within an Employment Zone, Mixed Use or Neighbourhood Zone.

The site abuts residential properties to the east and one residential property to the north but is not located adjacent to an interface with a Neighbourhood-type zone.

The proposal meets the criteria set out in Desired Outcome 2 as:

- The site is within an established industrial and employment generating area with road links to the Sturt Highway (that forms part of the statewide freight network

connecting to Port Adelaide and intermodal facilities such as Direk) as well as Seppeltsfield Road;
- The proposal comprises development of vacant land in the form of a major transport distribution facility that will generate wealth and employment for the state, consistent with Desired Outcome 1.
- The built form and function as a transport distribution facility is compatible with existing and anticipated built form in the locality, plus is located away from any boundary with a Neighbourhood Zone.

The proposed development is considered to be an entirely appropriate land use in the Strategic Employment Zone and satisfies the key Desired and Performance Outcomes for the Zone.

Built Form and Character

Relevant Performance Outcomes/Designated Performance Features	
Built Form and Character	
PO 3.1 *Development includes distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.*	*DTS/DPF 3.1* *None are applicable.*
PO 3.2 *Building facades facing a boundary of a zone primarily intended to accommodate sensitive receivers, a public road, or public open space incorporate design elements to add visual interest by considering the following:* *a) using a variety of building finishes* *b) avoiding elevations that consist solely of metal cladding* *c) using materials with a low reflectivity* *d) using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road*	*DTS/DPF 3.2* *None are applicable.*
General Development Policies	
Design	
Desired Outcomes	
DO 1	*Development is:* *a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area.* *b) durable - fit for purpose, adaptable and long lasting.* *c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and*

	recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors. *d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.*
External Appearance	
PO 1.3 *Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.*	*DTS/DPF 1.3* *None are applicable.*
PO 2.3 *Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.*	*DTS/DPF 2.3* *None are applicable.*

The subject land does not contain a typical section of road frontage, rather it is limited to two access points (each 30 metres wide) that connect to elongated driveways extending along the boundaries of smaller allotments directly facing the street (e.g. Teusner Wines). The visual relationship between the main part of the site and Samuel Road is demonstrably diminished. This also applies to Tolley Road and Falkenberg Road due to the site being setback from these roads approximately 211 metres and 110 metres respectively.

The proposed development will still be visible in longer views primarily from Samuel Road as well as Tolley Road and Falkenberg Road. The proposal has therefore been assessed against Performance Outcome 3.2 and is considered to be an appropriate design in keeping with the built form and appearance of large format buildings in the vicinity of the site. Positive design elements in accordance with PO 3.2 include:

- A mix building finishes including painted pre-cast concrete, differing colours of metal cladding and accent painting.
- The buildings are broken up into multiple buildings of lesser floor plates to minimise the overall visual impact of the development;
- Utilising materials with a darker hue and low light reflectivity;
- The buildings are stepped in their level in order to balance the cut/fill and reduce their prominence in the landscape.

The large warehouse buildings employ limited modulation or articulation, however, given their perpendicular alignment to the street, significant street setbacks, obscuring affect of existing built form and variation in external finishes they are considered to have an acceptable streetscape and visual impact. Plus their visual dominance to the street is low and far less noticeable than other sites such as Tarac Technologies that form part of the accepted character in the Zone.

Desired Outcome 1 of the General Development Policies also sets out design guidelines for the development. The proposal sufficiently satisfies design criteria in that:

- The proposed development has a built form comprising large format buildings within a purpose designed layout that meets the needs of the future occupier and is cognisant of the nature of existing commercial development in the locality.
- The proposed buildings have large floorplates and internal volume to meet occupier needs with flexibility for other employment generating uses if ever required. The buildings utilise a mix of pre-cast concrete and metal cladding that has proven over time to be durable and long lasting.
- Within the context of site activities the proposed development places car parking areas (including disabled spaces) within close proximity of the 'office' and 'worker accommodation' building, plus integrates landscaping around the site to enhance amenity and retain existing native vegetation where possible. The site is not linked to any open space or cycling network with limited public realm exposure thus Desired Outcome 1(c) has limited applicability.
- There are elements of sustainable design techniques most notably for stormwater detention and associated bio-filtration swales. The large expanses of hardstand surface will likely increase site specific urban heat outcomes, however, there is a legitimate requirement for this amount of space for vehicle circulation and parking and the applicant has increased the amount of soft landscaping to exceed the 10% guideline which offers some amelioration to this potential impact.

The design and layout of buildings and car park areas is logical and internal site wayfinding and pedestrian safety is acceptable.

Overall, the buildings are not considered to be distinctive as referenced in Desired Outcome 1, however, they need not be, given their location within a site that is largely removed from a road frontage, the buildings have adopted contemporary warehouse and commercial design vernacular and with their darker hue and partial embedding into the site (due to topography and proposed landscaping) they are considered to meet Performance Outcomes 3.1 and 3.2.

Building setbacks

Relevant Performance Outcomes/Designated Performance Features	
Building Setbacks	
PO 3.3 *Buildings are set back from the primary street boundary to contribute to a consistent streetscape.*	*DTS/DPF 3.3* *The building line of a building is no closer to the primary street frontage than:* *a) the average of existing buildings on adjoining sites with the same primary street frontage and, if there is only one such building, the setback of that building* *or* *b) where no building exists on an adjoining site:* *i. 8 metres or more for buildings up to 6 metres high* *ii. not less than 10 metres for buildings greater than 6 metres high.*

PO 3.5 *Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.*	*DTS/DPF 3.5* *Building walls are set back 3 metres or more from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available*

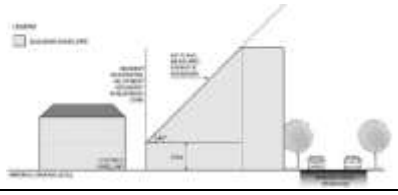
This section of Samuel Road contains built form with varying setbacks from approximately 13 metres to over 50 metres interspersed with vacant properties. There is limited consistency in front setbacks. In general, building setbacks in the immediate vicinity allow for perimeter landscaping and car parking to the front of buildings built parallel to the road.

The site has no direct street frontage other than for two access points to Samuel Road. The proposed buildings will sit to the rear of existing buildings and form no visual component of the current front setback arrangements along Samuel Road. Taking into account existing setbacks and the siting of the proposed development the application is considered to meet the intent of Performance Outcome 3.3.

The Zone does not prescribe side and rear boundary setbacks, however, Performance Outcome 3.5 seeks the siting of buildings to accommodate vehicle access to the rear of the site. The proposed layout allows for full circulation of the site with vehicle access to the rear in compliance with this guideline for the maximum design vehicle.

This aspect of the development is acceptable.

Interface Height

Relevant Performance Outcomes/Designated Performance Features	
Building Height	
PO 4.1 *Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.*	*DTS/DPF 4.1* *Buildings are constructed within a building envelope provided by a 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary or where this boundary is the primary street boundary):This diagram depicts the angled plane which buildings are required to adhere to, in order to satisfy DTS/DPF criteria. For more information, please contact your local council.* 

The site is bordered by an Employment Zone to the north, the Strategic Employment to the east, west and almost the entire southern boundary. There is a small section in the south-eastern corner that abuts the Rural Zone.

The site therefore does not abut any Neighbourhood-type zone and Performance Outcomes 4.1 to 4.3 are not applicable in the assessment of this application.

It is recognised that eastern neighbouring properties at 58a and 58b Falkenberg Road and one of the sites immediately north fronting Tolley Road contain dwellings but as these properties are not located within a Neighbourhood Zone, Performance Outcomes 4.1 to 4.3 are not strictly applicable.

Based on the criteria in DPF 4.1, sections of the proposed buildings would intrude into the 'angled plane' measured from the northern boundaries (adjacent properties in the Employment Zone). However, given nature of topography, arrangement and separation distances, orientation of buildings and use of adjoining properties there would be no adverse shadowing or solar photovoltaic cell impacts and the building massing is appropriate where interfacing with an Employment Zone.

Landscaping

Landscaping	
PO 5.1 *Landscaping is provided along public roads and thoroughfares and zone boundaries to enhance the visual appearance of development and soften the impact of large buildings when viewed from public spaces and adjacent land outside the zone.*	*DTS/DPF 3.3* *The building line of a building is no closer to the primary street frontage than:* *a) the average of existing buildings on adjoining sites with the same primary street frontage and, if there is only one such building, the setback of that building* *or* *b) where no building exists on an adjoining site:* *i. 8 metres or more for buildings up to 6 metres high* *ii. not less than 10 metres for buildings greater than 6 metres high.*
PO 5.2 *Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.*	*DTS/DPF 5.2* *Landscape areas comprise:* *i. not less than 10 percent of the site* *ii. a dimension of at least 1.5 metres.*
PO 5.3 *Landscape areas incorporate a range of plant species of varying heights at maturity, including tree species with a canopy above clear stems, to complement the scale of relevant buildings.*	*DTS/DPF 5.3* *None are applicable.*
General Development Policies	
Landscaping	
PO 3.1 *Soft landscaping and tree planting is incorporated to:* *1. minimise heat absorption and reflection* *2. maximise shade and shelter* *3. maximise stormwater infiltration*	*DTS/DPF 3.1* *None are applicable.*

4. enhance the appearance of land and streetscapes *5. contribute to biodiversity.*	
PO 3.2 *Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.*	*DTS/DPF 3.2* *None are applicable.*
PO 7.2 *Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.*	*DTS/DPF 7.2* *None are applicable.*
PO 7.4 *Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.*	*DTS/DPF 7.4* *None are applicable.*
PO 7.5 *Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.*	*DTS/DPF 7.5* *None are applicable.*

The Applicant has provided a landscaping plan and planting schedule plus a rendered drawing providing an axonometric view of the proposed development.

The landscaping plan and planting schedule contain a mix of indigenous and native trees, shrubs and ground covers. The landscape elements have also been designed to retain selected existing trees which helps maintain an element of canopy cover for parts of the site. There are three large landscaped areas within the site (positioned around existing trees) between warehouses 1 and 2, adjacent the open container storage area and in the parking area. There is landscaping adjacent both entry points and along northern and eastern boundaries. The two detention basins are located on lower parts of the site and will be formed in a manner that allows for retention of existing vegetation. This has been agreed with the Native Vegetation Council.

The applicant has amended the landscaping plan following the public notification process by more than doubling the amount of soft landscaping to 14% or 18,320 sqm of the site all with a minimum dimension of 1.5 metres. This exceeds the minimum 10% landscaped area and dimensions sought in DPF 5.2.

The net effect of selected native tree retention, the landscaped areas in excess of the 10% guideline and proposed planting results in an overall high quality outcome in terms of landscaping provision in the context of a transport depot which typically requires high levels of hardstand/pavement. In addition, the proposal incorporates the stormwater retention and filtration and provides for adequate landscaped buffers to neighbouring properties which can accommodate tree plantings to screen the

development from longer range views of the site and immediate properties which are within non-neighbourhood zones. This complies with Performance Outcomes 5.1 to 5.3.

The applicant advises they are comfortable to accept a Reserved Matter being applied in order to finalise species selection and other planting detail. This is recommended to ensure compliance with Performance Outcome 5.3 is achieved.

Character Preservation Overlay

Character Preservation District Overlay (in township)	
Desired Outcomes	
DO 1	*Recognise, protect and enhance the special character of Character Preservation Districts.*
DO 2	*The long term use of land outside of townships for primary production and associated value adding enterprises is assured and promoted.*
Relevant Performance Outcomes/Designated Performance Features	
Built Form and Character	
PO 2.1 *Development occurring at the edge of townships is sympathetic to the rural landscape and reinforces a clear transition between townships and rural landscape through measures including:* *a) being of a low scale* *b) orientating residential development towards the rural area* *c) ensuring visual separation from the rural area through landscaping and road reserves.*	*DTS/DPF 2.1* *None are applicable.*
PO 2.2 *Development contributes to and maintains the historic identity and character of townships through appropriate:* *a) form* *b) scale* *c) siting* *d) design* *e) landscaping.*	*DTS/DPF 2.2* *None are applicable.*

The site is located within the Nuriootpa township, albeit at the commercial fringe and not within the main street environs, residential neighbourhoods or any historic area. Performance Outcome 2.1 is particularly relevant to this proposal in that the site is located at the edge of the Nuriootpa township. The proposal is considered to satisfy this Performance Outcome for reasons below.

The existing site is encircled by allotments (facing Samuel, Falkenberg and Tolley Roads) comprising a mix of industrial/commercial buildings, sheds and structures, open land, primary production and vegetation plus three dwellings on adjacent properties in non-neighbourhood zones. The prevailing character of this section of Nuriootpa is informed by this eclectic mix and Zone policy envisages further employment generating uses. Samuel Road is a well used road with a freight function,

however, this section of the road is not promoted as an important tourist route within the Planning and Design Cede.

The proposed development comprises single and equivalent commercial two storey buildings with adequate spacing and arrangement in a manner that satisfactorily maintains existing streetscape form and is fit for purpose. New landscaping is proposed to further embed the development into the area. The development will have an acceptable visual impact on the wider area having regard to the site being largely removed from roads and having regard to local topography which somewhat minimises visibility of the development from the wider area. The development has broken up the buildings into smaller modules to limit overall impact. In addition, the proposal has minimised the extent of retaining walls by proposing batters to the sloped areas in order to soften the interface with the neighbouring properties. Overall, the development maintains the character and identity of the Nuriootpa township as sought by Performance Outcomes 2.1 and 2.2.

In addition, the primary intent of the Overlay is to recognise, protect and enhance the special character of Character Preservation District. There are a limited number of Strategic Employment Zones in the Barossa and they are primarily located at the fringe of townships. Large development sites such as for this proposal also serve a valuable companion role for primary producers in terms of providing important storage and freight function as part of their economic enterprise. The site is well suited to accommodate a 'higher impacting' land use, and will mitigate the need for expansion of warehousing and storage facilities in the rural parts of the District.

The proposal is considered to accord with the Desired Outcomes and relevant Performance Outcomes of the District.

Cut and Fill

Earthworks and Sloping Land	
PO 8.1 *Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.*	*DPF 8.1* *Development does not involve any of the following:* *(a) excavation exceeding a vertical height of 1 metre* *(b) filling exceeding a vertical height of 1 metres* *(c) a total combined excavation and filling vertical height of 2 metres or more*

The site a high point of 280 metres Australian Height Datum (AHD) at the south-western corner of the site, with the site falling towards the north-east. There is a crest near the southern boundary but the site falls away in the south-eastern corner. The access points are level with Samuel Road and gently fall in an eastwards direction.

In the response to representations, the applicant has advised that following public consultation, the application has been amended to:

- *Include landscaped batters to most boundaries in lieu of retaining walls, with the proposal now only including the construction of two boundary retaining walls, adjacent the southern and western boundaries;*

- *All other retaining walls are internal and are located a substantial distance from site boundaries.*

The amended proposal now comprises western boundary retaining wall height ranging from 0.28 metres to 1.72 metres, adjacent the rear boundaries of 'Vater Machinery' and 'Maggie Beer's Warehouse', which is cut into natural ground level. The main southern boundary retaining wall is located near the rear boundary and will range in height from 0.38 metres to 2.24 metres This wall is predominantly in cut and the adjacent land to the south is undeveloped. A third boundary retaining wall is proposed along short section of the southern boundary of up to 1.70 metres, within the 'handle' adjacent Teusner Wines. This wall is also in cut. All retaining walls will have a 1.8 metre high chainlink fence on top.

Earthworks will be required within the site and this is expected with any large scale commercial or industrial development in order to enable the appropriate gradients for vehicle movements, storage and car parking. Notwithstanding, the proposal has designed the finished floor levels so the buildings are stepped to accord with the natural slope to minimise earthworks. In addition, by removing most retaining walls and replacing them with batters, especially to the perimeter, this reduces the visual impact of the retaining walls and provides a more natural transition. The applicant has advised that the final design of the batters is subject to detailed design, to address how they will be stabilised and to avoid overland stormwater flow issues with neighbouring land. This matter is addressed as a Reserved Matter.

In summary, the extent of cut and fill has been limited through transitioning the buildings and surfaces with the natural fall, retaining walls are predominantly in cut to mitigate their visual impact, and total cut and fill is mostly within the limit of two metres, as anticipated in Performance Outcome 8.1.

Amenity Impacts

<table>
<tr><td colspan="3">Interface between Land Uses</td></tr>
<tr><td colspan="3">Desired Outcomes</td></tr>
<tr><td>DO 1</td><td colspan="2">Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.</td></tr>
<tr><td colspan="3">Relevant Performance Outcomes/Designated Performance Features</td></tr>
<tr><td colspan="3">General Land Use Compatibility</td></tr>
<tr><td>PO 1.1
Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.</td><td colspan="2">DTS/DPF 1.1
None are applicable.</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 colspan="2">DTS/DPF 1.2
None are applicable.</td></tr>
<tr><td colspan="3">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:</td><td colspan="2">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>7.00 am to 9.00 pm, Monday to Friday</td></tr>
</table></td></tr>
</table>

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.		8.00 am to 5.00 pm, Saturday
	Office	7.00 am to 9.00 pm, Monday to Friday 8.00 am to 5.00 pm, Saturday
	Shop, other than anyone or combination of the following: a) restaurant b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural (a) Horticulture Zone	7.00 am to 9.00 pm, Monday to Friday 8.00 am to 5.00 pm, Saturday and Sunday
Overshadowing		
PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in: a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.1 North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least three hours of direct sunlight between 9.00 am and 3.00 pm on 21 June.	
PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in: a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.2 Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following: a. or ground level private open space, the smaller of the following: i. half the existing ground level open space' or ii. 35 sqm of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres) b. for ground level communal open space, at least half of the existing ground level open space.	
PO 3.3 Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: a) the form of development contemplated in the zone b) the orientation of the solar energy facilities	DTS/DPF 3.3 None are applicable.	

the extent to which the solar energy facilities are already overshadowed.	
Activities Generating Noise or Vibration	
PO 4.2 *Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:* *a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers* *b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers* *c) housing plant and equipment within an enclosed structure or acoustic enclosure* *d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.*	*DTS/DPF 4.2* *None are applicable.*
PO 6.1 *External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).*	*DTS/DPF 6.1* *None are applicable.*

As mentioned earlier, the site is largely bounded by Employment and Strategic Employment Zoned land, with two dwellings on non-Neighbourhood Zoned sites to the east and one dwelling on a site in the Employment Zone to the north. The closest sensitive receiver (dwelling) within a neighbourhood type zone is located around 160 metres northeast of the site along Falkenberg Road. It is noted that the KSI Sawmill is located between the site and the dwellings in this Neighbourhood Zone.

It is acknowledged that Performance Outcome 1.1 envisages higher impacting land uses such as warehouses and transport distribution. This is not a carte blanche for development but does raise the assessment question that the Zone intent is to accommodate development as proposed and benchmark tests are not equivalent for proposals within a neighbourhood type zone. This has been reflected in ERD Court decisions and as the applicant points out in their Response to Representation:

> *"When assessing amenity impacts of a proposal, the Environment, Resources and Development Court ('Court') confirmed, in Sanford & Ors v The Corporation of the City of Marion & Anor [2013] SAERDC 42, that found the level of expected amenity in any area (i.e. a dwelling in non-residential zone) must have regard to the circumstances of the locality, namely the proximity of non-residential zones and the nature of uses, both existing and sought, by the relevant zone.*

> *Citing the judgment in Lanzilli Holdings Pty Ltd v Campbelltown City Corporation (9182) SASR 81, a matter involving the establishment of a furniture factory in a Light Industry Zone and opposite a Residential Zone, Jacobs J noted: "... The amenity of such a locality is not to be measured by the standards appropriate to a solely residential zone, and the amenity and convenience of those who choose to live on the very boundary of the light industrial zone ought not necessarily to be regarded as the appropriate standard of amenity and convenience for the locality as a whole."*

On this basis, an assessment of environmental noise and light spill has been undertaken by suitably qualified consultants, assessed in context of this locality.

Environmental Noise

Resonate has assessed the proposal and make the following observations and conclusions:

- Primary noise generation are from activities such as movement of heavy vehicles, primarily during the day, although some at night, the use of forklifts, loading and unloading of goods and truck washing and maintenance.
- Resonate understand that the warehouses will not be refrigerated although evaporative cooling may be used in hotter months (it is noted by Resonate that with correct siting that cooling units can comply with noise guidelines and can be addressed at detailed design stage).
- Environmental noise generation should comply with *Environment Protection (Noise) Policy 2007* determined by Resonate to be as follows:

Day time noise levels		
Prediction location	*Predicted noise level Leq dB(A) (1)*	*Noise EPP day time criteria, Leq dB(A)*
Most affected noise sensitive receiver in the Strategic Employment zone	*55+5 = 60*	*60*
Most affected sensitive receiver in the Employment zone	*41+5 = 47*	*57*
Most affected sensitive receiver in the Neighbourhood zone	*43+5 = 48*	*52*
Night time noise levels		
Prediction location	*Predicted noise level Leq dB(A) (1)*	*Noise EPP day time criteria, Leq dB(A)*
Most affected sensitive receiver in the Neighbourhood zone	*33+5 = 38*	*45*
A 5 dB(A) penalty may be applicable to account for modulating noise associated with heavy vehicle movement and loading activities. The presented level includes a 5 dB(A) penalty.		

Based on these outputs Resonate concludes "*the operation of the site is predicted to comply with the Environment Protection (Noise) Policy 2007 Leq criteria at all nearby noise sensitive receptors. The predicted maximum noise level, expected to be the*

result of truck air brake release, at the most affected sensitive receiver in the Neighbourhood zone is 53 dB(A) Lmax, which complies with the Environment Protection (Noise) Policy 2007 criterion of 60 dB(A) Lmax."

Resonate also note that if garbage removal activities exceed a maximum noise level of 60dB(A) they should be restricted to between 9.00 am and 7.00 pm on a Sunday or public holiday and 7.00 am and 7.00 pm on any other day. The predicted noise emission within the Strategic Employment Zone sits at this threshold figure and while not required for compliance with the *Environment Protection (Noise) Policy 2007* it would reduce any potential noise risk from this source to impose these hours as a condition. As refuse collection activities are a form of '*Local Nuisance'* under the *Local Nuisance and Litter Control Act 2016* prior to 9:00 am and 7:00 pm on a Sunday or public holiday and 7:00 am and 7:00 pm on any other day, a condition of consent is not necessary as should concerns arise, there is a mechanism in place.

It is noted that Resonate has not specifically referenced the two existing dwellings at 58A or 58B Falkenberg Road or the dwelling immediately north in their assessment. Resonate did however provide a response to the representations from D Falkenberg and I Falkenberg and have reaffirmed that day and night time noise emissions have been predicted to comply with *Environment Protection (Noise) Policy 2007* and the Planning and Design Code.

Another implication of the proposed design which is supported from an acoustic perspective is that the warehouses 1a and 2a, being the buildings furthest north, do not have openings facing in direction of the Neighbourhood Zone. These buildings will in effect shield activities including vehicle movements from noise within the site and mitigate the transmission of noise.

Overshadow Impact

The site measures just over 13 hectares and has crossfalls that will be addressed by cutting and retaining of the land closer to the northern and eastern boundary. Adjoining properties are similarly large in footprint with a mix of undeveloped land and built form. Based on site topography, building height of the proposed warehouses, setback to adjoining buildings (including the two dwellings at 58A and 58B Falkenberg Road) and site orientation, the proposed new buildings are not predicated to restrict direct sunlight to north facing habitable rooms or the primary area of private open space outside minimum requirements in DPF 3.1 and 3.2. In particular, the development is sited In addition, the proposed development is not considered to unduly reduce the generating capacity of the adjacent rooftop energy facility and meets Performance Outcome 3.3.

Lighting

Hours of operation are to be unrestricted and therefore extended night time illumination is required for safety and security reasons. Two representors raised concerns with potential light spill impact on their quality of life, plus potential impact on livestock.

LUCID Consulting Australia were engaged by the applicant to provide a supporting memorandum which outlines the relevant Australian Standards for Lighting.

LUCID consulting confirm that all external lighting will be designed to not cause nuisance by way of light spill and that any lighting for the development accords with the *Australian Standard 4282 – The Control of the obtrusive effects of outdoor lighting*.

Lighting towers are not proposed within the application, and will be subject to a separate development authorisation that is subject to assessment against the Planning and Design Code. Notwithstanding, a condition of consent is recommended that all site lighting be designed and installed in compliance with Australian Standard 4282.

Proposed external material selection includes grey/black cladding that will not be highly reflective or cause undue distraction to road users or pedestrians. Performance Outcome 7.1 is therefore considered to be met.

Native Vegetation

Native Vegetation Overlay	
Desired Outcomes	
DO 1	*Areas of native vegetation are protected, retained and restored in order to sustain biodiversity, threatened species and vegetation communities, fauna habitat, ecosystem services, carbon storage and amenity values*
Relevant Performance Outcomes/Designated Performance Features	
Environmental Protection	
PO 1.1 *Development avoids, or where it cannot be practically avoided, minimises the clearance of native vegetation taking into account the siting of buildings, access points, bushfire protection measures and building maintenance.*	*DPF 1.1* *An application is accompanied by:* *(a) a declaration stating that the proposal will not, or would not, involve clearance of native vegetation under the Native Vegetation Act 1991, including any clearance that may occur:* *(i) in connection with a relevant access point and/or driveway.* *(ii) within 10 metres of a building (other than a residential building or tourist accommodation).* *(iii) within 20 metres of a dwelling or addition to an existing dwelling for fire prevention and control.* *(iv) within 50 metres of residential or tourist accommodation in connection with a requirement under a relevant overlay to establish an asset protection zone in a bushfire prone area.* *or* *(b) a report prepared in accordance with Regulation 18(2)(a) of the Native Vegetation Regulations 2017 that establishes that the clearance is categorised as 'Level 1 clearance'.*
PO 1.2 *Native vegetation clearance in association with development avoids the following:*	*DTS/DPF 1.2* *None are applicable.*

a) *significant wildlife habitat and movement corridors* b) *rare, vulnerable or endangered plants species* c) *native vegetation that is significant because it is located in an area which has been extensively cleared* d) *native vegetation that is growing in, or in association with, a wetland environment.*	

The application is accompanied by a detailed Native Vegetation Clearance Data Report prepared by Ecosphere Ecological Solutions, which provides assessment of the proposed removal of native vegetation categorised as Level 4 clearance.

The report identifies that the site *"is predominantly cleared with clusters of remnant and emergent native scattered trees, planted amenity trees, emergent woody weeds and horticultural shrubs. Understorey ground cover was dominated by pasture grasses and clovers, primarily Phalaris, indicating this area is subject to wet soil conditions during winter."*

Further, the site survey identified 173 individual trees within the allotment of which 114 trees were remnant or emergent native vegetation and 59 were exotic species. Extrapolating the siting of existing trees and the proposed site layout it was determined that 31 native trees are subject to removal. The report identifies that this final number was a reduction from initial plans with refinement through the design, ensuring the further retention of 16 trees (with a circumference of greater than two metres) initially considered for removal. In part, this has resulted in the 14% of the site allocated to landscaping.

In accordance with *Native Vegetation Regulations 2017,* an application for the proposed clearance of 31 native trees was submitted to the Native Vegetation Council. The referral response from the Native Vegetation Council confirms that consent has been granted to the proposed clearance subject to a payment into the Native Vegetation Fund and a series of procedural conditions. The Native Vegetation Council has directed the application of 5 conditions to a decision.

This aspect of the development satisfies Performance Outcomes 1.1 and 1.2.

Hazards (Flooding)

Hazards (Flooding – Evidence Required) Overlay	
Desired Outcomes	
DO 1	*Development adopts a precautionary approach to mitigate potential impacts on people, property, infrastructure and the environment from potential flood risk through the appropriate siting and design of development.*
Relevant Performance Outcomes/Designated Performance Features	
Flood Resilience	
PO 1.1 *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*	*DPF 1.1* *Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished floor level at least 300 mm above:*

damage to or compromise ongoing activities within buildings.	*(a) the highest point of top of kerb of the primary street; or,* *(b) the highest point of natural ground level at the primary street boundary where there is no kerb*

The site is not located within any mapped or identified flood plain. The site has undulating topography and given the large street setback and natural fall from Samuel Road, none of the buildings will have a finished floor level above top of kerb on Samuel Road. Council's Works and Engineering Services Department have reviewed the preliminary Civil and Stormwater Management Plan drawings and associated calculations and have raised no concerns with the proposed floor levels from a flood hazard risk perspective. Detailed stormwater flow assessment and the siting and size of detention basins accommodate freeboard to achieve any necessary flood risk mitigation for the site and neighbouring properties.

This aspect of the development satisfies Performance Outcome 1.1.

Stormwater Management

Relevant Performance Outcomes/Designated Performance Features	
Design	
PO 5.1 *Development is sited and designed to maintain natural hydrological systems without negatively impacting:* *(a) the quantity and quality of surface water and groundwater* *(b) the depth and directional flow of surface water and groundwater* *(c) The quality and function of natural springs.*	*DPF 5.1* *None are applicable*

The Applicant has provided a Stormwater Management Plan, prepared by MLEI Consulting Engineers, to demonstrate the proposed stormwater strategy for the facility.

The plan is designed to demonstrate how the Planning and Design Code and both Council's stormwater requirements will be achieved.

Key elements of the Plan include:

- Stormwater detention system to restrict the post-development 5% AEP storm to the predevelopment 5% AEP storm
- Treatment of stormwater runoff prior to discharging to follow EPA guidelines
- Capturing and diversion of stormwater runoff from impervious surfaces towards the following key stormwater detention and treatment features
- A series of open drains, strip drains, grated inlet pits and pipes, which will feed into the two proposed dams for each catchment area
- Ocean Protect ESK Oil/Water separator at the outlet of the re-fuelling area.

This is a challenging undertaking given the extent of hardstand areas required for the facility and site topography. The submitted plan provides sufficient level of detail to demonstrate compliance with Performance Outcome 5.1 and Council's stormwater

requirements, subject to resolution of further information sought by both Councils' Engineers. In part, the applicant has provided updated technical information for Councils' Engineers however further information is needed that can only be finalised at detailed design stage. Council's Engineering Services Department have recommended that Reserved Matters be included in the recommendation requiring the endorsement of a final Stormwater Management Plan and Civil and Siteworks Plan prior to grant of Development Approval.

Council's Engineering Services Department are also in discussions with Nuriootpa Traders in relation to formalising an Infrastructure Deed of Agreement to cover the proposed external works that are required to establish a stormwater pipe in Old Mill Road to discharge stormwater to Kalimna Creek. The deed of agreement is planned to be executed prior to decision being made by the Barossa Assessment Panel. A verbal update will be provided in relation to this matter at the meeting.

Bushfire Hazard

Hazards (Bushfire - Medium Risk) Overlay	
Desired Outcomes	
DO1	*Development, including land division responds to the medium level of bushfire risk and potential for ember attack and radiant heat by siting and designing buildings in a manner that mitigates the threat and impact of bushfires on life and property taking into account the increased frequency and intensity of bushfires as a result of climate change.*
DO2	*To facilitate access for emergency service vehicles to aid the protection of lives and assets from bushfire danger.*
Relevant Performance Outcomes/Designated Performance Features	
Siting	
PO 1.1 *Buildings and structures are located away from areas that pose an unacceptable bushfire risk as a result of vegetation cover and type, and terrain.*	*DTS/DPF 1.1* *None are applicable.*
Built Form	
PO 2.1 *Buildings and structures are designed and configured to reduce the impact of bushfire through using designs that reduce the potential for trapping burning debris against or underneath the building or structure, or between the ground and building floor level in the case of transportable buildings and buildings on stilts.*	*DTS/DPF 2.1* *None are applicable*
PO 2.2 *Roads are designed and constructed to facilitate the safe and effective:* *a) access, operation and evacuation of fire-fighting vehicles and emergency personnel* *b) evacuation of residents, occupants and visitors.*	*DTS/DPF 5.1* *Roads:* *a) are constructed with a formed, all-weather surface* *b) have a gradient of not more than 16 degrees (1-in-3.5) at any point along the road* *c) have a cross fall of not more than 6 degrees (1-in-9.5) at any point along the road* *d) have a minimum formed road width of 6 metre* *e) provide overhead clearance of not less than 4 metres between the road surface*

	and overhanging branches or other obstructions including buildings and/or structures (Figure 1) *f) allow fire-fighting services (personnel and vehicles) to travel in a continuous forward movement around road curves by constructing the curves with a minimum external radius of 12.5 metres (Figure 2)* *g) incorporating cul-de-sac endings or dead end roads do not exceed 200 metres in length and the end of the road has either:* *ii. a turning area with a minimum formed surface radius of 12.5 metres (Figure 3)or* *iii. a 'T' or 'Y' shaped turning area with a minimum formed surface length of 11 metres and minimum internal radii of 9.5 metres (Figure 4)* *h) incorporate solid, all-weather crossings over any watercourse that support fire-fighting vehicles with a gross vehicle mass (GVM) of 21 tonnes.*
PO 5.3 *Development does not rely on fire tracks as means of evacuation or access for fire-fighting purposes unless there are no safe alternatives available.*	*DTS/DPF 5.3* *None are applicable.*

The site is located within the Hazards (Medium Bushfire Risk) Area Overlay under the Planning and Design Code. The site is well connected to the road network with two entry and exit points. Bushfire egress is considered acceptable and consistent with other adjoining properties. In the event of a bushfire there are multiple escape routes in the network.

The proposed development is considered to accord with the relevant policies as:

- Buildings are sited away from significant stands of vegetation or areas with an unacceptable bushfire risk - Performance Outcome 1.1.
- Proposed buildings have limited eave overhanding or building elements that could trap debris Performance Outcome 2.1.
- Access points and internal circulation space provide ample space for the safe operation of emergency vehicles and evacuation - Performance Outcome 5.1.
- The development has sealed driveway and entry points to Samuel Road – Performance Outcome 5.3.

Overall, the proposal satisfies the relevant policies in the Overlay.

Water Resources Overlay

Water Resources Overlay	
Desired Outcomes	
DO 1	*Protection of the quality of surface waters considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change.*

DO 2	*Maintain the conveyance function and natural flow paths of watercourses to assist in the management of flood waters and stormwater runoff.*
Relevant Performance Outcomes/Designated Performance Features	
Water Catchment	
PO 1.1 *Watercourses and their beds, banks, wetlands and floodplains (1% AEP flood extent) are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.*	*DPF 1.1* *None are applicable*
PO 1.2 *Development avoids interfering with the existing hydrology or water regime of swamps and wetlands other than to improve the existing conditions to enhance environmental values.*	*DPF 1.2* *None are applicable*
PO 1.5 *Development that increases surface water run-off includes a suitably sized strip of vegetated land on each side of a watercourse to filter runoff to:* *(a) reduce the impacts on native aquatic ecosystems* *(b) minimize soil loss eroding into the watercourse*	*DPF 1.5* *A strip of land 20 metre or more wide measured from the top of existing banks on each side of the watercourse is free from development, livestock use and revegetated with locally indigenous vegetation*
PO 1.6 *Development resulting in the depositing or placing of an object or solid material in a watercourse or lake occurs on where it involves any of the following:* *(a) the construction of an erosion control structure* *(b) devices or structures used to extract or regulate water flowing in a watercourse* *(c) devices used for scientific purposes* *(d) the rehabilitation of watercourses*	*DPF 1.6* *None are applicable*
PO 1.7 *Watercourses, floodplains (1% AEP flood extent) and wetlands protected and enhanced by retaining and protecting existing native vegetation*	*DPF 1.7* *None are applicable*
PO 1.8 *Watercourses, floodplains (1% AEP flood extent) and wetlands protected and enhanced by stablising watercourse banks and reducing sediments and nutrients entering the watercourse*	*DPF 1.8* *None are applicable*

The site is subject to the Water Resources Overlay under the Planning and Design Code.

The site is not located in close proximity to a watercourse with the nearest waterhouse being approximately 420 metres east (Kalimna Creek). The site is also located outside

of any mapped flood plain. Waste water disposal and stormwater management will be installed to the satisfaction of Council's Engineering Department, and have been deemed acceptable based on preliminary assessment. No adverse impact on surface water is anticipated.

For the above reasons, the proposal satisfies the relevant provisions of the Water Resources Overlay.

Clearance from Overhead Powerlines

General Development Policies	
Clearance from Overhead Powerlines	
Desired Outcomes	
DO1	*Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.*
Relevant Performance Outcomes/Designated Performance Features	
(b) PO 1.1 *(c) Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.*	*DPF 1.1* *One of the following is satisfied:* *(a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996.* *(b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.*

An Electricity Declaration has been submitted associated with the development, consistent with DPF 1.1, such that the Performance Outcome 1.1 is met.

It is noted that an easement in favour of SA Power Networks (SAPN) extends across the site. The applicant has held discussions with SAPN and advises that design revision was undertaken to ensure no encroachments onto the easement are necessary. The proposal does include an open container storage area which the applicant advises is subject to a single stack level only to avoid any conflict with overhead powerlines. Given that the applicant has signed the powerline declaration, the proposal satisfies Performance Outcome 1.1, however, the applicant has ongoing obligation to comply with building clearance requirements under the *Electricity Act 1996* and should containers be stored in a manner that does not comply with the Act, further action will be required on part of the applicant/operator pursuant to this Act. An advice note is included within the recommendation to make the applicant aware of their obligations.

Fencing

Relevant Performance Outcomes/Designated Performance Features	
Fencing	
PO 6.1 *Fencing exceeding 2.1 metres in height is integrated and designed to complement the appearance of land and buildings and does not form a dominant visual feature from adjacent streets to enhance the character of employment areas.*	*DTS/DPF 6.1* *Fencing exceeding 2.1 metres in height is:* *a) located behind a façade of an associated building located on the same site*

	b) located behind a landscaped area along relevant street frontages *c) consists of visually permeable materials with landscaping behind.*

As mentioned earlier, the applicant has amended the proposal to reduce the extent of retaining walls required on site boundaries and internally. Retaining walls are proposed for portion of western and southern boundaries and are primarily required to retain cutting of land from within the site. This limits the external visual impact of the retaining walls but does result in a combined retaining wall/fence height that exceeds 2.1 metres along sections of these boundaries, which is 'Development' in its own right. The application comprises 1.8 metre black PVC coated chain wire fencing with complementary black powder coated posts.

The plans are not explicit in relation to the style of front gates or fencing to the Samuel Road access points, but in event that controlled access is required, fencing can be erected in a manner to match external chain wire fencing.

The visually permeable fencing together with proposed landscaping adjacent to site boundaries will result in a visually appealing outcome and will fit with the semi-open character that is evident in the locality and match style of other fencing in the locality. From an external view proposed fencing will follow natural ground level. Overall, Performance Outcome Performance Outcome 6.1 is considered to be met.

Effluent Disposal

General Development Policies		
Infrastructure and Renewable Energy Facilities		
Desired Outcomes		
DO1	*Efficient provision of infrastructure networks and services, renewable energy facilities and ancillary development in a manner that minimises hazard, is environmentally and culturally sensitive and manages adverse visual impacts on natural and rural landscapes and residential amenity.*	
Relevant Performance Outcomes/Designated Performance Features		
Water Supply		
PO 11.1 *Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.*		*DPF 11.1* *Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.*
Wastewater Services		
PO 12.1 *Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following:* *(a) it is wholly located and contained within the allotment of the development it will service.*		*DPF 12.1* *Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following:* *(a) the system is wholly located and contained within the allotment of the development it will service; and*

(b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources. *(c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.*	*(b) the system will comply with the South Australian Public Health Act 2011.*
PO 12.2 *Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.*	*DPF 12.2* *Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.*

The site has potential to connect to the Nuriootpa Community Wastewater Management System (CWMS). Assessment has identified that part of the system currently traverses the site (without any easement in place) and the current alignment of the pipe conflicts with the proposed location of some buildings. The applicant was advised of this conflict and has responded as outlined below.

Based on supplied information and additional discussion, Council's Engineering and CWMS Departments have not objected to potential additional load to the network but detailed assessment is required, together with payment of the augmentation fee to account for the additional loads imposed on the network. In response to a further information request the applicant has advised that:

- The site plan has been updated to indicate and include revised siting of the existing CWMS line and also indicates the CWMS line being relocated and will be located within a 3 metre wide easement.
- In respect to the general CWMS requirements, our client is comfortable with a condition or Reserved Matter being applied in respect to:

    - the replacement of all existing drains which traverse the site as well as the installation of a new connection point.
    - The development being connected to the Nuriootpa Common Waste Management System (CWMS).

To address the obligations of the parties in relation to the matter of the CWMS redirection of the line and completion of the works to the appropriate standards, pursuant to SA Health and Council's standards, it is proposed that this matter is addressed within the same Infrastructure Deed of Agreement that addresses the external stormwater works within Old Mill Road.

The response from the applicant is acceptable and it is recommended that a Reserved Matter be applied as per the above suggestions and imposition of a standard condition of consent that requires the ongoing connection of the facility to

the Nuriootpa CWMS. Subject to compliance with the condition, this aspect of the development satisfies Performance Outcome 12.1.

Fuel Storage

The application incorporates measures to avoid site contamination from the proposed fuel storage, pursuant to Environmental Protection Authority requirements. This includes proposed bunding of storage areas, the fuelling area and bio-filtration and other measures to ensure any waters exiting the site meets discharge standards. A condition of consent is recommended in relation to the fuel storage area.

Access and Car Parking

General Development Policies	
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.*
Relevant Performance Outcomes/Designated Performance Features	
Movement Systems	
PO 1.1 *Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.*	*DTS/DPF 1.1* *None are applicable.*
PO 1.2 *Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.*	*DTS/DPF 1.2* *None are applicable.*
PO 1.3 *Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.*	*DTS/DPF 1.3* *None are applicable.*
PO 1.4 *Development is 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.*	*DTS/DPF 1.4* *All vehicle manoeuvring occurs onsite.*
Vehicle Access	
PO 3.1 *Safe and convenient access minimises impact or interruption on the operation of public roads.*	*DTS/DPF 3.1* *The access is:* *a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land* *or* *b) not located within 6 metre of an intersection of two or more roads or a pedestrian activated crossing.*

PO 3.8 *Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.*	*DTS/DPF 3.8* *None are applicable*
PO 3.9 *Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.*	*DTS/DPF 3.9* *None are applicable.*
Access for People with Disabilities	
PO 4.1 *Development is sited and designed to provide safe, dignified and convenient access for people with a disability.*	*DTS/DPF 4.1* *None are applicable*
Vehicle parking rates	
PO 5.1 *Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:* *a) availability of on-street car parking* *b) shared use of other parking areas* *c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared* *d) the adaptive reuse of a State or Local Heritage Place.*	*DTS/DPF 5.1* *Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:* *a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements* *b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas* *c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.*
Vehicle parking areas	
PO 6.1 *Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.*	*DTS/DPF 6.1* *Movement between vehicle parking areas within the site can occur without the need to use a public road.*
PO 6.2 *Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.*	*DTS/DPF 6.2* *None are applicable.*
PO 6.3 *Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.*	*DTS/DPF 6.3* *None are applicable.*
PO 6.4 *Pedestrian linkages between parking areas and the development are provided and are safe and convenient.*	*DTS/DPF 6.4* *None are applicable.*

PO 6.5 *Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.*	*DTS/DPF 6.5* *None are applicable.*
PO 6.6 *Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.*	*DTS/DPF 6.6* *Loading areas and designated parking spaces are wholly located within the site.*
PO 6.7 *On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.*	*DTS/DPF 6.7* *None are applicable.*

The application includes a Traffic and Parking Report prepared by qualified traffic consultants, CIRQA. In their report CIRQA summarise that:

- Samuel Road is under the care and control of Light Regional Council and comprises an 8.0 metre wide carriageway with single lane in either direction.
- The daily traffic volumes are around 2,000 vpd.
- There is a posted speed limit of 80km/h and the road is currently gazetted for use by 26 metre long B-Double vehicles.
- Vehicle access comprises a new two-way crossover (the northern crossover) that will accommodate simultaneous movements and is designed to accommodate heavy vehicles in a safe manner. The southern crossover caters for light vehicles including cars and allows for continuation of the right of way access afforded to Teusner Wines over this part of the site.

Samuel Road is wholly located in the Light Regional Council and forms part of their road network. Council staff advised Light Regional Council of the proposal and sought feedback on issues engendered by the development of a transport distribution facility. Light Regional Council provided detail feedback and subsequent discussions have been held with the applicant and The Barossa Council and Nuriootpa Traders have agreed to requirements of Light Regional Council. Key requirements of the Light Regional Council were:

- Samuel Road is a gazetted freight route for B- Double vehicles (26.5 metre road, PBS Level 2A). This road forms an integral part of the freight route network in Nuriootpa.
- All local freight route roads are currently gazetted for B-doubles, except for Sturt Highway which is gazetted for 42 metre Road Trains.
- The newly constructed roundabout between Samuel, Stelzer and Seppeltsfield Road will accommodate B-double vehicles.
- There will be an increase in heavy vehicle movement due to the proposed development. Both access points warrant upgraded access in form of full width auxiliary lane with a 500 mm shoulder on the western side of Samuel Road and any additional widening required for heavy vehicle southbound turning movements from Samuel Road.
- Future pavement shall be designed to accommodate heavy vehicles including a level 3A (30.6 metre) vehicle.

Council Engineering Services Department have reviewed the proposed access arrangements and agree with the advice of Light Regional Council in relation to proposed road access upgrades required, to ensure safe access and egress into the site is achieved.

Concerns were also expressed by a representor that Samuel Road is congested during the day. CIRQA have undertaken more analysis in relation to the and advises that:

- Samuel Road (and Moppa Road South) is identified as forming part of the Barossa Valley Freight Route and is designated as a 'collector road' within the Statewide Road Network.
- Data provided by the Light Regional Council indicates that Samuel Road accommodates approximately 1,636 vehicles per day.
- Such volumes are well below the upper levels typically associated with collector roads (up to 6,000 vpd).

In addition, larger vehicles accessing the facility (such as B-Doubles) must utilise the Restricted Access Vehicle network (RAVnet). At present, this includes Moppa Road to the north and Seppeltsfield Road to the south connecting to Samuel Road. Local roads such as Falkenberg Road do not form part of this network and cannot be used by heavy freight. Council's Engineering Department have not raised concerns with the capacity or suitability of Samuel Road or the wider network within The Barossa Council to cater for the proposed facility. Again, the site and environs are zoned Strategic Employment Zone and surrounding Zones are Employment and Rural where larger vehicle and freight movement is anticipated. Achieving site access is key to this employment generating activity and Council staff are satisfied this can be achieved subject to the applicant undertaking the necessary access upgrades to Samuel Road and satisfying the balance of engineering requirements set out by Light Regional Council.

Within the site, CIRQA advise that the proposed site layout has been designed to safely accommodate forward entry and exit into the site with internal traffic flow designed to accommodate the maximum design vehicle. There is a central weighbridge located adjacent the northern crossover and internal traffic circulation and the parking areas have been designed for both B-Doubles and Semi-trailers. CIRQA also advised that if Samuel Road is gazetted for B-Triples in the future (Light Regional Council has indicated this is under consideration) the proposed layout can cater for these larger vehicles as shown by Turn Path Assessment prepared for B-Triples, B-Doubles, Semi-Trailers and general vehicles. These also consider safe pedestrian movement within the site. The question of refrigerated vehicles was raised with the applicant and they confirm that no such vehicles are intended to be permitted to enter the site. As refrigerated vehicles have specific noise characteristics, a condition of consent is contained within the recommendation to preclude them.

CIRQA has assessed potential traffic generation and forecast that 195am and 193pm peak hour trips are anticipated from the facility. This rate is determined by calculating trip rates based on the RTA's "*Guide to Traffic Generating Developments*". In their opinion this will have negligible impact on Samuel Road. Council's Works and Engineering Department and the engineers at Light Regional Council do not dispute the generation rate or the assessment conclusions for the road network. That said, Light Regional Council have sought additional road safety measures to ensure entry and exit from the site meets their technical requirements. This matter is discussed earlier within the report.

The proposal includes 216 car parking spaces for visitors and staff attending the site, adjacent to the 'office' and 'sleeping quarters' together with provision of overflow car parking for 85 spaces (within the 216 spaces in total) adjacent the eastern rear

boundary. The Planning and Design Code provides car parking provision rates in Table 1 - General Off-Street Car Parking Requirements. The proposal also incorporates dedicated truck parking.

This table does not specify a parking rate for storage and transport distribution facilities, however, it does address the following components of the application:

- Warehouse/store – 0.5 spaces per 100 sqm of floor area
- Office – 4.0 spaces per 100 sqm of floor area

The applicant considers that:

- On-site worker's accommodation does not generate a parking demand as it does not form tourist accommodation, rather it is provided for truck drivers associated with the facility and excluded from the assessment as truck drivers would be associated with commercial vehicles parking on-site within the dedicated truck parking spaces;
- The workshop be excluded from the calculations, as this use is ancillary to the overall land use and staff associated with the workshop will also be associated with the workshop office.
- Container storage area be excluded from the assessment, as it is not anticipated to generated additional demand above that associated with the other components within the site.

Council staff concur with these suggestions and have excluded these elements from the car parking demand calculation.

On this basis, a parking requirement of 206 spaces is generated from the development. A slightly higher 216 line marked spaces will be provided within the two primary parking areas. The proposal therefore exceeds the required car parking demand for the site as outlined within the Planning and Design Code.

Overall, the proposal meets the relevant transport, access and parking policies of the Code.

Site Contamination

Site Contamination	
PO 1.1 *Ensure land is suitable for use when land use changes to a more sensitive use.*	*DTS/DPF 1.1* *Development satisfies (a), (b), (C) or (d):* *(a) Does not involve a change in the use of land;* *(b) Involves a change in the use of land that does not constitute a change to a more sensitive use;* *(c) Involves a change in the use of land to a more sensitive use on land at which site contamination is unlikely to exist (as demonstrated in a site contamination declaration form);* *(d) Involves a change in the use of land to a more sensitive use on land at which site contamination exists, or may exist (as demonstrated in a site contamination*

	declaration form), and satisfies both of the following: *(i) A site contamination audit report has been prepared under Part 10A of the Environment Protection Act 1993 in relation to the land within the previous 5 years which states that:* *A. Site contamination does not exist (or no longer exists) at the land; or* *B. The land is suitable for the proposed use or range of uses (without the need for any further remediation); or* *C. Where remediation is, or remains, necessary, for the proposed use (or range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development). And* *(j) No other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).*

The applicant did not complete a site contamination declaration on basis that one was not required pursuant to DPF 1.1(c). The proposal does not constitute a change to a more sensitive use as per defined within Practice Direction 14. The same conclusion can be made in two different ways:

1. If the site is regarded as being subject to 'farming' (a former and previous use of the land), the proposal does not constitute a change to a more sensitive use under the Practice Direction, in that a 'store', 'warehouse' and 'industry' are all at the same level or lower level in the hierarchy;
2. If the site is regarded as being 'vacant', then the proposal does not constitute a change to a more sensitive use under the Practice Direction, in that 'industry' is excluded from definition of a more sensitive use under Clause 5(d)(iii).

The proposal complies with DPF 1.1 and therefore satisfies the related Performance Outcome 1.1.

CONCLUSION

The proposal involves the construction of an integrated storage and transport distribution facility comprising storage and warehousing buildings, ancillary offices, worker's accommodation, truck workshop, container storage area, weighbridge, fuel storage, retaining walls and fencing and associated hardstand, car parking and manoeuvring areas, stormwater basins, landscaping and Samuel Road site access upgrades.

The application was subject to 'Performance Assessment' and public notification. The application was notified in accordance with Section 107 of the *Planning, Development and Infrastructure Act 2016* and was subject to the receipt of three representations, two of which has requested to be heard. The application was subject to referral to Native Vegetation Council and a referral response has been received that they do not object to the development, subject to 5 conditions of consent.

This report has provided a detailed assessment of the proposal against the relevant provisions of the Planning and Design Code.

The Strategic Employment Zone envisages higher impacting employment generating land uses and strongly emphasises the importance of facilitating activity to help grow the wealth of the state.

The proposed development has sufficiently addressed relevant Planning and Design Code provision, relating to land use, design and landscaping, amenity impacts, access and parking. The operation is for 24 hours a day and interface issues with adjoining residential occupiers is acknowledged, however, the applicant has demonstrated compliance with the relevant noise policy and the weight given to the amenity of these existing dwellings within non-Neighbourhood Zones must be balanced, recognising that a facility of this kind is anticipated within the Zone. This approach is in line with previous decisions of the ERD Court.

There are various technical matters relating to site access, stormwater, noise emissions (air-conditioning) and landscaped and batters to be resolved as Reserved Matters. In principle, these can all be resolved to satisfaction of the Relevant Authority, under delegation to the Assessment Manager.

Assessment has identified that the proposed development is reasonably consistent with the Desired Outcome and Performance Outcomes of the Strategic Employment Zone and other relevant provisions of the Planning and Design Code, such that Planning Consent is warranted, subject to Reserved Matters and conditions.

RECOMMENDATION 1

Not Seriously at Variance

The Barossa Assessment Panel, having considered the application, resolves that the development proposal has sufficient merit, and is not seriously at variance with the Planning and Design Code.

RECOMMENDATION 2

Character Preservation
Pursuant to Section 6(2) of the *Character Preservation (Barossa Valley) Act 2012*, the Barossa Assessment Panel has had regard to the objects of that Act and, in determining this application, has resolved that there are no significant impacts on the character values of the district.

RECOMMENDATION 3

Granting of Planning Consent
The Barossa Assessment Panel, having considered the application for consent to carry out development of land and pursuant to the provisions of the Planning, Development and Infrastructure Act 2016 resolves to GRANT Planning Consent for Development Application No. 22043062 involving "*Construction of an integrated storage and transport distribution facility comprising storage and warehousing buildings, ancillary offices, workers' accommodation, truck workshop, container storage area, weighbridge, fuel storage, retaining walls and fencing and associated hardstand car parking and manoeuvring areas, stormwater basins, landscaping and Samuel Road site access upgrades*" by Nuriootpa Traders Pty Ltd at Allot 102, Samuel Road, Nuriootpa (CT Volume 6160 / Folio 23) subject to the following reserved matters, conditions and advisory notes:

Reserved Matters

Pursuant to Section 102(3) of the *Planning, Development and Infrastructure Act 2016,* the Relevant Authority reserves its decision in relation to the following matters:

(1) The applicant shall submit a final working Landscape Plan for approval, that includes all of the following:

a) Final location for all proposed landscaping, comprising trees, shrubs and groundcovers;
b) Final nominated species to be used, noting species shall be suited to the local conditions;
c) Shade trees within the hardstand areas;
d) Planting types and locations to be considerate of site features including batters and detention basins;
e) Landscaping to stabilise batters and prevent overland flow of stormwater management;
f) Pot sizes, noting advanced growth trees shall be used;
g) Irrigation and maintenance methods, including protection of plantings from vehicles and pedestrians;
h) Retention of existing native vegetation as marked on the approved plans.

(2) The relevant toilet facilities as shown within the approved buildings shall be granted authorisation to connect to an authorised wastewater system pursuant to the *South Australian Public Health Act 2011* and *South Australian Public Health (Wastewater) Regulations 2013.*

(3) Construction Environment Management Plan which shall include all of the following:

a) Proposed hours of operation during construction;
b) Arrangements for management of stormwater noise and dust during construction period;
c) Measures to minimise drag-out from the site during wet weather events;
d) Where contaminated soils are identified and/or disturbed, measures to contain soils to the satisfaction of the EPA;
e) Access is preserved for Teusner Wines via the existing right of way.

(4) The stormwater drainage design shall include final Stormwater Management Plan and Stormwater Calculations. The plan shall adopt and achieve all of the following:

a) Detention shall be provided to limit the 5% AEP post-development peak discharge to the 5% AEP pre-development peak discharge from the site, or the maximum point discharge to kerb and gutter up to a 10% AEP event shall be 12L/sec; 1% AEP event shall be 20L/sec, whichever is the lesser.
b) The impervious and pervious fractions shall be 90% and 10% respectively.
c) Stormwater flow passage from the external catchment shall be addressed and contained within appropriate easement as it relates to the whole of the site, registered to The Barossa Council. The easement shall be 3 metres wide or 4 metres where shared with a CWMS easement. It must be demonstrated that there is adequate space to establish the easement.
d) The current Nuriootpa CWMS drain traversing the site shall be replaced with a new drain, constructed to SA Health CWMS standard and shall be sized to service all current connected CWMS loads and projected capacity from the development. The drain shall be protected by an easement to The Barossa Council.
e) All new loads charged on the Nuriootpa CWMS shall be subject to a single connection point at the nominated point of connection to the new drain.

(5) Final Civil and Siteworks Plan, prepared by a qualified and experienced stormwater engineer, for all civil and stormwater works, which shall address all of the following:

a) Finished floor level for all buildings and hardstand surfaces;
b) Cut/fill details;
c) Retaining walls, kerbing and ramps, designs and grades;
d) Car parking dimensions, aisle widths, circulation movements and associated parking markings and signage;
e) Stormwater management arrangements including pipes, sumps, drains, swales and basins, sizes and grades;
f) Water sensitive design measures;
g) Surface water treatment to ensure water quality objectives are met;
h) The new two-way vehicle access to the property at the northern connection to Samuel Road is in conflict with an existing underground stormwater concrete pipe that conveys stormwater from west to east in Samuel Road.

i) The minimum gate offset between the gate and Samuel Road boundary shall be adequate to accommodate the temporary parking of a B-Triple, to enable the temporary holding of the vehicle in an instance when the access gate is closed.

(6) In respect to the final design and selection of air conditioning and ventilation equipment, an environmental noise assessment undertaken to assess sound power levels and relevant/applicable noise attenuation, enclosures or barriers required in order for the proposal to comply with the *Environment Protection (Noise) Policy 2007* (or later policy as amended from time to time).

(7) Final designs for the Samuel Road access points to service the development, shall be provided, to give effect to the complete access design, which shall accord with the advice of Lisa Sapio, Manager – Development Services, Light Regional Council, 8 February 2023 and the acceptance of such works confirmed by the applicant in email from Jason Cattonar, Associate Director, Future Urban, 13 February 2023.

Note: An Infrastructure Deed of Agreement shall be executed between Nuriootpa Traders Pty Ltd and Light Regional Council, to give effect to necessary works required within Samuel Road, as agreed between the parties.

(8) Final designs for all batters and retaining walls as identified on the approved plans, with provision for appropriate stormwater management arrangements in place to manage overland flow and landscaping to stabilise soils and prevent erosion.

Council Conditions

(1) The development shall be undertaken in accordance with the details submitted with the application and the following stamped approved plans and documents, except where varied by the conditions contained herein:

Plan Type	Prepared By	Drawing No./Doc No.	Issue No./Date
Planning Report	Future Urban	V3	22.12.22
Response to Representations	Future Urban	Not Stated	09.02.23
Site Plan	Startari	No. 143 A020 Rev 6	01.02.23
Fence Elevations	Startari	No. 143 A021 Rev 3	01.02.23
Landscape Site Plan	Startari	No. 143 A030 Rev 6	01.02.23
Overall Ground Floor Plan	Startari	No. 143 A100 Rev 6	01.02.23
Office and Sleeping Quarters Floor Plan	Startari	No. 143 A101 Rev 3	01.02.23
Workshop Floor Plan	Startari	No. 143 A102 Rev 2	01.02.23
Site External Elevations	Startari	No. 143 A200 Rev 5	01.02.23
Workshop External Elevations	Startari	No. 143 A201 Rev 3	01.02.23
Office and Sleeping Quarters External Elevations	Startari	No. 143 A202 Rev 3	01.02.23

Sections	Startari	No. 143 A220 Rev 4	01.02.23
Sections	Startari	No. 143 A221 Rev 3	01.02.23
3D Render	Startari	No. 143 A300 Rev 3	01.02.23
Environmental Noise Assessment	Resonate	A210816RP1 Rev A	13.12.22
Response to Representations	Resonate	A210816 Ref A210816LT1	08.2.23
Traffic and Parking Report	Cirqa	Project No. 22488 Rev V1.0	20.12.22
Response to Representations	Cirqa	Ref BNW	07.02.23
Stormwater Report	MLEI	Ref A2021-11834	01.02.23
Data Report	Ecosphere Ecological Solutions	Not Stated	12.12.23
Visual Lighting Advice	Lucid	LCE24497-001	17.01.23
Lighting Plan	Lucid	SK-EL-00001	17.01.23

(2) An augmentation fee is applicable to account for the increase in loads on the Nuriootpa CWMS, pursuant to The Barossa Council's rates and charges, as levied under the *Water Industry Act*.

Note: The actual augmentation fee to be charged will be calculated and advised at time of Wastewater Application assessment.

(3) Prior to commencement of use, the development shall be connected and remain connected to an approved wastewater system, pursuant to the *South Australian Public Health Act 2011*, to the reasonable satisfaction of the Relevant Authority.

(4) The external building materials shall:

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

(5) Prior to occupation of the development, the landscaping works shown on the Approved Landscaping Plan, pursuant to Reserved Matter 1, must be carried out, completed and maintained to the satisfaction of the Relevant Authority. Any dead or diseased plantings shall be replaced.

(6) Boundary retaining walls and fencing shall be established, prior to commencement of use, in accordance with the Approved Plans.

(7) The stormwater disposal system shall be fully installed, prior to commencement of use, in accordance with the Approved Stormwater Management Plan and Approved Civil and Site Works Plan, pursuant to Reserved Matters 4 and 5 respectively. Adequate measures shall be deployed during construction, pursuant to the Construction Environmental Management Plan authorised by Reserved Matter 3, such that temporary disposal of surface or roof water does not adversely impact neighbouring properties.

(8) All car parking, driveways and vehicle manoeuvring areas shall be constructed and finished in sealed surface in accordance with the Civil and Siteworks Plan, approved by the Relevant Authority pursuant to Reserved Matter 5. The surface shall consist of brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicles types. Individual car parking bays shall be clearly line-marked. Car parking, driveways and vehicle manoeuvring areas shall be completed, prior to commencement of use, and shall be maintained at all times thereafter in good condition to satisfaction of the Relevant Authority.

(9) The car parking layout and associated aisle widths and car park manoeuvring areas shall be designed and constructed to comply with AS 2890.1 – Off-street Parking, Part 1 and Austroads "Guide to Traffic Engineering Practice Part 11 – Parking", *AS 2890.2 – Facilities for Commercial Vehicles, and AS 2890.6 Off-Street Parking for People with Disabilities*.

(10) The car parking, driveways and vehicle manoeuvring areas shall be kept clear and unobstructed of buildings and structures, so as to enable continual and ongoing use of the car parking, driveways and manoeuvring areas at all times.

(11) All loading and unloading of vehicles and manoeuvring of vehicles in connection with the approved development shall be carried out entirely within the site, at all times.

(12) The detailed design of all internal footpaths and other publicly accessible areas within the site shall comply with the requirements of the *Disability Discrimination Act 1992*.

(13) The minimum gate offset between the gate and Samuel Road boundary shall be adequate to accommodate the temporary parking of a B-Triple, to enable the temporary holding of the vehicle in an instance when the access gate is closed.

(14) The maximum design vehicle accessing the site shall not exceed B-double.

(15) Noise levels from the integrated storage and transport distribution facility measured at residences (the noise affected premises) shall comply with the *Environment Protection (Noise) Policy 2007* (or later policy as amended from time to time) at all times.

(16) All of the recommendations contained in the Environmental Noise Assessment, prepared by Resonate, dated 13 December 2022, A210816RP1, Revision A and subsequent Environmental Noise Assessment, pursuant to Reserved Matter 6, shall be implemented to the extent applicable to the development. Refrigerated trailers, containers, units and the like are not permitted on the site at any time.

(17) Except where otherwise approved, external lighting shall be restricted to that necessary for safe operations within the site and lighting shall be directed and shaded as necessary. All external lighting shall be in accordance with *Australian Standard 4282 – 2019 Outdoor Lighting Obtrusive Effects' so as to prevent any adverse effect or nuisance on adjoining sensitive receivers or drivers on adjacent public roads.*

(18) A bunding system shall be established in respect of the proposed fuel storage area, prior to commencement of use and shall be maintained in good condition at all times thereafter, in accordance with the Environment Protection Authority Guidelines "*Liquid Storage*", May 2016, in order to minimise the risk of environmental harm from liquid spills and/or leaks.

Native Vegetation Council Conditions

(19) Clearance areas are to be defined with barriers, pegs, flags or temporary fencing to ensure that native vegetation outside of the approved area is not damaged.

(20) Native vegetation and trees retained in close proximity to the construction activity zone are to be protected with barriers (ie. fencing or flagging) in accordance with the Australian Standard for Protection of Trees on Development Sites AS 4970-2009.

(21) Stockpiled materials, including cleared vegetation and excavated soil is not to be placed under native trees or on top of native understorey outside the approved area;

(22) Construction vehicles, equipment or materials are not to be stored or placed on top of native vegetation outside the approved clearance area;

(23) Construction vehicles, equipment or materials are not to be stored or placed within the Tree Protection Zone of retained trees.

Advisory Notes

(1) Any variation of this approved development and/or the conditions of consent will require a separate request and approval from the Relevant Authority. Granting of Consent does not necessarily imply that future requests for variations will be approved. Any future requests will be assessed by having regard to the relevant rules and requirements in form at the time any request is made.

(2) Any portion of Council's infrastructure damaged as a result of work undertaken in relation to the development shall be repaired and/or reinstated to Council's satisfaction at the developer's expense.

(3) Any proposal to clear, remove limbs or trim native vegetation will require approval or confirmation of exemption from the Native Vegetation Council. An interactive guide is available to help owners and applicants determine the requirements that apply pursuant to the *Native Vegetation Act 1991*: https://www.environment.sa.gov.au/topics/native-vegetation/interactive-guide. Any specific queries regarding the clearance, removal or trimming of native vegetation should be directed to the Native Vegetation Council.

(4) The adjoining owner should be advised of the proposed work on the boundary and issues such as access to perform work, removal of fencing, finished levels and retaining walls should be resolved before commencement of building work. This approval does not give right to access neighbouring land or to

replace or erect boundary fencing. Fencing work is subject to the provisions of the *Fences Act 1975.*

(5) Excavations on or near the boundary may require the giving of notification to the neighbour pursuant to Regulation 75 of the *Planning, Development and Infrastructure (General) Regulations 2017.* Where mechanical equipment is required to construct retaining walls, the retaining walls may need to be constructed prior to construction of footings on-site.

(6) The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993,* to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.

(7) EPA information sheets, guidelines documents, technical bulletins etc. can be accessed on the following web site: http://www.epa.sa.gov.au.

(8) The applicant is reminded that demolition and construction is required to be carried out so that it complies with the provisions of the *Local Nuisance and Litter Control Act 2016*. Under the *Local Nuisance and Litter Control Act 2016,* construction noise is declared a local nuisance as follows:

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

- On any Sunday or public holiday; or
- After 7.00 pm or before 7.00 am on any other day.

(9) The applicant has signed the Powerline Declaration, pursuant to Schedule 8(6) of the *Planning, Development and Infrastructure (General) Regulations 2017,* that the proposed development would not be contrary to the regulations prescribed for the purposes of Section 86 of the *Electricity Act 1996.* The approved plans incorporate a container storage area, and portion of this area is subject to the powerline easement. Storage of containers, is subject to the relevant horizontal and vertical clearance requirements prescribed for buildings under the *Electricity Act 1996* and associated Regulations. Insofar as the development (ie. including containers) does not achieve relevant clearance requirements, the activity is not authorised unless otherwise given consent from the Office of the Technical Regulator. For further information, please contact the Office of the Technical Regulator at dsd.otr@sa.gov.au or 8226 5500.

(10) Any works associated with the development, such as tree planting, tree removal, footpath renewal or the like, to be undertaken within the road reserve (ie. the road carriage, verge or footpath area) is subject to separate approval pursuant to the *Local Government Act 1999.* Further enquiries should be directed to Council's Engineering Services Department on 8563 8444.

(11) This Consent does not grant authorisation to advertisements or external light fixtures and fittings, except to the extent that such works are not 'Development' and do not contravene any condition contained within this

Authorisation. Separate development authorisation is required for any advertisements or external light fixtures or fittings.

(12) Infrastructure works required external to the site in the nature of stormwater works within Falkenberg Road and Old Mill Road, to enable connection of the stormwater outflow to Kalimna Creek, are subject to a Deed of Agreement, signed between The Barossa Council and Nuriootpa Traders Pty Ltd.

The proposal also incorporates stormwater pipe connecting from the site, through Commissioner of Highways land, to the pipe alignment within 'Old Mill Road'. The section of pipe through Commissioner of Highways land, is subject to grant of consent from Commissioner of Highways.

(13) All proposed works within Samuel Road are located within Light Regional Council and are subject to authorisation from Light Regional Council, pursuant to *Local Government Act 1999*. The parties shall enter into an Infrastructure Deed of Agreement to give effect to necessary works required within Samuel Road, as agreed between the parties.

Native Vegetation Council Conditions

(14) The clearance of native vegetation must be undertaken in accordance with the approval of the Native Vegetation Council under the *Native Vegetation Act 1991* as set out in Decision Notification 2023/3112/960.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES

Attachment 1 Application and Associated Documents ⇩
Attachment 2 Representations Received ⇩
Attachment 3 Applicants Response to Representations ⇩
Attachment 4 Native Vegetation Referral Response ⇩
Attachment 5 Comments from Light Regional Comments ⇩

Development Locations

Location 1

Location reference
LOT 102 SAMUEL RD NURIOOTPA SA 5355

Title Ref
CT 6160/23

Plan Parcel
D110043 AL102

Additional Location Information

Council
THE BAROSSA COUNCIL

Zone Overlays

Zones
- Strategic Employment

Sub-zones
(None)

Overlays
- Character Preservation District
- Hazards (Bushfire - Medium Risk)
- Hazards (Flooding - Evidence Required)
- Native Vegetation
- Prescribed Water Resources Area
- Water Protection Area
- Water Resources

Variations
(None)

Application Contacts

Applicant(s)

Stakeholder info
Nuriootpa Traders Pty Ltd C/- Future Urban
[redacted]

Contact

Stakeholder info
Future Urban - Jason Cattonar
[redacted]

Invoice Contact

Stakeholder info
Jaytex Construction Pty Ltd
[redacted]

Invoice sector type

Land owners

Stakeholder info
INDUSTRIAL & COMMERCIAL DEVELOPMENTS PTY. LTD
[redacted]

Nature Of Development

Nature of development
Construction of an Integrated storage and transport distribution facility

Development Details

Current Use
Vacant - Commercial Land

Proposed Use
Commercial/Logistics

Development Cost
$30,000,000.00

Proposed Development Details
Construction of an Integrated storage and transport distribution facility

Element Details

You have selected the following elements

Store - $0.00

Other - Commercial/Industrial - $0.00
- Integrated storage and transport distribution facility

Fences and walls - $0.00
- Retaining wall
- Fence

Commercial & Industrial Elements

Does the application include signage?
No

Septic/Sewer information submitted by applicant

Does this development require a septic system, i.e. septic tank and/or waste water disposal area?
Unsure

Certificate of Title information submitted by applicant

Does the Certificate of Title (CT) have one or more constraints registered over the property?
Yes

Selected Constraints
Easement or rights of way; Encumbrance

Consent Details

Consent list:
- Planning Consent
- Building Consent

Have any of the required consents for this development already been granted using a different system?
No

Planning Consent

Apply Now?
Yes

Who should assess your planning consent?
Assessment panel/Assessment manager at The Barossa Council

If public notification is required for your planning consent, who would you like to erect the public notification sign on the land?
Relevant Authority

Building Consent

Do you wish to have your building consent assessed in multiple stages?
No

Apply Now?
No

Consent Order

Recommended order of consent assessments
1. Planning Consent

Do you have a pre-lodgement agreement?
No

Declarations

Electricity Declaration

In accordance with the requirements under Clause 6(1) of Schedule 8 of the Planning, Development and Infrastructure (General) Regulations 2017, the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996.

Native Vegetation Declaration

No report or declaration supplied with this application.

Submission Declaration

All documents attached to this application have been uploaded with the permission of the relevant rights holders. It has been acknowledged that copies of this application and supporting documentation may be provided to interested persons in accordance with the Act and Regulations.

Documents

Document	Document Type	Date Created
Planning Report - FINAL.pdf	Planning Report	22 Dec 2022 9:55 AM
Appendix 2 - Architectural Plan Set.pdf	Site Plans	22 Dec 2022 9:55 AM
Appendix 4 - Traffic and Parking Report.pdf	Technical Report - Traffic & Parking	22 Dec 2022 9:55 AM
Appendix 5 - Stormwater Management Plan.pdf	Technical Report - Stormwater	22 Dec 2022 9:55 AM
Appendix 6 - Native Vegetation Clearance Repor t.pdf	Technical Report - Native Vegetation	22 Dec 2022 9:55 AM
Appendix 1 - Certificate of Title.pdf	Certificate of Title	22 Dec 2022 9:55 AM
Appendix 3 - Environment Noise Assessment.pdf	Technical Report - Acoustic	22 Dec 2022 9:55 AM

Application Created User and Date/Time

Created User
epn.huntjorb@sa.gov.au

Created Date/Time
22 Dec 2022 9:55 AM

FUTURE URBAN



PLANNING REPORT

Integrated storage and transport distribution facility

Lot 102 Samuel Road, Nuriootpa

Client: Nuriootpa Traders Pty Ltd

Date:
22.12.2022

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Proprietary Information Statement

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Document Control

Revision	Description	Author	Date
V1	Draft	JH	20.12.2022
V2	Review	JC	21.12.2022
V3	Final	JH	22.12.2022

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APPENDICES

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APPENDIX 2. ARCHITECTURAL PLAN SET
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APPENDIX 6. NATIVE VEGETATION CLEARANCE REPORT

1. OVERVIEW

Location	Lot 102 Samuel Road, Nuriootpa SA 5355	
Current Land Use	Vacant	
Certificate of Title Reference	CT 6160/23	
Zone	Strategic Employment	
Overlays	Character Preservation District (Township) Hazards (Bushfire – Medium Risk) Hazards (Flooding – Evidence Required) Native Vegetation Prescribed Water Resources Area Water Protection Area Water Resources	
Technical Numeric Variations (TNVs)	Nil	
Development	Construction of an integrated storage and transport distribution facility including ancillary offices, workers' accommodation, truck workshop, fencing, and retaining walls	
Elements	• Store • Transport Distribution Facility	
Assessment Pathway	*Elements*	*Assessment Pathway*
	• Store • Transport Distribution Facility • Retaining walls	All elements are *Code Assessment – Performance Assessed*
Public Notification	*Elements*	*Notification*
	• Store • Transport Distribution Facility • Retaining walls	Not listed as *exempt* within Table 5 of the Strategic Employment Zone.
Referrals	Nil	
Planning and Design Code Version and Date	8 December 2022 (Version 2022.23).	
Relevant Authority	Barossa Council Assessment Panel	

2. INTRODUCTION

This report has been prepared to accompany a proposal by Nuriootpa Traders Pty Ltd ('the Proponent') to construct an integrated storage and transport distribution facility including ancillary offices, workers' accommodation, and truck workshop on Lot 102 Samuel Road, Nuriootpa ('the site').

In preparing this report, we have:

- inspected the site and its surroundings;
- identified and subsequently reviewed what we consider to be the most pertinent provisions of the Planning and Design Code ('the Code');
- had regard to the *Planning, Development and Infrastructure Act 2016* and to the *Planning, Development and Infrastructure (General) Regulations 2008*;
- reviewed the certificate of titles at **Appendix 1;**
- examined the compendium of architectural drawings at **Appendix 2**;
- reviewed and summarised the key findings of the:
  - » environmental noise assessment at **Appendix 3;**
  - » traffic and parking report at **Appendix 4**;
  - » stormwater management plan at **Appendix 5;**
  - » native vegetation consultant report at **Appendix 6;**

This report contains our description of the site, its surroundings and the proposal, and our assessment of the proposal against what we consider to be the more relevant provisions of the Code.

3. SUBJECT SITE

The site comprises of one allotment, legally described as Allotment 102 in Deposited Plan 110043 comprised in Certificate of Title Volume 6160 Folio 23.

Allotment 102 is subject to the following easements:

- Easement(s) over the land marked A on D110043 to Distribution Lessor Corporation (Subject to Lease 8890000) (T1866480) – with this easement containing an existing powerline.
- Free and unrestricted right(s) of way over the land marked B on D110043 (RTC 12357310).

Additionally, the land also has an encumbrance to Tarac Barossa Pty Ltd registered on the Title.

The site is of an irregular shape with direct access to Samuel Road via two battle-axe access handles. The two access handles provide a combined frontage width of 60 metres with the site having a total area of 13.01 hectares.

Topographical features of the site are minimal, however the site slopes down from south to north, with a gradient ranging from 280 metres AHD to 274 metres AHD at the respective ends.

The site includes scattered trees and vegetation in the centre of the allotment as well as along boundaries. The site does not contain any built form and is considered to be vacant.

The site is captured in Figure 3.1 below.

Figure 3.1 *Site Map*



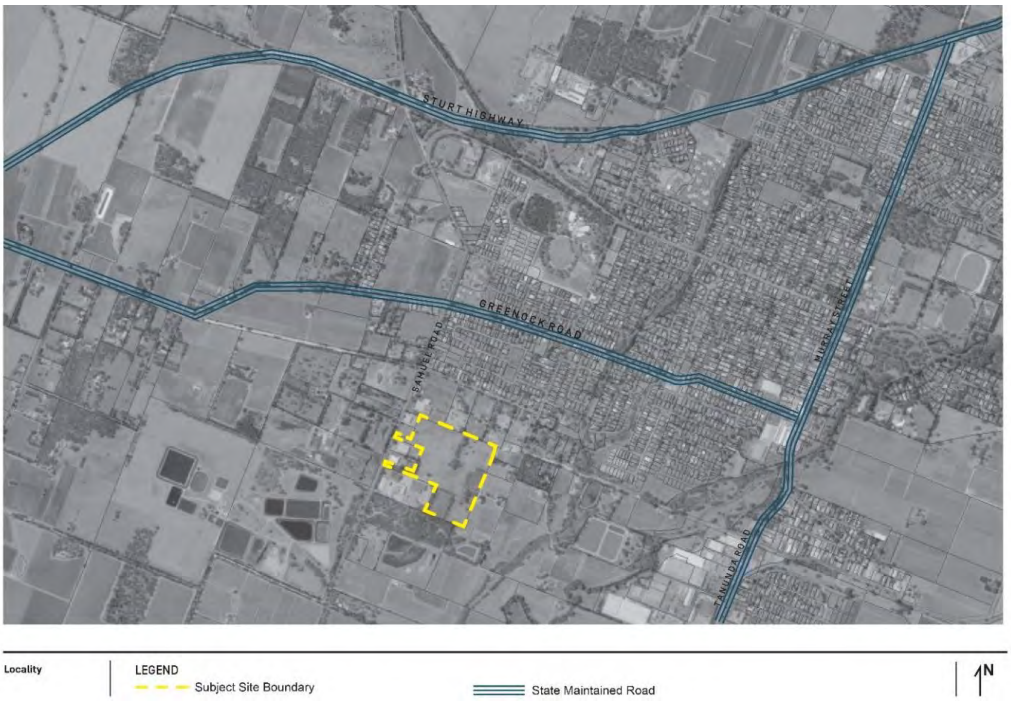
4. LOCALITY

Upon undertaking an inspection of the subject site and its surroundings, the following was observed:

- The adjoining allotments to the west of the site comprise of a number of commercial and industrial businesses;
- The adjoining allotment to the south-west accommodates Teusner Wines and Maggie Beer's Warehouse;
- The adjoining allotment to the north accommodates Barossa Enterprises, a disability employment business;
- The adjoining allotment to the east accommodates KSI sawmill, and a number of rural living type allotment and agricultural allotments;
- The adjacent land to the west accommodates Tarac (winery), a rural living allotment, and Council's Wastewater Lagoons; and
- Samuel Road is identified as a Local Council Road on the SA Property and Planning Atlas (SAPPA).

The site in relation to its immediate surroundings, is captured in Figure 4.1 below.

Figure 4.1 *Locality plan*



5. PROPOSED DEVELOPMENT

The Proponent requires planning consent from the Barossa Council Assessment Panel, or delegate thereof, to construct an integrated storage and transport distribution facility including ancillary offices, workers' accommodation, truck workshop, retaining walls and fencing.

The proposal is summarised below and depicted across the compendium of architectural plans at **Appendix 2.**

5.1 Land Use

Nuriootpa Traders provides high quality and bespoke storage solutions (generally medium and longer term) for a variety of food and wine producers. The proposed facility is intended to provide a more convenient base for food and wine producers within the Barossa region together with producers across the State more generally.

In essence, the proposed development will be primarily for the storage, handling and distribution of goods for transport by road with the site location being strategically located with direct access to Samuel Road which links to the Sturt Highway, a major freight transport route.

The proposal does not fall into any of the land use definitions specified in Part 7 of the Planning and Design Code, nor is it considered to constitute an 'intermodal facility' as referenced in the Strategic Employment Zone given that only one form of transport will be utilised for the receiving and distribution of goods for the proposal.

Therefore, in our opinion, the proposed land use is considered to be most accurately described as an integrated storage and transport distribution facility.

The storage buildings will have a total floor area of 37,434m2 (excluding their respective canopies) and will be used primarily for the storage of goods on pallets.

An open-air container storage area comprising a total site area of 5,950m2.

The combined single storey office and accommodation building will have a total floor area of 629m2.

The workshop will have a total floor area of 1,756m2, inclusive of 71m2 of office space and workshop staff amenities.

216 light vehicle car parking spaces and 44 truck parking spaces.

39m2 fuel farm (container) with a total storage capacity of 95,000 litres.

5.2 Building Composition

- The proposed storage buildings will have a combined total floor area of 37,434m2 with the individual buildings measuring as follows:
  - » Store 1a – 8,349m2 (9570 pallets);
  - » Store 1b – 8,349m2 (9570 pallets);
  - » Store 2a – 5,093m2 (5610 pallets);
  - » Store 2b – 4,469m2 (5280 pallets);
  - » Store 3a – 5,587m2 (6120 pallets); and
  - » Store 3b – 5,587m2 (6120 pallets).

- The office/workers accommodation building has a total floor area of 6,29m2 and includes:
  - » Open plan office including:
    - 2 x work cubicles;
    - 3 x small meetings rooms and a Board Room;
    - reception area;
    - male and female amenities;
    - staff kitchen and outdoor meals area; and
    - cleaners' room and storage areas.
  - » Workers' accommodation including:
    - 4 x accommodation pods with private ensuite;
    - communal bathroom;
    - communal kitchen;
    - communal laundry room; and
    - 26 square metres of access areas associated with the accommodation.;
- The workshop building has a total floor area of 1,756m2 and includes:
  - » mechanical workshop for servicing trucks;
  - » truck wash bay;
  - » plant room;
  - » staff kitchen;
  - » workshop office; and
  - » male and female amenities.

5.3 Building Height

The proposed storage buildings will have a maximum total height of 9.32m measured from the apex of the roof to the finished ground level below.

The proposed office/accommodation building will have a maximum total height of 4.2m measured from the apex of the roof to the finished ground level below.

The proposed workshop building will have a maximum total height of 9.32m measured from the apex of the roof to the finished ground level below. The associated office will have a maximum total height of 4.07m when measured from the apex of the roof to the finished ground level below.

5.4 External Materials

The storage buildings and workshop are to be clad with profiled Colorbond sheeting finished in 'Windspray' with a painted light blue feature. The lower section of the walls will be constructed of precast concrete painted in a contrasting shade of grey. The roof will comprise metal sheeting finished in 'Surfmist'.

The office/workers accommodation building will comprise dark grey aluminium framed windows and doors, aluminium panelling for the upper section of the building finished in 'Wallaby', precast concrete for the lower portion of the building painted in a contrasting shade of grey, and timber slat panel fencing surrounding the outdoor areas.

5.5 Access

The following access arrangements are proposed:

- A new two-way crossover and access point at the northern connection to Samuel Road. This access will cater for simultaneous turning movements and will accommodate all vehicle types. This access will be the primary access point for heavy vehicles.
- Utilisation of the existing southern connection to Samuel Road, as a two-way access point, primarily for light vehicles. This access will continue to provide access to the adjacent southern tenancy which has rights of way over this portion of the subject site.

Heavy vehicles are proposed to access the site via the northern access point where a central weighbridge is located within the site. Vehicle flows around the storage buildings are proposed to be one-way, so as to reduce interactions between vehicles. Two-way flows of heavy vehicles will be restricted to the road connection at the main access, and in between the heavy vehicle parking areas.

Although Samuel Road is currently gazetted for use by 26.0 metre B-Doubles, Council has indicated that Samuel Road may be gazetted in the future for use by B-Triples (34.5m) and A-Double Road Trains (36.2m). As a result, the site access and internal layout has been designed to accommodate such vehicles in preparation for a future gazettal.

A Traffic and Parking Report has been prepared by CIRQA and is at **Appendix 4.**

5.6 Parking

The site will be serviced by a 216-space parking area, of which, 2 spaces will be reserved exclusively for use by persons with a disability. The parking areas are split between the primary car park area adjacent the office and sleeping accommodation building as well as additional spaces adjacent the site's eastern boundary.

Heavy vehicle parking is dived for B-Doubles on the western side and Semi-Trailers on the eastern side, with a total of 44 heavy vehicle parking spaces being provided. Heavy vehicles enter the parking

area via the outer sides of the parking spaces before existing towards the centre. Such an arrangement avoids hazardous heavy vehicle reversing manoeuvres.

5.7 Staff Numbers

The maximum number of staff to be employed in relation to the site is 50, with staff numbers varying over morning, afternoon and night shifts. The maximum visitors anticipated onsite at any one time is approximately 5 people.

Not all of these staff will be on the site at the one time, as this includes white collar office staff, goods handlers working shift work and local and interstate truck drivers who will deliver goods to the site at various times throughout the day and night.

5.8 Hours of Operation

The proposed facility will be for long term storage, container handling, and storage of goods prior to transport by road and is intended to operate 24 hours a day, 7 days a week.

5.9 Stormwater

This application is accompanied by a Stormwater Management Plan ('SMP') prepared by MLEI Consulting Engineers which is provided at **Appendix 5**.

As noted in the SMP and supporting calculations, the stormwater management for the development will be in line with the criteria specified by the Barossa Council. In summary, these criteria included consideration of:

- Stormwater detention system to restrict the post-development 5% AEP storm to the predevelopment 5% AEP storm.
- Treatment of stormwater runoff prior to discharging into exiting watercourse to the follow EPA guidelines:
    - 90% Gross Pollutant reduction
    - 80% retention for Total Suspended Solids (TSS)
    - 60% retention for Total Phosphorus (TP)
    - 45% retention for Total Nitrogen (TN)

To achieve the above criterion, the proposed stormwater strategy generally involves the capturing and diversion of stormwater runoff from impervious surfaces towards the following key stormwater detention and treatment features:

- a series of open drains, strip drains, grated inlet pits and pipes, which will feed into the two proposed dams for each catchment area;
- OceanProtect ESK Oil/Water separator at the outlet of the re-fuelling area; and
- Stormwater quality will be managed within the dams by incorporating a bio-retention component by using an OceanProtect Filterra system.

MUSIC modelling was undertaken where the above stormwater quality measures contributed to exceeding the water quality targets set by Council.

In addition, the finished floor level of the buildings associated with the facility will be sited above natural ground level so as to minimise the entry of floodwaters as a result of a major storm event. Further to this, the pavement levels are to generally grade away from buildings to further mitigate the risk of flood inundation to the buildings.

5.10 Landscaping

A landscaping plan and planting schedule by Startari are detailed in drawing 143 A030 within the Architectural Planning Set at **Appendix 3**.

The Landscape Plan depicts a diverse spread of vegetation with approximately 6% of the site dedicated to landscaping along:

- the secondary access handle;
- throughout the car parking areas and driveways; and
- the side boundaries.

The existing trees on the site have been retained where possible, as well being incorporated into the proposed stormwater detention system. The siting and design of the facility has sought to incorporate as many of the existing trees, so as to minimise the extent of tree/vegetation removal. Where possible, the existing trees have been incorporated in the proposed landscaped areas.

As well as including the existing trees, the proposed landscaped areas and garden beds will include a wide variety of ground covers, grasses, shrubs, and creepers as well as Silver Banksia trees that reach mature heights ranging from 5m to 15m.

5.11 Fencing and Retaining Walls

The proposed development includes fencing and retaining walls along the northern, eastern, western and southern boundaries of the site.

The fencing proposed is detailed on the Fence Elevations drawing and Site Plan, with the fencing comprising 1.8m tall black PVC coated chain wire on black powder coated posts.

Details of the proposed fencing is depicted on the Fence Elevations drawing at 143 A021 within the Architectural Planning Set at **Appendix 2.**

The retaining walls that constitute development (retaining more than 1 metre) are predominantly located adjacent the northern, eastern and southern side boundaries and towards the rear portion of the site to accommodate the depth of the bio-filtration swales and ensure stormwater overflow is directed to the proposed stormwater detention basins. These retaining walls will reach a maximum height of 3.43m. The remainder of the retaining walls required to facilitate the proposed finished ground levels do not exceed 1m.

6. PROCEDURAL MATTERS

At the time of preparing this report, the relevant version of the Planning and Design Code was gazetted and subsequently consolidated on 8 December 2022 (Version 2022.23). Due to amendments, the version of the Code used to prepare this report may not be the relevant version at the time of lodgement of the application. To the extent of any inconsistency, the version of the Code at the time of lodgement will be relevant for the processing and assessment of the application.

6.1 Nature of Development

As discussed in the preceding section of this report, in the absence of a corresponding land use definition in Part 7 of the Code, the nature of development is considered to be most accurately described as an *'integrated storage and transport distribution facility with associated offices, workers' accommodation, truck workshop, retaining walls and fencing.*

6.2 Assessment Pathway

The proposal is to be assessed as *'code assessed development'* in accordance with Section 107(1) of the *Planning, Development and Infrastructure Act 2016* by virtue of elements not being listed as an accepted, deemed-to-satisfy or restricted form of development within the Strategic Employment Zone.

6.3 Public Notification

As a result of the proposals undefined nature, the proposal is not listed as a class of development excluded from public notification in *Table 5 - Procedural Matters (PM) – Notification* of the Zone.

Therefore, notification of the application is required.

6.4 Relevant Authority

The relevant authority is the Barossa Council Assessment Panel pursuant to Section 93(1)(a) of the Act, as notice of the development application must be given under Section 107(3) of the Act.

6.5 Referrals

6.5.1 Native Vegetation Council

This application is accompanied by a Native Vegetation Clearance Data Report, prepared by Ecosphere Ecological Solutions which is provided at **Appendix 6**.

Ecosphere Ecological Solutions, an accredited native vegetation consultant, undertook a detailed investigation of the existing native vegetation onsite, and determined that the proposed clearance was identified as level 4.

As a result of the proposed vegetation clearance being determined as level 4, a referral to the Native Vegetation Council is required in accordance with the Procedural Matters Section of the Native Vegetation Overlay.

6.5.2 Environment Protection Authority

A Statutory referral to the Environment Protection Authority is not required for the proposed fuel farm, as no fuel will be produced onsite and the tank capacity will be limited to 95,000L (95m3), therefore not exceeding 100m3:

> **Part 9.1 Referral Body: Environment Protection Authority**
>
> ***Class of Development - Petroleum and Chemical***
>
> *Hydrocarbon storage or production works*
>
> *The conduct of works or a facility:*
>
> *a) for the storage of hydrocarbon or hydrocarbon products in tanks that, in aggregate, have a storage capacity exceeding 100m3 (EPA Licence required at more than 2000m3); or*
>
> *b) for the production of hydrocarbon or hydrocarbon products, being works having a total capacity exceeding 20 tonnes per hour. (EPA Licence).*

7. ASSESSMENT AGAINST THE PLANNING AND DESIGN CODE

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

Figure 7.1 *Subject Site Zoning*



The land is also within the following Overlays:

- Character Preservation District (Township)
- Hazards (Bushfire - Medium Risk)
- Hazards (Flooding - Evidence Required)
- Native Vegetation
- Prescribed Water Resources Area
- Water Protection Area
- Water Resources

7.2 Relevant Policies

The relevant the Code policies are outlined in Table 7.1 below:

Table 7.1 *Relevant Code policies.*

Strategic Employment Zone	Desired Outcomes (DO)	1, 2, and 3
	Performance Outcomes (PO)	1.1, 3.1, 3.2, 3.3, 3.5, 5.1, 5.2, 5.3, and 8.1
Character Preservation District (Township)	Desired Outcomes (DO)	1 and 2
	Performance Outcomes (PO)	2.1, 2.2, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, and 4.1
Hazards (Bushfire – Medium Risk)	Desired Outcomes (DO)	1 and 2
	Performance Outcomes (PO)	1.1, 2.1, and 5.3
Hazards (Flooding – Evidence Required)	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	1.1 and 2.1
Native Vegetation	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	1.1, 1.2, and 1.4
Prescribed Water Resources Area	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	1.1 and 1.2
Water Protection Area	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	1.1, 2.1, 2.2, and 5.1
Water Resources	Desired Outcomes (DO)	1 and 2
	Performance Outcomes (PO)	1.1, 1.7, and 1.8
General Development Policies		
Design	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	1.1, 1.3, 1.4, 1.5, 2.1, 2.3, 2.4, 2.5, 3.1, 3.2, 4.1, 4.2, 4.3, 5.1, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 8.1, 9.1, 9.2, 31.1, 31.2, and 32.1
Interface between Land Uses	Desired Outcomes (DO)	1
	Performance Outcomes (PO)	3.3, 4.1, 6.2, and 7.1
	Desired Outcomes (DO)	1

Transport, Access and Parking	Performance Outcomes (PO)	1.1, 1.2, 1.3, 1.4, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 4.1, 5.1, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 9.2, and 9.3.

The key considerations arising from our assessment of the proposal against above policies have been considered under the following themes:

7.3 Land Use

In regard to the proposed use of the land, the following Code policies are considered relevant:

PO 1.1 *Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.*

DO 1 *A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.*

DO 2 *Employment generating uses are arranged to:*

(a) support the efficient movement of goods and materials on land in the vicinity of major transport infrastructure such as ports and intermodal freight facilities;

(b) maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related industry and warehousing, ship building and related support industries

(c) create new and enhance existing business clusters

(d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes

(e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.

The proposal achieves the above, insofar as:

- an integrated warehouse and transport distribution facility, which by its nature comprises land use components, such as transport logistics and storage, is considered an appropriate use of land in this Zone.
- it will be conveniently located within proximity to the Sturt Highway, where it will facilitate and support the efficient movements of goods and ultimately the end-to-end delivery of freight nationwide;
- it will not restrict access to any waterfront areas;
- it contributes to and enhances the existing commercial land uses along Samuel Road;
- it is well within the confines of the Zone where there is a generous setback distance from the Zone boundary and sensitive receivers so as to not result in any adverse amenity impacts to sensitive receivers.

To this end, the proposed integrated warehouse and transport distribution facility aligns with the Desired Outcomes of the Zone and is an entirely appropriate land use.

7.4 Built Form and Character

7.4.1 Design and Appearance

The Zone seeks for development to comprise distinctive building, landscape and streetscape design to provide visual interest, particularly where building facades face a zone boundary (containing sensitive receivers), a public road or public open space areas.

The appearance to Samuel Road is the primary consideration in this instance as the site does not abut a neighbourhood type zone boundary or public open space area.

This is reinforced through PO 3.2 of the Zone which encourages building facades facing public roads to incorporate visual interest though the following design attributes:

(a) using a variety of building finishes;

(b) avoiding elevations that consist solely of metal cladding;

(c) using materials with a low reflectivity; and

(d) using techniques to add visual interest and reduce large expanses of blank walls including

(e) modulation and incorporation of offices and showrooms along elevations visible to a public road.

The proposed facility achieves all of the above criteria and in turn presents a building façade to Samuel Road of commensurate design quality and visual interest through the following design elements:

- incorporating a variety of unreflective materials and finishes;
- providing architectural projections (such as canopies and offices), openings and glazing that create modulation, shadow and interest.

In addition to the Zone policies, the relevant General Development Policies of the Code seek to guide the design of developments. Desired Outcome 1 of the Design Module encourages development is contextual, durable, inclusive and sustainable.

We note that these outcomes are achieved by the proposed development as:

- the proposed design responds to the context of the surrounding buildings within the locality by comprising a building form, height, setbacks, fencing, landscaping and external appearance to Samuel Road that is reflective of the existing wineries and commercial uses within the locality;
- the building comprises durable, long-lasting materials such as pre-cast concrete and metal cladding and a large building footprint that is capable of being adapted for a range of employment generating activities in the future;
- the design presents an inclusive, pedestrian friendly design as:
  - » the office/accommodation building is conveniently sited adjacent the secondary driveway, so as provide direct access from the car parking areas;
  - » a shared use area is provided directly in front of the offices to minimise conflict between vehicles and pedestrians;
  - » safe, convenient and equitable access is provided to persons with a disability through provision of disabled spaces located directly adjacent the offices in accordance with PO 4.1 of the Transport, Access and Car Parking module;
- the proposal employs multiple sustainable design techniques such as bio-filtration swales and landscaped areas to provide water sensitive urban design outcomes.

- plantings with locally indigenous plant species (as sought PO 3.2 of the Design module) have also been included in the landscaped garden beds to contribute to the local amenity and provide shade to reduce urban heat loads.

The proposed design also allows for waste and other storage areas to be accommodated within the proposed buildings, where it is screened from public view, thereby satisfying PO 1.5 of the Design module.

7.4.2 Building Setbacks

DPF 3.3 of the Zone provides guidance in respect of setbacks from the front boundary which states:

DPF 3.3 *The building line of a building is no closer to the primary street frontage than:*

(a) the average of existing buildings on adjoining sites with the same primary street frontage and, if there is only one such building, the setback of that building;

or

(b) where no building exists on an adjoining site:

(i) 8m or more for buildings up to 6m high

(ii) not less than 10m for buildings greater than 6m high.

As a result of the subject sites configuration, the site does not include a traditional road frontage, rather its frontage is provided via two 30-metre-wide access handles.

Each of the proposed buildings are setback at least 85.8m from the primary street frontage, therefore significantly further back than the existing buildings on the adjoining allotments, in turn, satisfy what is sought by part (a) of the above DPF.

No side or rear setbacks are prescribed in the Zone, however, PO 3.5 encourages vehicle access to be provided at the rear of a site for deliveries, maintenance and emergency purposes. The proposed buildings are setback from the side and rear boundary in order to accommodate the vehicle movements of B-Double transportation and as such provides sufficient distances for all anticipated forms of transportation to enter/exit the site including maintenance and emergency vehicles.

The proposed building setbacks are also considered to not unduly reduce the ability of existing and future buildings to incorporate rooftop solar energy facilities through overshadowing meeting PO 3.3 of the Interface between Land Uses module.

7.4.3 Building Height

Land is not adjacent a 'neighbourhood type zone' to bring about the building envelope transition provisions.

The proposed building height is also well below the specified height of 110 metres in the Airport Building Heights Overlay and therefore does not pose a hazard to aircraft operations.

7.5 Landscaping and Fencing

The landscaping policies within the Zone seek that:

PO 5.1 *Landscaping is provided along public roads and thoroughfares and zone boundaries to enhance the visual appearance of development and soften the impact of large buildings when viewed from public spaces and adjacent land outside the zone.*

PO 5.2 *Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.*

The associated DPF 5.1 criteria in clause (b) seeks that a 3m wide landscaped area is provided within the site, along an arterial or main road frontage. We note that no landscaping is proposed along the Samuel Road frontage due to the fact the subject sites frontage only comprises two narrow access handles, however landscaping has been included along the boundaries of the site so as to soften the impact of the buildings upon the adjoining land owners.

Approximately 7,842m2 or 6% of the site is dedicated to 'soft landscaping' which falls marginally short of the 10% *standard outcome* as provided in the corresponding DPF 5.2.

In regards to this shortfall, it is important to note that the Rules of Interpretation of the Planning and Design Code stipulates that:

> *'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'.*
>
> (Our emphasis)

To this end, we are of the opinion that despite the 4% shortfall, the performance outcome (PO 5.2) is readily satisfied by virtue of the proposal incorporating high quality landscaping areas insofar that it contains:

- a mix of plant species, including locally indigenous varieties, to soften the visual impact of the proposed development and contribute to a pleasant appearance to public areas and adjoining private land;
- areas with a minimum dimension of 1.5 metres or greater (as sought in DPF 5.2) to promote taller plantings commensurate with the building height that can deliver shade, amenity and reduce urban heat loads; and
- landscaping along the perimeter of the car parking areas so as contribute to reducing the visibility of the carparking areas from Samuel Road and enhancing the appearance to the public realm achieving the Carparking Appearance POs 7.4 to 7.6 of the Design Module.

Further to the above, the proposed fencing along the boundary comprises a chain wire style, finished in black, with this fencing enables visibility of the landscaping located behind the fence as sought in DPF 6.1 of the Zone for fences exceeding 2.1m in height and is thereby appropriate.

7.6 Interface between Land Uses

The relevant performance outcomes of the Interface between Land Uses policies seek to minimise interface impacts to sensitive receivers such as noise, overshadowing, vibration, air quality, light spill, solar reflectivity and glare.

Given that the site is located within the confines of the Zone, is more than 150m from the nearest sensitive receivers (within a neighbourhood-type zone), is located adjacent a number of commercial land uses inclusive of wineries, warehousing and a sawmill, the proposal is not considered to introduce any land use compatibility issues through the proposed 24/7 operational hours, noise, vibration or air quality impacts.

Additionally, in consideration of the findings of the environmental noise assessment prepared by Resonate at **Appendix 3**, we consider that the facility will be able to operate 24 hours, 7 days a week, whilst at all times achieving the relevant criteria of the *Environment Noise (Policy)* criteria, therefore

satisfying what is sought by PO 4.1 and corresponding DPF 4.1 of the Interface between Land Use Module.

Outdoor lighting is to be installed for the use of the facility during night time hours. Any lighting is to be in accordance with *Australian Standard 4282 – 1997 'Control of the obtrusive effects of outdoor lighting'* to ensure there is no unreasonable light spill to adjoining properties or the amenity of the locality.

The proposal incorporates a range of materials and finishes that are muted on tone and un-reflective, thereby avoiding glare impacts to motorists and heat loading satisfying PO 7.1 of Interface between Land Uses module.

The buildings are also sufficiently setback from side boundaries to not reduce the ability of existing and future buildings on adjoining land to implement rooftop solar generating facilities as desired in PO 3.3.

7.7 Transportation, Access and Car Parking

The Transport, Access and Parking module provides guiding policy that seeks to ensure development is sited and designed appropriately to provide the following:

- safe and convenient vehicle access;
- separation of industrial and service vehicle movements and loading areas from passenger vehicle car parking areas;
- all loading, unloading and vehicle turning accommodated wholly within the site;
- crossovers are located to avoid conflicts with street trees and infrastructure;
- sufficient vehicle parking in accordance with *Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements;* and
- vehicle parking areas are attractively located and screened by landscaping, fencing and the like to minimise impacts on sensitive receivers.

To address the relevant policy considerations as summarised above, Cirqa have provided a traffic and car parking assessment at **Appendix 4.** Upon review of their assessment, we have identified that:

- the proposed layout has been designed to appropriately accommodate access movements for both light and industrial/commercial vehicles to not impede upon the public road network or conflict with pedestrians;
- the access and car parking areas for light vehicles have been separated from the vehicle movements and parking areas for industrial and commercial vehicles entering the site to minimise conflict;
- there is ample space adjacent the storage buildings and to the rear of the site to accommodate all loading, unloading and vehicle turning movements within the confines of the site as well as forward entry and exit to Samuel Road. This is shown by the vehicle swept paths in Appendix B of their assessment;
- the location of the proposed crossovers avoid conflict with any street infrastructure;
- the car parking areas and dimensions will be provided in accordance with Australian/New Zealand Standard, Parking Facilities Part 1: Off-street car parking (AS/NZS 2890.1:2004) and Australian/New Zealand Standard, Parking Facilities Part 6: Off-street parking for people with disabilities (AS/NZS 2890.6:2009); and
- the proposal provides an adequate supply of on-site car parking to cater for the anticipated car parking demand as discussed in further detail below.

Further to the above, CIRQA have forecast, using the RTA's 'Guide to Traffic Generating Developments', that the proposal will generate approximately 195 am peak hour and 193 pm peak hour movements. It was assumed that the trips will be evenly split between each of the access points.

The turning movements were assessed against the warrants for turn treatments detailed in Austroads' *"Guide to Traffic Management Part 6: Intersections, Interchanges and Crossing Management".* This analysis suggested that a basic left-turn treatment (BAL) and basic right-turn treatment (BAR) are required at both the northern and south access points. These treatments will involve widening of the sealed shoulder such that vehicles travelling on Samuel Road are able to pass turning vehicles.

Given this, we are of the opinion that the proposed access points, car parking layout and heavy vehicle turning areas achieve POs 1.3, 1.4, 3.1, 3.3, 5.1, 6.1, 6.2 and 6.6.

Whilst the car parking areas are not adjacent any sensitive receivers, the design has incorporated landscaping around their perimeters so as to provide an attractive appearance from Samuel Road and therefore does not conflict with PO 6.2. The site's direct access' to Samuel Road also avoids the need for any vehicle movements through residential streets or areas containing sensitive receivers meeting PO 1.2 of the Transport, Access and Parking module.

The provision of two parking spaces for persons with a disability are located adjacent the offices to provide safe, dignified and convenient access for people with a disability in accordance with PO 4.1.

7.7.1 Car Parking

The proposal includes 216 car parking spaces for visitors and staff attending the site.

The Code does not specify a parking rate for a storage and transport distribution facilities in *Table 1 - General Off-Street Car Parking Requirements.* However, as identified in the Traffic and Parking Report at **Appendix 4**, the Code identifies the following parking requirements relevant to the proposal:

- Warehouse/store – 0.5 spaces per 100 m² of floor area; and
- office – 4.0 spaces per 100 m² of floor area.

It is noted that no specific rate is identified for the on-site worker's accommodation as it does not form tourist accommodation, rather it is provided for truck drivers associated with the facility. The accommodation was therefore considered to have negligible additional demand (if any) and has been excluded from the assessment as truck drivers would be associated with commercial vehicles parking on-site rather than light vehicles.

The workshop was also excluded from the calculations, as this use is ancillary to the overall land use and staff associated with the workshop will also be associated with the workshop office. The workshop office was therefore included in the calculation. Similarly, the container storage area was excluded from the assessment, as it is not anticipated to generated additional demand above that associated with the other components within the site.

Adopting the rates specified above results in a parking requirement of 206 spaces. Given that 216 spaces will be provided, the proposal clearly meets with the theoretical car parking demand specified by the Planning and Design Code.

7.8 Stormwater Management

To guide the management of stormwater for the proposed development, POs 31.1 and 31.2 in the Design module seeks that:

PO 31.1 *Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.*

PO 31.2 *Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.*

The Stormwater Management Plan at **Appendix 5** outlines a number of WSUD measures to improve water quality and minimise pollutants entering Council's stormwater system including:

- OceanProtect ESK Oil/Water separator at the outlet of the re-fuelling area;
- Stormwater quality will be managed within the dams by incorporating a bio-retention component by using an OceanProtect Filterra system.

The above measures were identified to achieve the stormwater quality reduction targets of 90% GP, 80% TSS, 60% TP, 45% TN and a demonstrated reduction of hydrocarbons.

The SMP confirmed with supporting calculations that the proposed stormwater detention system will cater for a 5% AEP storm event and ensures that the post-development site flows are able to be restricted to the pre-development flows. The SMP demonstrates that the existing downstream stormwater infrastructure will not be subject to increased flows, as per Council's requirements.

As stated in Section 5 of this report, the finished floor level of the buildings associated with the storage and transportation facility will be sited above natural ground level so as to minimise the entry of floodwaters as a result of a major storm event. Furthermore, the pavement levels are to generally grade away from the building to further mitigate the risk of flood inundation to the buildings.

8. CONCLUSION

We have concluded from our assessment of the proposal that it is deserving of Planning Consent.

In its favour, the proposed integrated storage and transport distribution facility:

- is an entirely appropriate land use within the Strategic Employment Zone and within the context of the locality that comprises an abundance of existing commercial land uses;
- is designed to address the public realm with a visually interesting façade as well as a mix of materials;
- incorporates high quality landscaping that will be visually notable from Samuel Road and of a form which will enhance the overall amenity of the development;
- does not present any interface issues with surrounding development or road users;
- comprises a design and layout that provides:
  - » safe and convenient access for all vehicles and pedestrians utilising the site;
  - » all loading, unloading and movements within the site boundaries;
  - » 216 car parking spaces that meets the minimum required by the Code;
- incorporates a stormwater strategy that appropriately manages stormwater runoff, detention and water quality for the development.

APPENDIX 1. CERTIFICATE OF TITLES

APPENDIX 2. ARCHITECTURAL PLAN SET

APPENDIX 3. ENVIRONMENTAL NOISE ASSESSMENT

APPENDIX 4. TRAFFIC AND PARKING REPORT

APPENDIX 5. STORMWATER MANAGEMENT PLAN

APPENDIX 6. NATIVE VEGETATION CLEARANCE REPORT

Product	Register Search (CT 6160/23)
Date/Time	24/11/2022 10:53AM
Customer Reference	Jaytex
Order ID	20221124002549

REAL PROPERTY ACT, 1886 South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 6160 Folio 23

Parent Title(s)	CT 5480/332				
Creating Dealing(s)	RTC 12357310				
Title Issued	25/07/2015	**Edition**	1	**Edition Issued**	25/07/2015

Estate Type

FEE SIMPLE

Registered Proprietor

INDUSTRIAL & COMMERCIAL DEVELOPMENTS PTY. LTD. (ACN: 100 767 959)
OF PO BOX 2 SHEAOAK LOG SA 5371

Description of Land

ALLOTMENT 102 DEPOSITED PLAN 110043
IN THE AREA NAMED NURIOOTPA
HUNDRED OF NURIOOTPA

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A ON D110043 TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (T 1866480)

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED B ON D110043 (RTC 12357310)

Schedule of Dealings

Dealing Number	Description
11191590	ENCUMBRANCE TO TARAC BAROSSA PTY. LTD.
11781151	MORTGAGE TO WESTPAC BANKING CORPORATION

Notations

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

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Product	Historical Search
Date/Time	24/11/2022 10:53AM
Customer Reference	Jaytex
Order ID	20221124002549

Certificate of Title

Title Reference:	CT 6160/23
Status:	CURRENT
Parent Title(s):	CT 5480/332
Dealing(s) Creating Title:	RTC 12357310
Title Issued:	25/07/2015
Edition:	1

Dealings

Lodgement Date	Completion Date	Dealing Number	Dealing Type	Dealing Status	Details
26/06/2012	09/07/2012	11781151	MORTGAGE	REGISTERED	WESTPAC BANKING CORPORATION
05/06/2009	29/07/2009	11191590	ENCUMBRANCE	REGISTERED	TARAC BAROSSA PTY. LTD. (ACN: 007 874 160)

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PURPOSE:	DIVISION	AREA NAME:	NURIOOTPA	APPROVED: DARREN ZUB 01/06/2015	D110043
MAP REF:	6629/46/F, 6629/46/E, 6629/46/M, 6629/46/L	COUNCIL:	THE BAROSSA COUNCIL	DEPOSITED: MARK MCNEIL 11/07/2015	SHEET 1 OF 3
LAST PLAN:		DEVELOPMENT NO:	960/D002/15/001/41443		46960_text_01_v04_Version_4

AGENT DETAILS: FYFE PTY LTD
LEVEL 3, 80 FLINDERS STREET
ADELAIDE SA 5000
PH: 82019600
FAX: 82019650

AGENT CODE: ALRF

REFERENCE: 19774/2/3 DC1-R1

SURVEYORS CERTIFICATION: I Ross Alexander Kennedy , a licensed surveyor do hereby certify - 1) That this plan has been made from surveys carried out by me or under my personal supervision and in accordance with the Survey Act 1992. 2) That the field work was completed on the 20th day of March 2015 1st day of June 2015 Ross Kennedy Licensed Surveyor

SUBJECT TITLE DETAILS:

PREFIX	VOLUME	FOLIO	OTHER	PARCEL	NUMBER	PLAN	NUMBER	HUNDRED / IA / DIVISION	TOWN	REFERENCE	NUMBER
CT	5480	330		ALLOTMENT(S)	5	F	16063	NURIOOTPA		SECTION	175
CT	5480	332		ALLOTMENT(S)	51	F	16934	NURIOOTPA		SECTION	175

OTHER TITLES AFFECTED:

EASEMENT DETAILS:

STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION
EXISTING	101.102	LONG	EASEMENT(S)	A		DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000)	T1866480
NEW	102	SHORT	FREE AND UNRESTRICTED RIGHT(S) OF WAY	B		101	

ANNOTATIONS: NO OCCUPATION ON SUBJECT LAND BOUNDARIES UNLESS SHOWN OTHERWISE

REFERENCE MARKS				
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2	-	MP FD	-	
3	194°00'	PM FD	2·72	6629/2219
4	198°55'	MP FD	0·76	
5	196°53'	MP FD	0·59	
6	215°22'	PM FD	452·2	6629/1685
7	198°55'	MP FD	0·92	

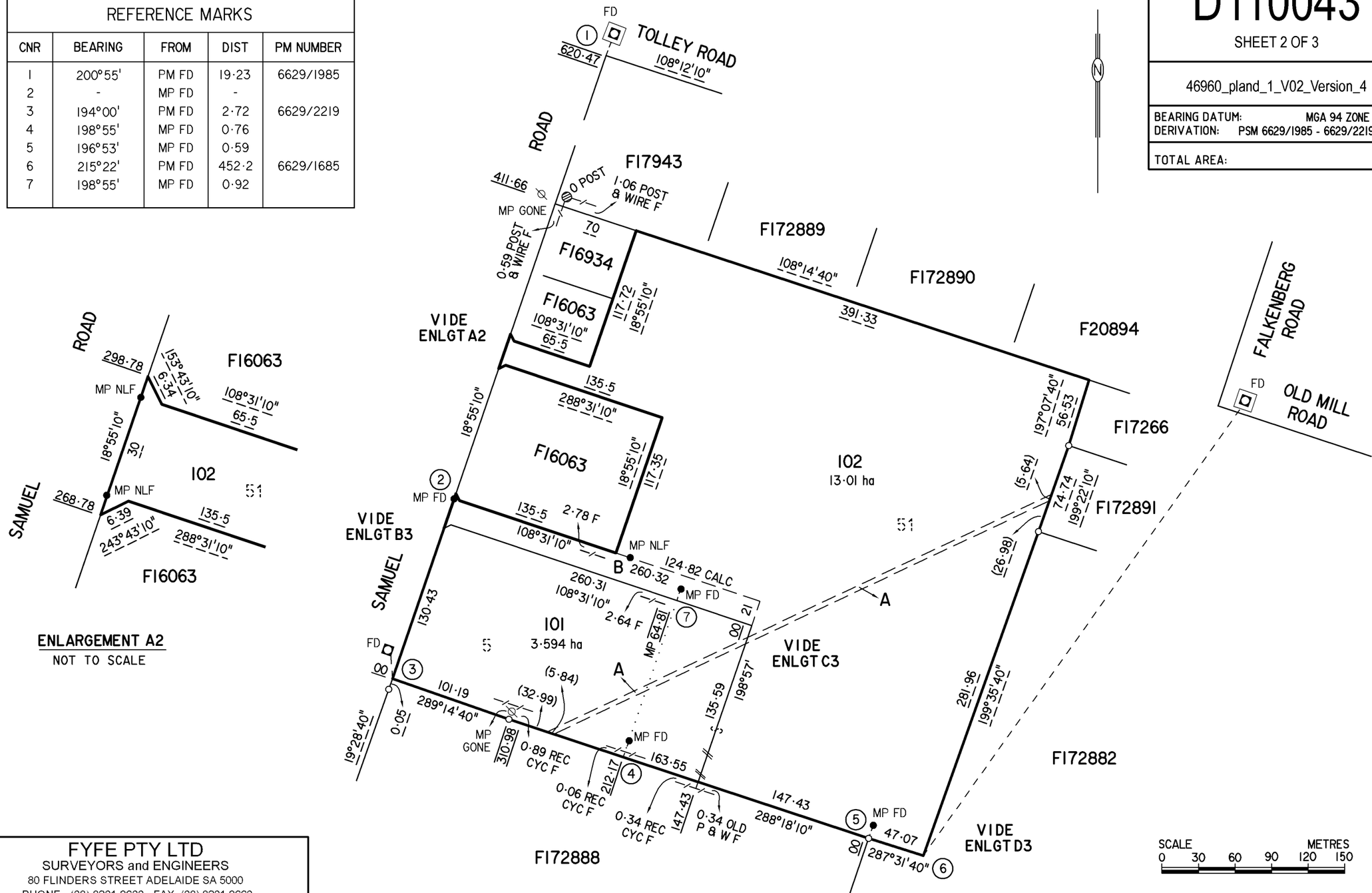
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SHEET 2 OF 3

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DERIVATION: PSM 6629/1985 - 6629/2219

TOTAL AREA:



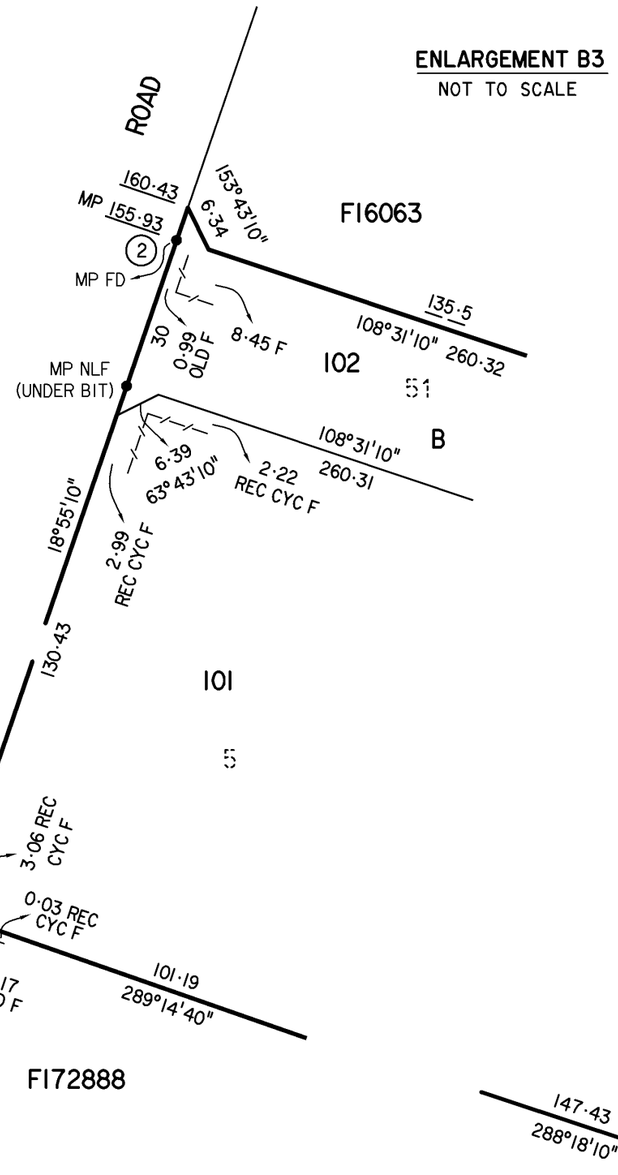
FYFE PTY LTD
SURVEYORS and ENGINEERS
80 FLINDERS STREET ADELAIDE SA 5000
PHONE (08) 8201 9600 FAX (08) 8201 9660
www.fyfe.com.au ABN 57 008 116 130
Reference 19774/2/3 Dwg No. 19774DC1-R1
QA REV 1 DATE 22/05/2015 DR KAJ SVY BYR

D110043

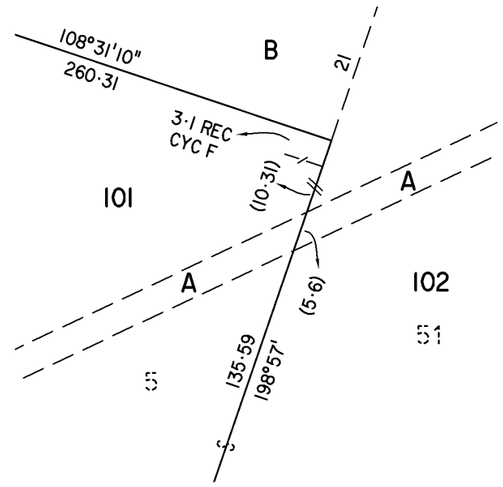
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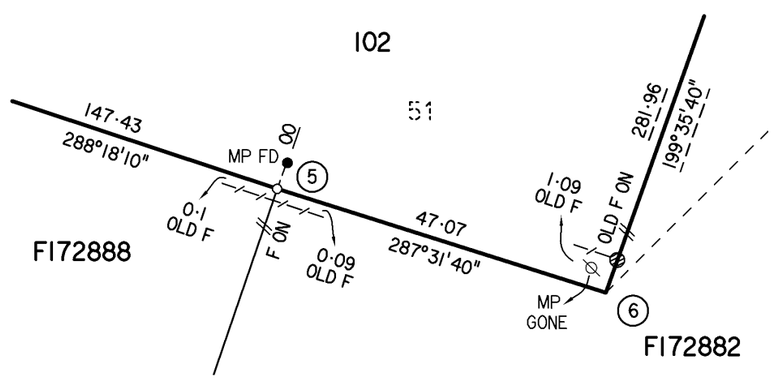
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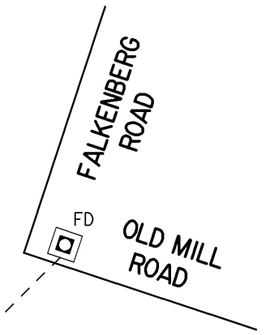
ENLARGEMENT C3
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ENLARGEMENT D3
NOT TO SCALE







REFERENCE MARKS

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5	196°53'	MP FD	0·59	
6	215°22'	PM FD	452·2	6629/1685

FYFE PTY LTD
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80 FLINDERS STREET ADELAIDE SA 5000
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www.fyfe.com.au ABN 57 008 116 130

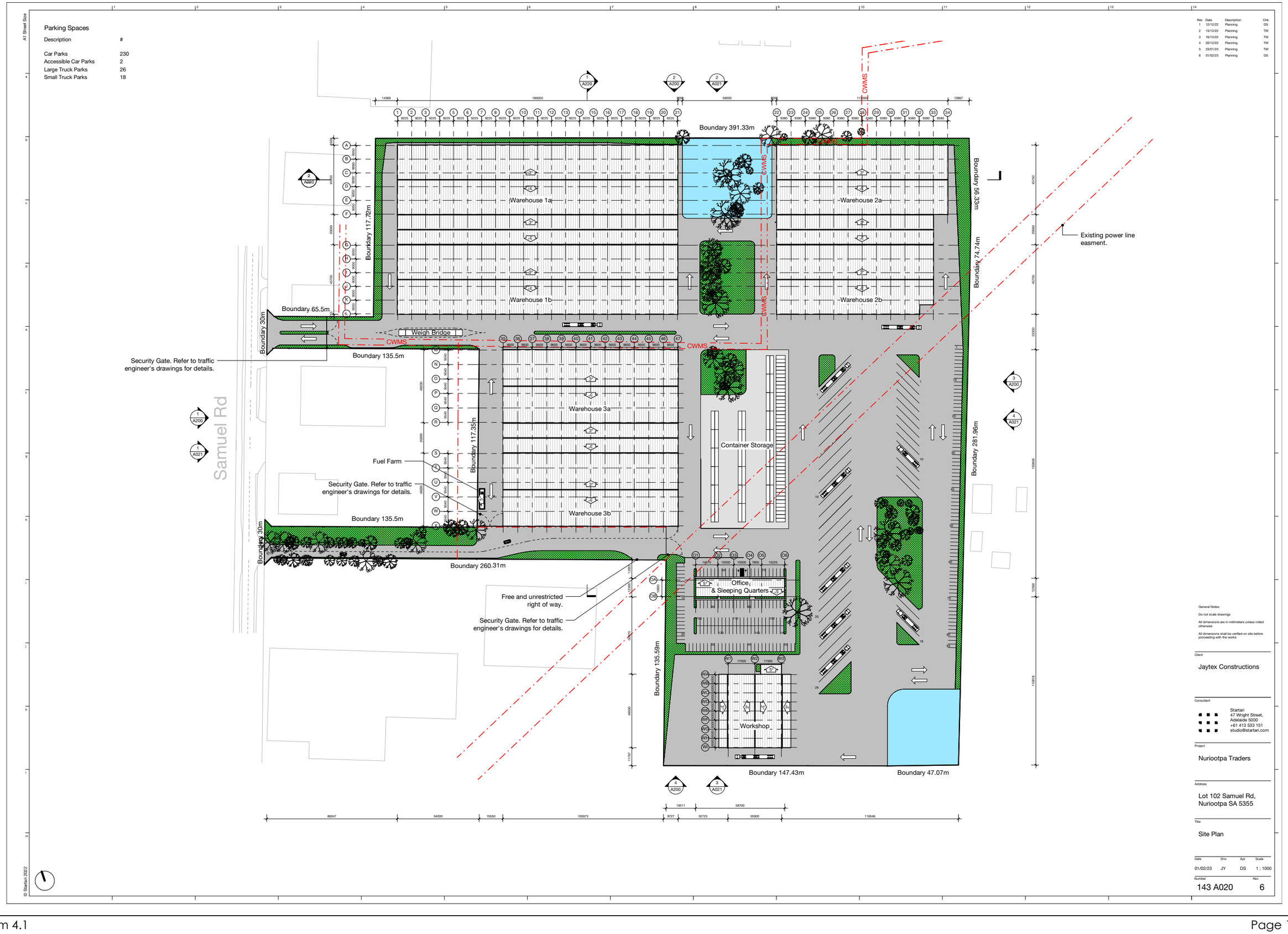
Reference 19774/2/3 Dwg No. 19774DC1-R1

QA REV 1 DATE 22/05/2015 DR KAJ SVY BYR

Nuriootpa Traders

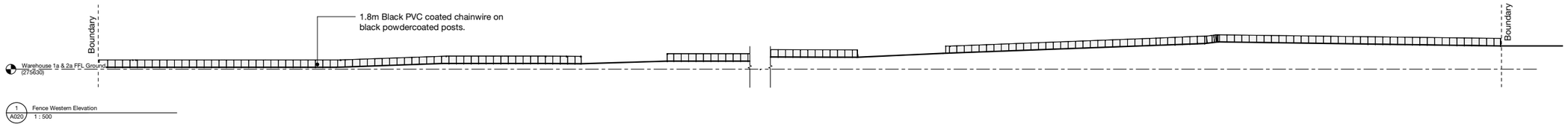
Lot 102 Samuel Rd, Nuriootpa SA 5355

Startari
47 Wright St, Adelaide, South Australia 5000
61 413 533 151 | studio@startari.com

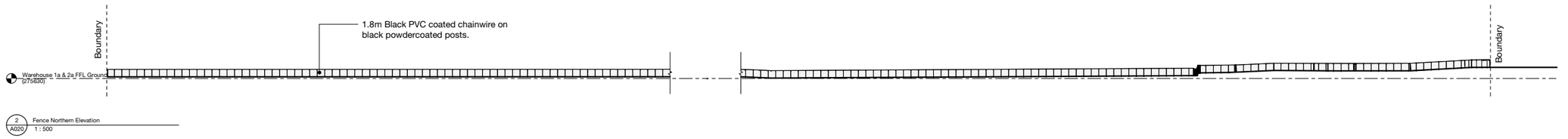

Parking Spaces
Description #
Car Parks 230
Accessible Car Parks 2
Large Truck Parks 26
Small Truck Parks 18
Rev Date Description Chk
1 12/12/22 Planning DS
2 13/12/22 Planning TW
3 16/12/22 Planning TW
4 20/12/22 Planning TW
5 23/01/23 Planning TW
6 01/02/23 Planning DS
CWMS
Boundary 391.33m
Warehouse 1a
Warehouse 2a
Warehouse 1b
Warehouse 2b
Boundary 117.72m
Boundary 65.5m
Boundary 30m
Weigh Bridge
Boundary 135.5m
Security Gate. Refer to traffic engineer's drawings for details.
Boundary 56.33m
Boundary 74.74m
Existing power line easment.
Samuel Rd
Warehouse 3a
Container Storage
Boundary 117.35m
Fuel Farm
Security Gate. Refer to traffic engineer's drawings for details.
Boundary 135.5m
Warehouse 3b
Boundary 281.96m
Boundary 30m
Boundary 260.31m
Free and unrestricted right of way.
Security Gate. Refer to traffic engineer's drawings for details.
Office & Sleeping Quarters
Boundary 135.59m
Workshop
Boundary 147.43m
Boundary 47.07m
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General Notes:
Do not scale drawings
All dimensions are in millimeters unless noted otherwise
All dimensions shall be verified on site before proceeding with the works
Client
Jaytex Constructions
Consultant
Startari
47 Wright Street,
Adelaide 5000
+61 413 533 151
studio@startari.com
Project
Nuriootpa Traders
Address
Lot 102 Samuel Rd,
Nuriootpa SA 5355
Title
Site Plan
Date Drw Apr Scale
01/02/23 JY DS 1 : 1000
Number Rev
143 A020 6

A1 Sheet Size

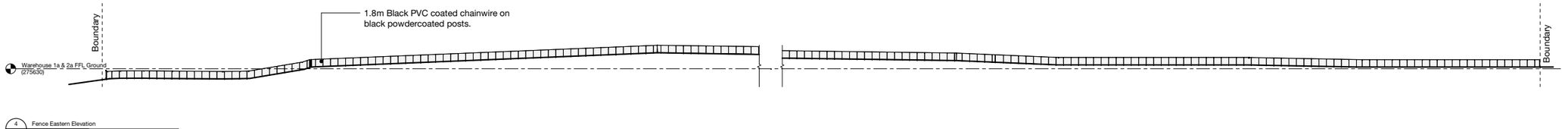
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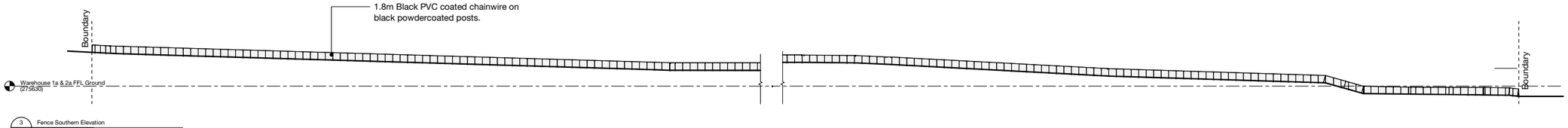
1 A020 Fence Western Elevation
1 : 500



2 A020 Fence Northern Elevation
1 : 500



4 A020 Fence Eastern Elevation
1 : 500



3 A020 Fence Southern Elevation
1 : 500

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General Notes:

Do not scale drawings

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All dimensions shall be verified on site before proceeding with the works

Client

Jaytex Constructions

Consultant

Startari
47 Wright Street,
Adelaide 5000
+61 413 533 151
studio@startari.com

Project

Nuriootpa Traders

Address

Lot 102 Samuel Rd,
Nuriootpa SA 5355

Title

Fence Elevations

Date	Drw	Apr	Scale
01/02/23	JY	DS	1 : 500

Number 143 A021 Rev 3

A1 Sheet Size

Rev	Date	Description	Chk
1	12/12/22	Planning	DS
2	13/12/22	Planning	TW
3	16/12/22	Planning	TW
4	20/12/22	Planning	TW
5	23/01/23	Planning	TW
6	01/02/23	Planning	DS

Detention basin with bio-retention treatment. See civil engineer's drawings for details.

Existing native trees and landscaping to be retained where shown.

CWMS

Boundary 391.33m

Warehouse 1a

Warehouse 2a

Warehouse 1b

Warehouse 2b

Boundary 95.33m

Boundary 74.74m

Existing power line easment.

Boundary 65.5m

Boundary 30m

Security Gate. Refer to traffic engineer's drawings for details.

Boundary 135.5m

Samuel Rd

Warehouse 3a

Container Storage

Boundary 281.96m

Security Gate. Refer to traffic engineer's drawings for details.

Boundary 135.5m

Warehouse 3b

Boundary 30m

Boundary 260.31m

Free and unrestricted right of way.

Security Gate. Refer to traffic engineer's drawings for details.

Office & Sleeping Quarters

Boundary 135.59m

Workshop

Existing native landscaping to be retained.

Detention basin with bio-retention treatment. See civil engineer's drawings for details.

Boundary 147.43m

Boundary 47.07m

Silver Banksia
(Banksia marginata)

Existing tree to be removed

Existing tree to be retained

Myoporum
(Myoporum parvifolium)

Happy Wanderer
(Hardenbergia violacea)

Ruby Saltbush
(Enchylaena tomentosa)

Lomandra
(Lomandra tanika)

Dwarf Hakea
(Hakea Rugosa)

Total Landscaping Area 18320 m²
≈ 14% of the total site

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Nuriootpa Traders

Address

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Nuriootpa SA 5355

Title

Landscape Site Plan

Date	Drw	Apr	Scale
01/02/23	JY	DS	As indicated

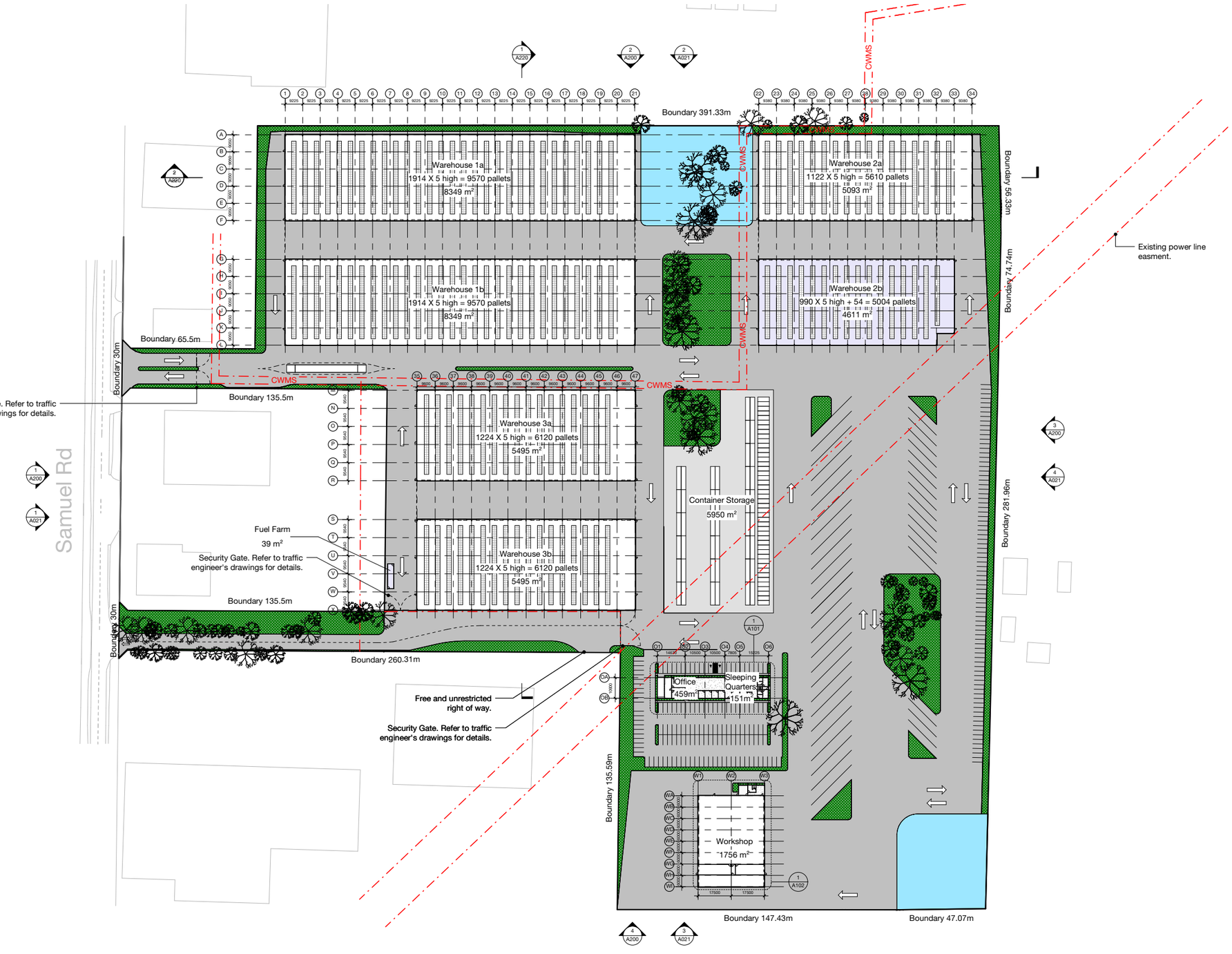
Number 143 A030 Rev 6

At Sheet Size

Warehouse Areas

Name	Area
Warehouse 1a	8349 m²
Warehouse 1b	8349 m²
Warehouse 2a	5093 m²
Warehouse 2b	4611 m²
Warehouse 3a	5495 m²
Warehouse 3b	5495 m²
Workshop	1756 m²
Office	459 m²
Sleeping Quarters	151 m²

Rev	Date	Description	Chk
1	12/12/22	Planning	DS
2	13/12/22	Planning	TW
3	16/12/22	Planning	TW
4	20/12/22	Planning	TW
5	23/01/23	Planning	TW
6	01/02/23	Planning	DS



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Project

Nuriootpa Traders

Address

Lot 102 Samuel Rd,
Nuriootpa SA 5355

Title

Overall Ground Floor Plan

Date	Drw	Apr	Scale
01/02/23	JY	DS	1 : 1000

Number 143 A100 Rev 6

© Startari 2022

A1 Sheet Size

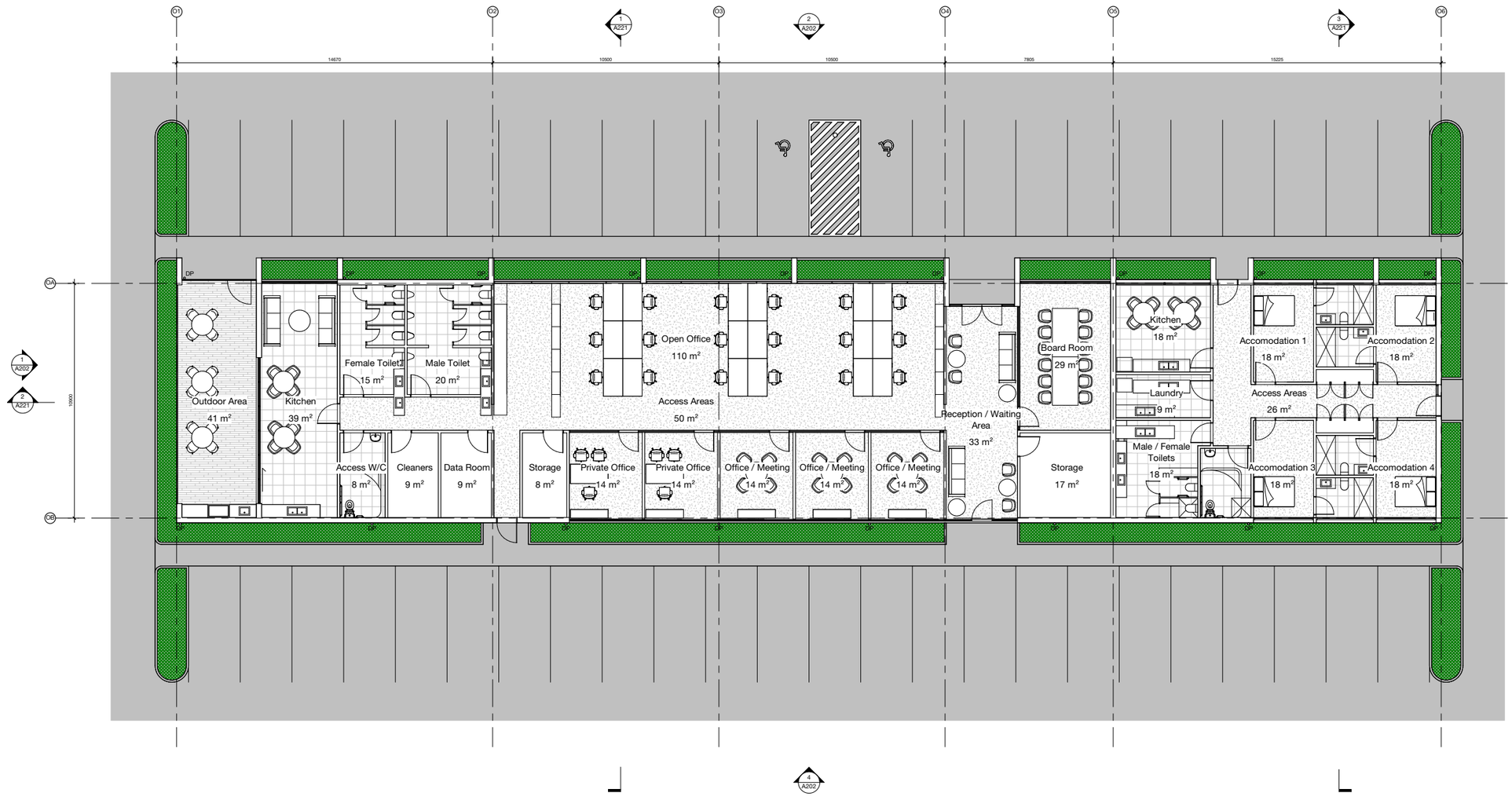
Rev	Date	Description	Chk
1	12/12/22	Planning	DS
2	13/12/22	Planning	TW
3	20/12/22	Planning	TW

Office Room Schedule

Name	Area
Access Areas	50 m²
Access W/C	8 m²
Board Room	29 m²
Cleaners	9 m²
Data Room	9 m²
Female Toilet	15 m²
Kitchen	39 m²
Male Toilet	20 m²
Office / Meeting	42 m²
Open Office	110 m²
Outdoor Area	41 m²
Private Office	28 m²
Reception / Waiting Area	33 m²
Storage	25 m²
	459 m²

Sleeping Quarters Room Schedule

Name	Area
Access Areas	26 m²
Access W/C	8 m²
Accomodation 1	18 m²
Accomodation 2	18 m²
Accomodation 3	18 m²
Accomodation 4	18 m²
Kitchen	18 m²
Laundry	9 m²
Male / Female Toilets	18 m²
	151 m²



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Project

Nuriootpa Traders

Address

Lot 102 Samuel Rd,
Nuriootpa SA 5355

Title

Office & Sleeping Quarters Floor Plan

Date	Drw	Apr	Scale
01/02/23	JY	DS	1 : 100

Number 143 A101

Rev 3

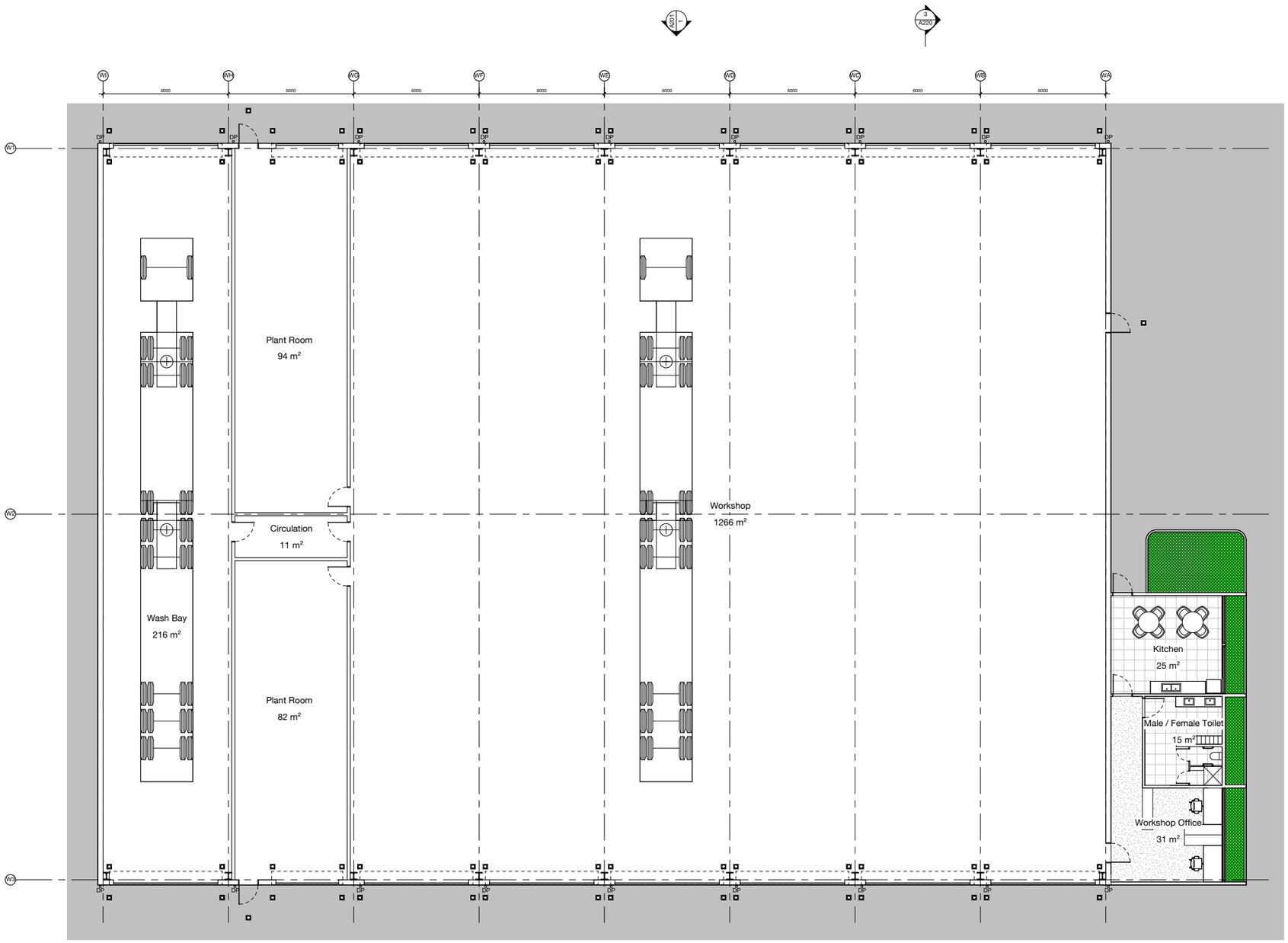
© Startari 2022

A1 Sheet Size

Workshop Room Schedule

Name	Area
Circulation	11 m²
Kitchen	25 m²
Male / Female Toilet	15 m²
Plant Room	176 m²
Wash Bay	216 m²
Workshop	1266 m²
Workshop Office	31 m²
	1739 m²

Rev	Date	Description	Chk
1	12/12/22	Planning	DS
2	13/12/22	Planning	TW



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Address

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Title

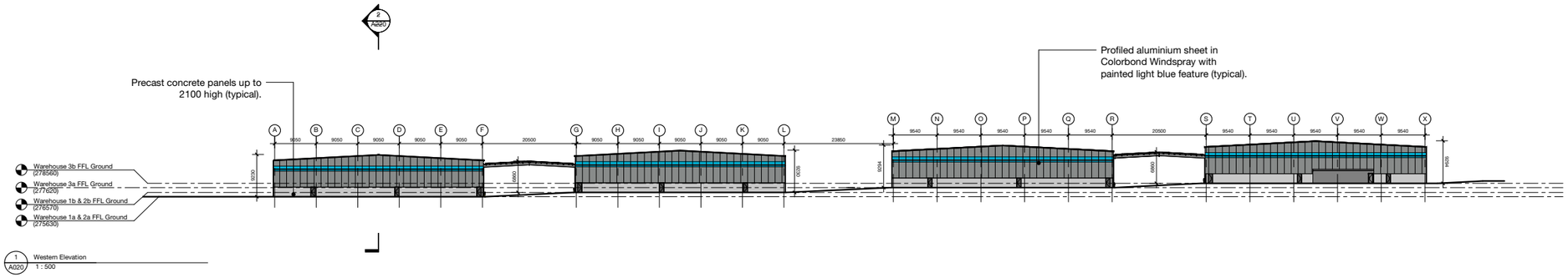
Workshop Floor Plan

Date	Drw	Apr	Scale
01/02/23	JY	DS	1 : 100

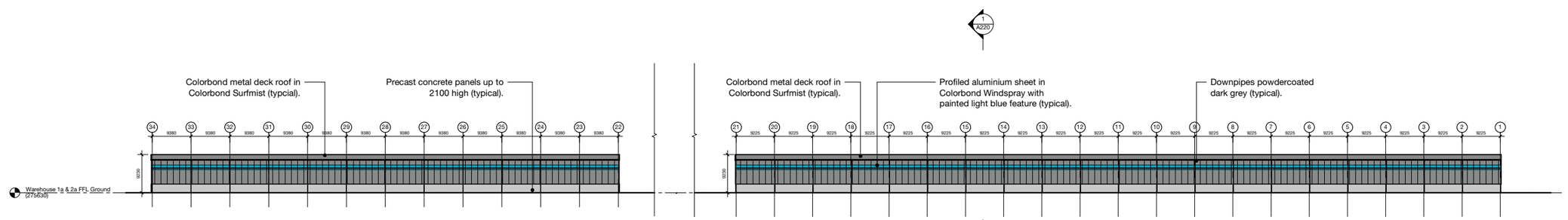
Number	Rev
143 A102	2

A1 Sheet Size

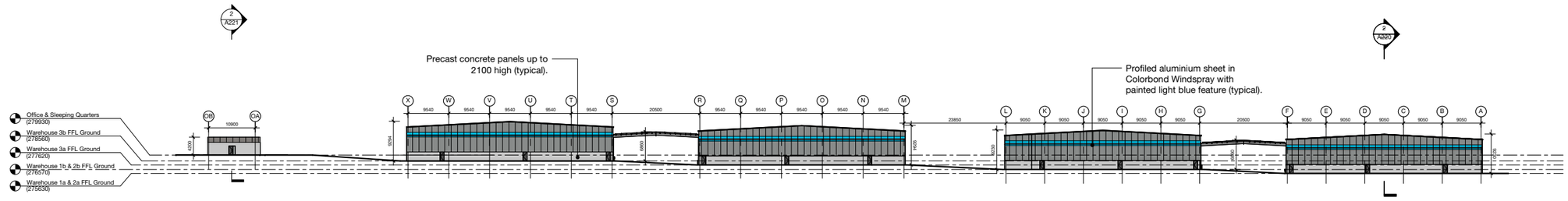
Rev	Date	Description	Chk
1	12/12/22	Planning	DS
2	13/12/22	Planning	TW
3	16/12/22	Planning	TW
4	20/12/22	Planning	TW
5	23/01/23	Planning	TW



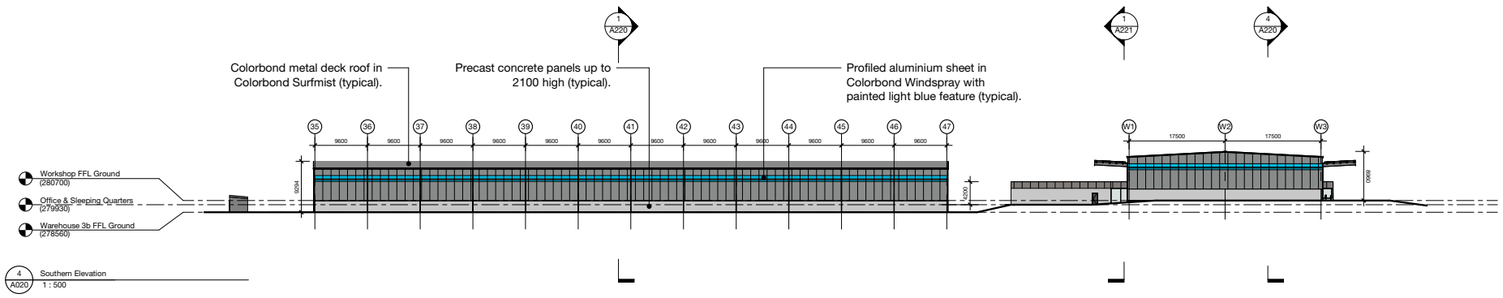
1 A020 Western Elevation
1 : 500



2 A020 Northern Elevation
1 : 500



3 A020 Eastern Elevation
1 : 500



4 A020 Southern Elevation
1 : 500

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Adelaide 5000
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studio@startari.com

Project

Nuriootpa Traders

Address

Lot 102 Samuel Rd,
Nuriootpa SA 5355

Title

Site External Elevations

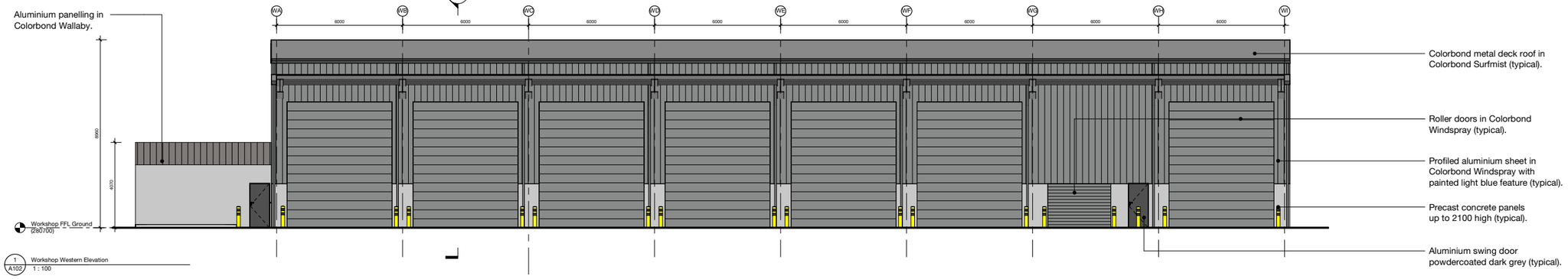
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01/02/23	JY	DS	1 : 500

Number: 143 A200 Rev: 5

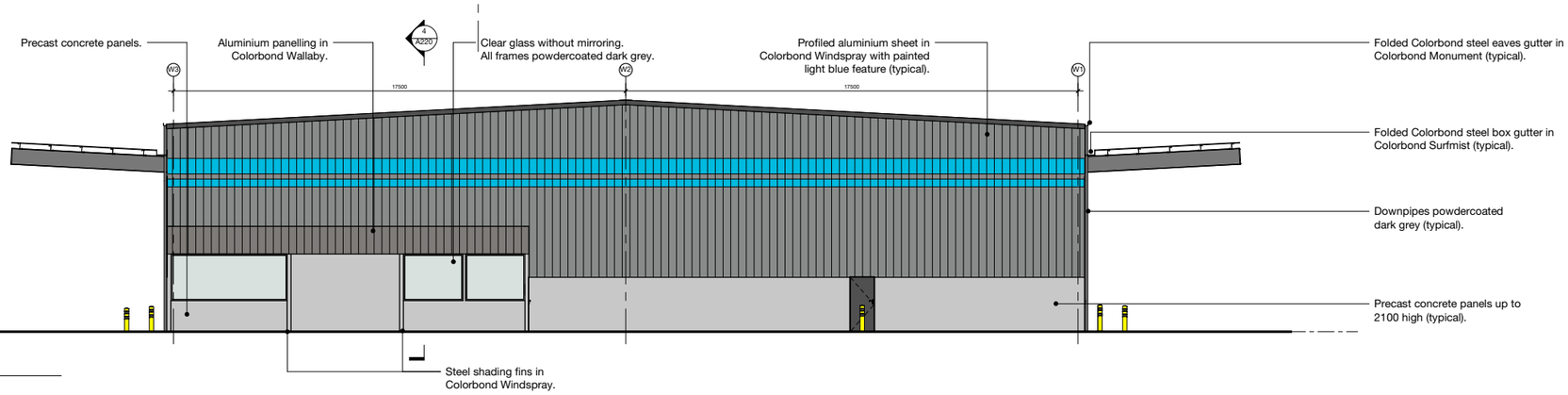
© Startari 2022

A1 Sheet Size

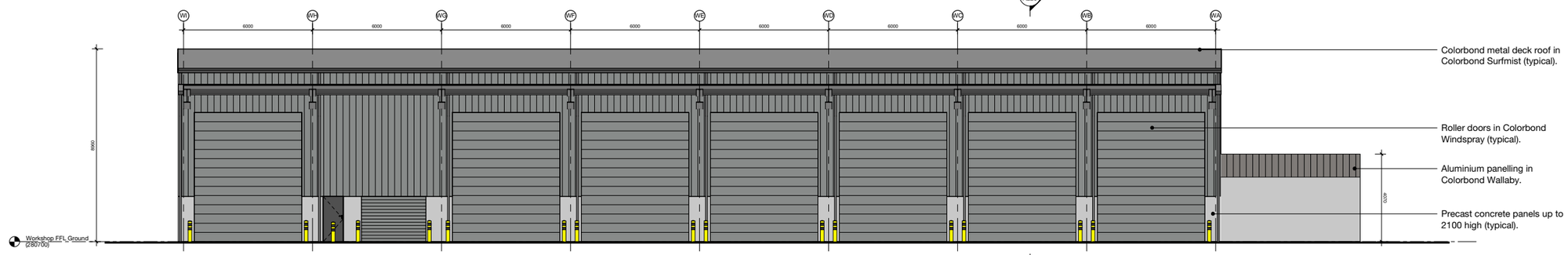
Rev | Date | Description | Chk
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2 | 13/12/22 | Planning | TW
3 | 16/12/22 | Planning | TW



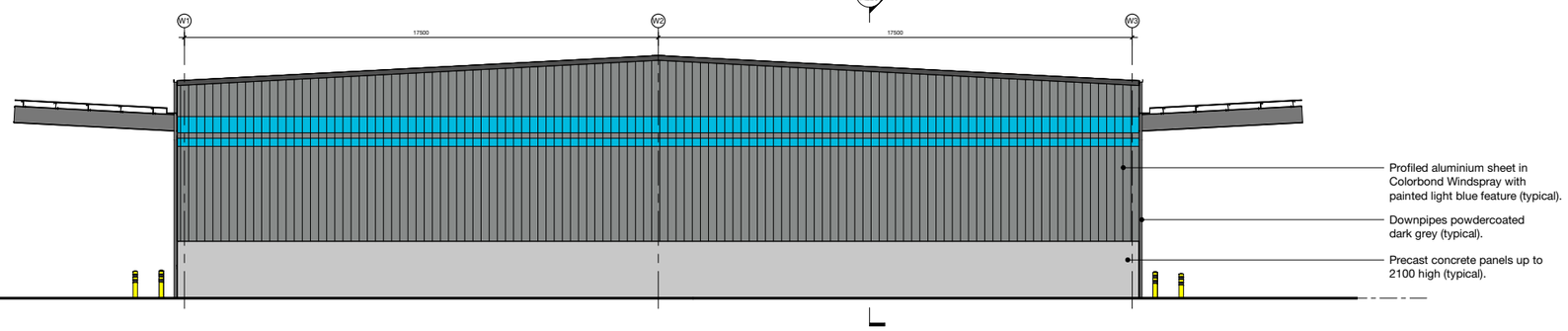
1 A102 Workshop Western Elevation 1 : 100



2 A031 Workshop Northern Elevation 1 : 100



3 A102 Workshop Eastern Elevation 1 : 100



4 A102 Workshop Southern Elevation 1 : 100

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Project

Nuriootpa Traders

Address

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Nuriootpa SA 5355

Title

Workshop External Elevations

Date	Drw	Apr	Scale
01/02/23	JY	DS	1 : 100

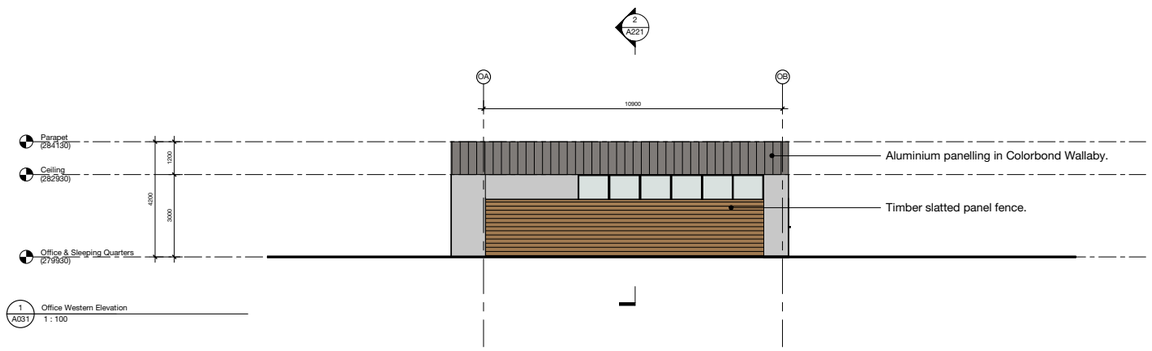
Number | Rev

143 A201 | 3

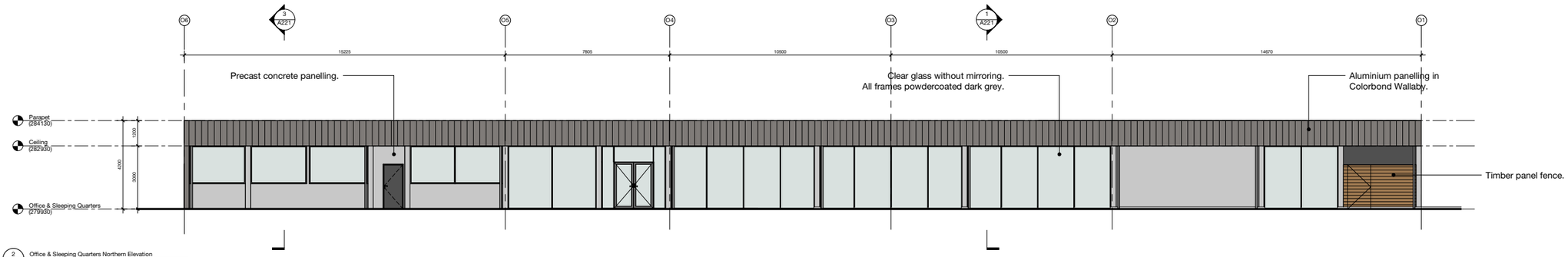
© Startari 2022

A1 Sheet Size

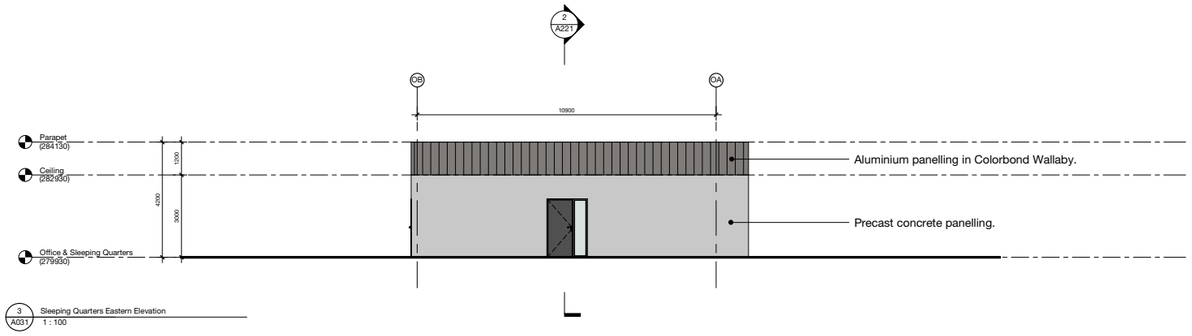
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2	13/12/22	Planning	TW
3	16/12/22	Planning	TW



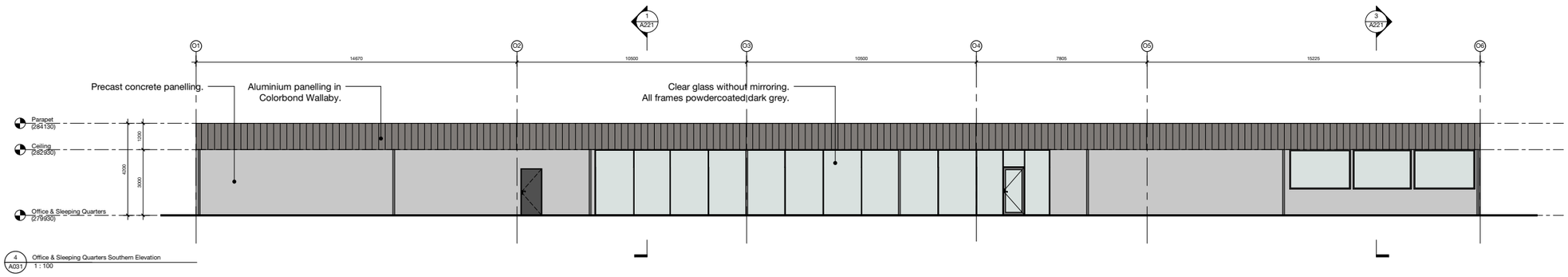
1 A031 Office Western Elevation
1 : 100



2 A101 Office & Sleeping Quarters Northern Elevation
1 : 100



3 A031 Sleeping Quarters Eastern Elevation
1 : 100



4 A031 Office & Sleeping Quarters Southern Elevation
1 : 100

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Client

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Adelaide 5000
+61 413 533 151
studio@startari.com

Project

Nuriootpa Traders

Address

Lot 102 Samuel Rd,
Nuriootpa SA 5355

Title

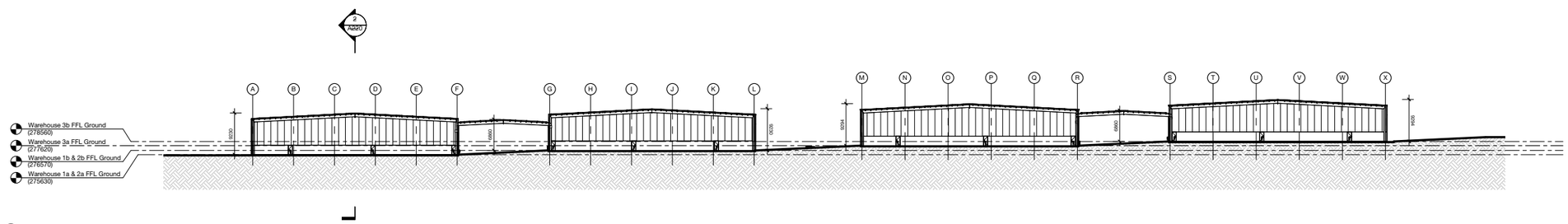
Office & Sleeping Quarters External Elevations

Date	Drw	Apr	Scale
01/02/23	JY	DS	1 : 100

Number 143 A202 Rev 3

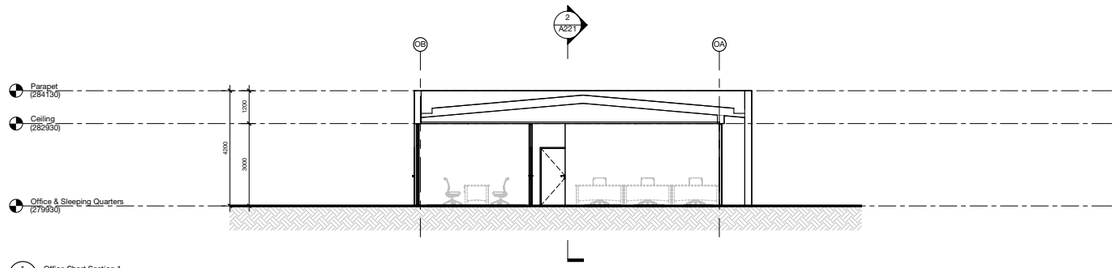
A1 Sheet Size

Rev	Date	Description	Chk
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2	13/12/22	Planning	TW
3	16/12/22	Planning	TW
4	20/12/22	Planning	TW

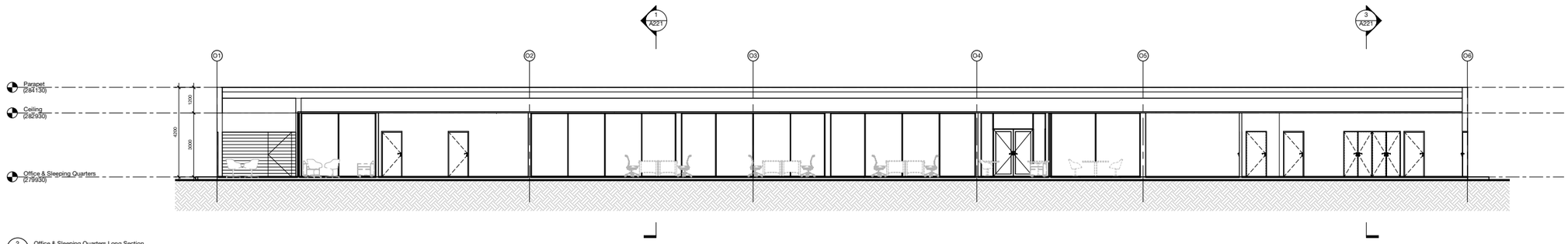

2 A220
A B C D E F G H I J K L M N O P Q R S T U V W X
Warehouse 3b FFL Ground (278560)
Warehouse 3a FFL Ground (277620)
Warehouse 1b & 2b FFL Ground (276570)
Warehouse 1a & 2a FFL Ground (275630)
6000
6000
6000

A1 Sheet Size

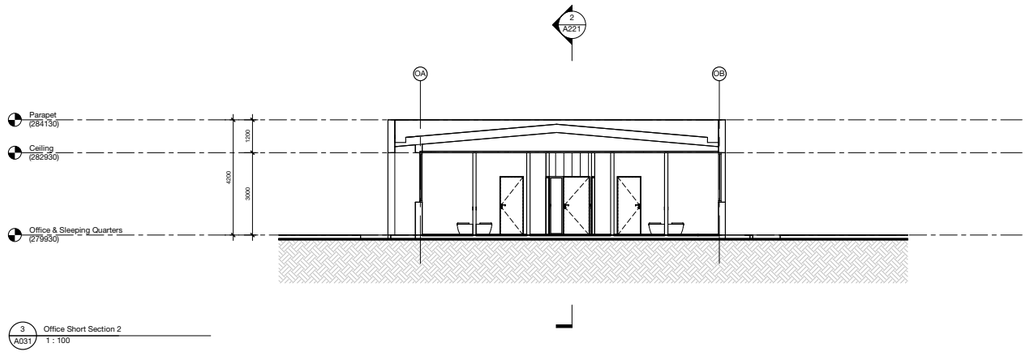
Rev	Date	Description	Chk
1	12/12/22	Planning	DS
2	13/12/22	Planning	TW
3	16/12/22	Planning	TW



1 A031 Office Short Section 1
1 : 100



2 A031 Office & Sleeping Quarters Long Section
1 : 100



3 A031 Office Short Section 2
1 : 100

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Client

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Project

Nuriootpa Traders

Address

Lot 102 Samuel Rd,
Nuriootpa SA 5355

Title

Sections

Date	Drw	Apr	Scale
01/02/23	JY	DS	1 : 100

Number 143 A221 Rev 3

A1 Sheet Size

Rev	Date	Description	Chk
1	12/12/22	Planning	DS
2	13/12/22	Planning	TW
3	23/01/23	Planning	TW



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Project

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Address

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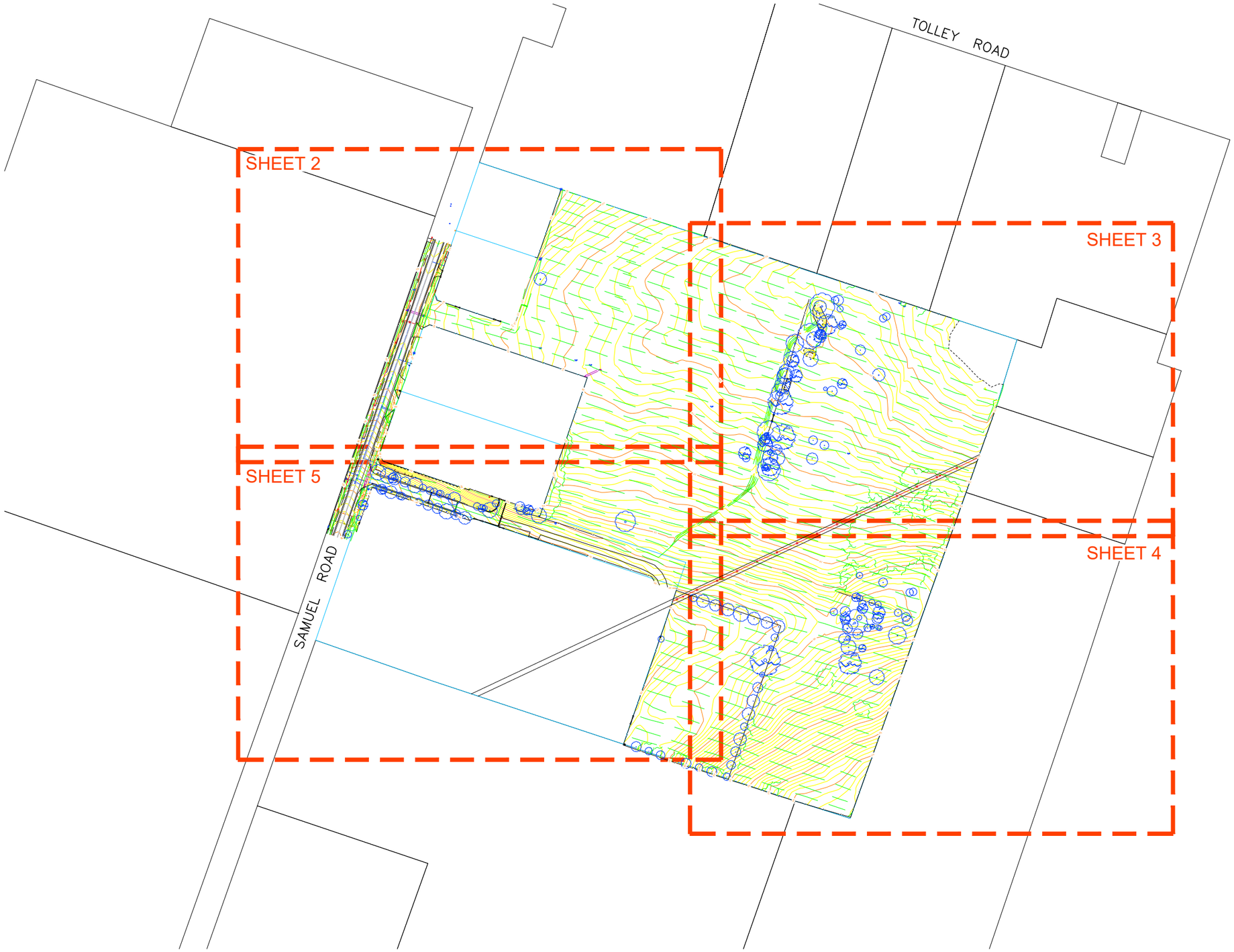
Title

3D Render

Date	Drw	Apr	Scale
01/02/23	JY	DS	

Number: 143 A300 Rev: 3

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ORIGINAL SIZE A1

FYFE
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L2, 124 South Terrace
Adelaide SA 5000
GPO Box 2450
Adelaide SA 5001
T 61 8 8201 9600
www.fyfe.com.au

The title boundaries shown hereon were not marked at the time of survey and have been determined by plan and title dimensions only and not by field measurement. If the dimensions or description of the subject land are critical for the design of new structures or financial decisions, then we recommend that an identification survey or certified survey be undertaken.

FOR EASEMENT IDENTIFIERS & DISPOSITIONS SEE CT

PLAN DETAILS

COUNCIL : THE BAROSSA COUNCIL
MAP SHEET : 6629-46-e,m
CT REFS : CT6160/23

0 30 60 90 120 150
SCALE 1: 1,500

LEVEL DATUM : AHD 3rd ORDER — DATA FILE/S : 44200-1-1.CRD
LEVEL AUTHORITY : PSM 6629/1685 EL: 273.230m 12-feb-1997 — SURVEYOR: RS CXB
CO-ORD DATUM : MGA2020 PLANAR BASED ON PSM 6629/2219 12-may-2021

NO.	REVISION	STAFF	CHECK	DATE
0	PREPARED FOR INFORMATION	AGM	RS	22/11/22

JAYTEX CONSTRUCTIONS PTY LTD
ENGINEERING SURVEY
LOT 102 in D110043
HUNDRED OF NURIOOTPA
NURIOOTPA

DRAWING 44200-1-1-SV-TO1-r0

INSTRUCTION : 44200-1-1
DATE 22/11/2022
SHEET 1 OF 5
REV. 0



LEGEND

These standard symbols will be found in the drawing.

- Telstra Cable Marker
- Undefined Pipe Invert pt
- ETSA Inspection Cover
- Lighting Pole
- Stobie Pole
- Post Fence
- Post Guide
- Post Sign - One sided
- PSPA-Pole - Steel
- Gas Inspection Cover
- Gas marker post
- Shrub
- Peg Boundary pt
- Metal Pin
- Survey Stations String
- Unknown Point
- Gate
- Road sign or hoarding
- Point Natural Surface
- Fire plug marker post
- Control Box - irrigation
- Meter Water
- Water Inspection Cover
- Tree Canopy
- Building
- Solid Line
- Gutter
- Natural Surface
- Overhead Etsa Wires
- Fence
- Edge of Vegetation
- Bank Top
- Bank Bottom
- Drainage Pipe
- Gas UG Service
- ETSA UG Service
- TELSTRA UG Service
- Water UG Service
- Boundary
- Easement
- Contour 1000mm
- Contour 200mm

ORIGINAL SIZE A1

FYFE
ADELAIDE
L2, 124 South Terrace
Adelaide SA 5000
GPO Box 2450
Adelaide SA 5001
T 61 8 8201 9600
www.fyfe.com.au

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PLAN DETAILS

COUNCIL : THE BAROSSA COUNCIL
MAP SHEET : 6629-46-e,m
CT REFS : CT6160/23

FOR EASEMENT IDENTIFIERS & DISPOSITIONS SEE CT

0 5 10 20 30 40 50
SCALE 1: 500

LEVEL DATUM : AHD 3rd ORDER — DATA FILE/S : 44200-1-1.CRD
LEVEL AUTHORITY : PSM 6629/1685 EL: 273.230m 12-feb-1997 — SURVEYOR: RS CXB
CO-ORD DATUM : MGA2020 PLANAR BASED ON PSM 6629/2219 12-may-2021

NO.	REVISION	STAFF	CHECK	DATE
0	PREPARED FOR INFORMATION	AGM	RS	22/11/22

JAYTEX CONSTRUCTIONS PTY LTD
ENGINEERING SURVEY
LOT 102 in D110043
HUNDRED OF NURIOOTPA
NURIOOTPA
DRAWING 44200-1-1-SV-TO1-r0

INSTRUCTION : 44200-1-1
DATE 22/11/2022
SHEET 2 OF 5
REV. 0

F172889 A628

F172890 A629

F20894 A501

F17266 A2

D110043 A102

F172891 A630

STOCKPILE
(OF BARK CHIPS)

FALLEN TREE

SHED

RISER UP

RISER UP

RISER UP

RISER UP

S004

S018

DEAD

DEAD

CK3

SEE SHEET 2 FOR CONTINUATION

SEE SHEET 4 FOR CONTINUATION

LEGEND

These standard symbols will be found in the drawing.

- Telstra Cable Marker
- Undefined Pipe Invert pt
- ETSA Inspection Cover
- Lighting Pole
- Stobie Pole
- Post Fence
- Post Guide
- Post Sign - One sided
- PSPA-Pole - Steel
- Gas Inspection Cover
- Gas marker post
- Shrub
- Peg Boundary pt
- Metal Pin
- Survey Stations String
- Unknown Point
- Gate
- Road sign or hoarding
- Point Natural Surface
- Fire plug marker post
- Control Box - irrigation
- Meter Water
- Water Inspection Cover
- Tree Canopy
- Building
- Solid Line
- Gutter
- Natural Surface
- Overhead Elsa Wires
- Fence
- Edge of Vegetation
- Bank Top
- Bank Bottom
- Drainage Pipe
- Gas UG Service
- ETSA UG Service
- TELSTRA UG Service
- Water UG Service
- Boundary
- Easement
- Contour 1000mm
- Contour 200mm

ORIGINAL SIZE A1

FYFE
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L2, 124 South Terrace
Adelaide SA 5000
GPO Box 2450
Adelaide SA 5001
T 61 8 8201 9600
www.fyfe.com.au

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PLAN DETAILS

COUNCIL : THE BAROSSA COUNCIL
MAP SHEET : 6629-46-e,m
CT REFS : CT6160/23

0 5 10 20 30 40 50
SCALE 1: 500

LEVEL DATUM : AHD 3rd ORDER DATA FILE/S : 44200-1-1.CRD
LEVEL AUTHORITY : PSM 6629/1685 EL: 273.230m 12-feb-1997 SURVEYOR: RS CXB
CO-ORD DATUM : MGA2020 PLANAR BASED ON PSM 6629/2219 12-may-2021

NO.	REVISION	STAFF	CHECK	DATE
0	PREPARED FOR INFORMATION	AGM	RS	22/11/22

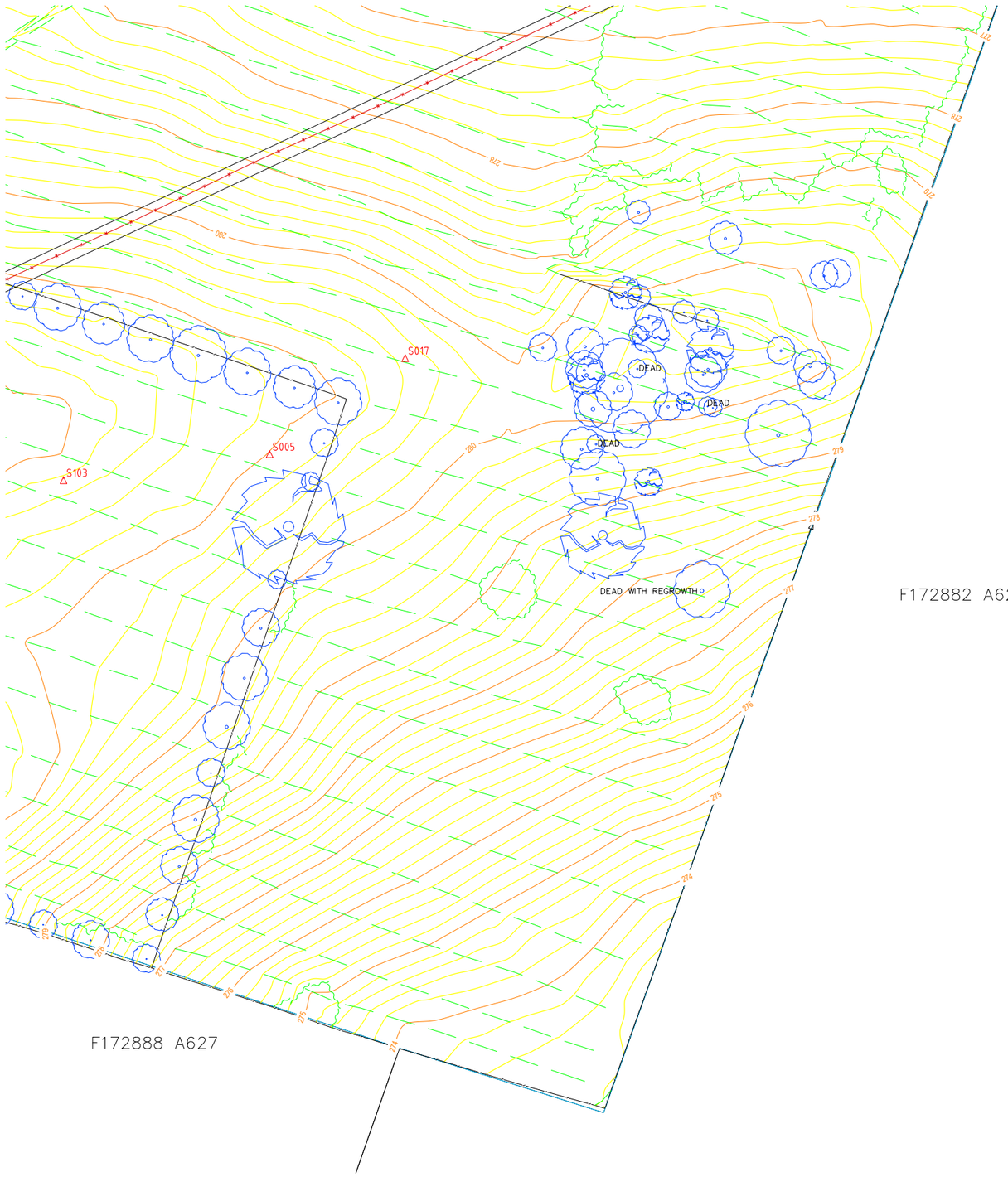
JAYTEX CONSTRUCTIONS PTY LTD
ENGINEERING SURVEY
LOT 102 in D110043
HUNDRED OF NURIOOTPA
NURIOOTPA

DRAWING 44200-1-1-SV-TO1-r0

INSTRUCTION : 44200-1-1
DATE 22/11/2022
SHEET 3 OF 5
REV. 0

SEE SHEET 3 FOR CONTINUATION

SEE SHEET 5 FOR CONTINUATION



F172882 A621

LEGEND

These standard symbols will be found in the drawing.

- Telstra Cable Marker
- Undefined Pipe Invert pt
- ETSA Inspection Cover
- Lighting Pole
- Stobie Pole
- Post Fence
- Post Guide
- Post Sign - One sided
- PSPA-Pole - Steel
- Gas Inspection Cover
- Gas marker post
- Shrub
- Peg Boundary pt
- Metal Pin
- Survey Stations String
- Unknown Point
- Gate
- Road sign or hoarding
- Point Natural Surface
- Fire plug marker post
- Control Box - irrigation
- Meter Water
- Water Inspection Cover
- Tree Canopy
- Building
- Solid Line
- Gutter
- Natural Surface
- Overhead Etsa Wires
- Fence
- Edge of Vegetation
- Bank Top
- Bank Bottom
- Drainage Pipe
- Gas UG Service
- ETSA UG Service
- TELSTRA UG Service
- Water UG Service
- Boundary
- Easement
- Contour 1000mm
- Contour 200mm

ORIGINAL SIZE A1

FYFE
ADELAIDE
L2, 124 South Terrace
Adelaide SA 5000
GPO Box 2450
Adelaide SA 5001
T 61 8 8201 9600
www.fyfe.com.au

The title boundaries shown hereon were not marked at the time of survey and have been determined by plan and title dimensions only and not by field measurement. If the dimensions or description of the subject land are critical for the design of new structures or financial decisions, then we recommend that an identification survey or certified survey be undertaken.

PLAN DETAILS

COUNCIL : THE BAROSSA COUNCIL
MAP SHEET : 6629-46-e,m
CT REFS : CT6160/23

FOR EASEMENT IDENTIFIERS & DISPOSITIONS SEE CT

0 5 10 20 30 40 50
SCALE 1: 500

LEVEL DATUM : AHD 3rd ORDER DATA FILE/S : 44200-1-1.CRD
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INSTRUCTION : 44200-1-1
DATE 22/11/2022
SHEET 4 OF 5
REV. 0

SEE SHEET 2 FOR CONTINUATION

F16063 A4

SEE SHEET 4 FOR CONTINUATION

D110043 A101

F172888 A627

SAMUEL ROAD

S003

S2219

S100

S101

S016

CYCLON

STOP VALVE MARKER

METER BOX

FIRE PLUG MARKER

HYDRANT BOOSTER

BOOSTER HYDRANT

PERMA-PINE BORDER

HAND RAIL

P&W FENCE

INF FENCE

PINE

LEGEND

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- Lighting Pole
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- Gas Inspection Cover
- Gas marker post
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- Unknown Point
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- Fire plug marker post
- Control Box - irrigation
- Meter Water
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SHEET 5 OF 5
REV. 0

Resonate

Nuriootpa Traders - New Trucking Depot

Environmental Noise Assessment

A210816RP1 Revision A

Tuesday, 13 December 2022

www.resonate-consultants.com

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Document Information

Project	Nuriootpa Traders - New Trucking Depot
Client	
Report title	Environmental Noise Assessment
Project Number	A210816

Revision Table

Report revision	Date	Description	Author	Reviewer
0	20/10/2021	First Issue	Lachlan Newitt	Nick Henrys
A	13/12/2022	Updated siting	Lachlan Newitt	Nick Henrys

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Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
Characteristic	Associated with a noise source, means a tonal, impulsive, low frequency or modulating characteristic of the noise that is determined in accordance with the Guidelines for the use of the Environment Protection (Noise) Policy (Noise EPP) to be fundamental to the nature and impact of the noise.
Continuous noise level	A-weighted noise level of a continuous steady sound that, for the period over which the measurement is taken using fast time weighting, has the same mean square sound pressure as the noise level which varies over time when measured in relation to a noise source and noise-affected premises in accordance with the Noise EPP
Day	Between 7 am and 10 pm as defined in the Noise EPP
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of loudness.
dB(A)	Units of the A-weighted sound level.
Frequency (Hz)	The number of times a vibrating object oscillates (moves back and forth) in one second. Fast movements produce high frequency sound (high pitch/tone), but slow movements mean the frequency (pitch/tone) is low. 1 Hz is equal to 1 cycle per second.
Indicative noise level	Indicative noise level determined under clause 5 of the Noise EPP.
L_{90}	Noise level exceeded for 90 % of the measurement time. The L_{90} level is commonly referred to as the background noise level.
L_{eq}	Equivalent Noise Level—Energy averaged noise level over the measurement time.
L_{max}	The maximum instantaneous noise level.
Night	Between 10.00 p.m. on one day and 7.00 a.m. on the following day as defined in the Noise EPP
Noise source	Premises or a place at which an activity is undertaken, or a machine or device is operated, resulting in the emission of noise
Quiet locality	A locality is a quiet locality if the Planning & Design Code provisions that make land use rules for the locality principally promote land uses that all fall within either or both of the following land use categories: (a) Residential; (b) Rural Living;

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1 Introduction

This report outlines the environmental noise assessment for the proposed trucking depot located at 102 Samuel Road, Nuriootpa. The land use is understood to include:

- Movement of heavy vehicles, primarily during the day, although some at night
- The use of forklifts
- Loading and unloading of goods
- Truck washing and maintenance

The closest noise affected receptors are located to the west of the site along Samuel Road. The nearest noise in a zone where are a residential land use is primarily promoted is approximately 250 metres north-east of the subject site across Tolley Road. Commercial / Industrial land uses along Samuel Road are located to the north, west and south of the subject site.

The potential noise emissions from the development have been assessed against the requirements of the Planning & Design Code and then South Australian environmental noise policy.

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2 Proposed development

The proposed development is located at 102 Samuel Road, Nuriootpa. The approximate site extent is presented in Figure 1 below with respect to adjacent land uses, indicated by the relevant Planning & Design Code zone.

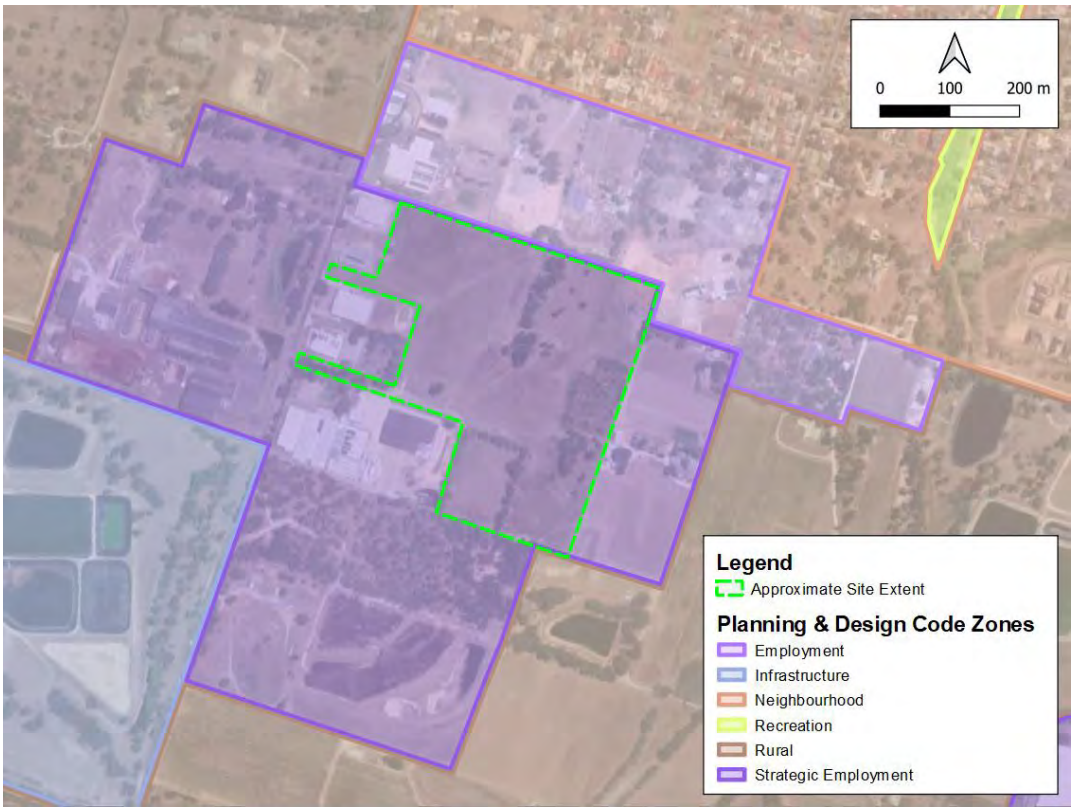


Figure 1: Proposed development in relation to nearby noise sensitive receivers

The proposed development is understood to operate primarily during day time hours, operating in a significantly reduced capacity during the night.

3 Planning & Design Code

3.1 Zoning

3.1.1 Subject site

The subject site is located at 102 Samuel Road, Nuriootpa within The Barossa Council in a Strategic Employment zone. The relevant Desired Outcomes are outlined in Table 1.

Table 1 Relevant Desired Outcome—Strategic Employment zone

Desired Outcome	
DO 1	A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.

3.1.2 Adjacent land

The nearest noise in a zone where are a residential land use is primarily promoted is approximately 250 metres north-east of the subject site across Tolley Road. These receptors are in the Neighbourhood zone. The relevant Desired Outcomes for the Neighbourhood zone are outlined in Table 2.

Table 2 Relevant Desired Outcome—Neighbourhood zone

Desired Outcome	
DO 1	Housing supports a range of needs and complements the existing local context. Services and community facilities contribute to making a convenient place to live without compromising the residential amenity and character of the neighbourhood.

Commercial / Industrial land uses are located along Samuel Road to the north, west and south of the subject site. The relevant Desired Outcomes for the receptors located in the Strategic Employment zone are outlined in Table 1 on the previous page. The relevant Desired Outcomes for the receptors located in the Employment zone are outlined in Table 3.

Table 3 Relevant Desired Outcome—Employment zone

Desired Outcome	
DO 1	A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities.

3.2 Interface between land uses

Interface between Land Uses is a General Development Policy that is relevant to the subject site. The relevant Assessment Provisions relating to noise are outlined in Table 4.

Table 4 Relevant Assessment Provisions—Activities generating noise or vibration

Relevant Assessment Provisions	
Desired Outcome	
DO1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.
Performance Outcome	**Deemed-to-Satisfy Criteria / Designated Performance Feature**
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.

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Relevant Assessment Provisions	
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers c) housing plant and equipment within an enclosed structure or acoustic enclosure d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.

4 Noise criteria

4.1 Environmental noise policy

As noted in DTS/DPF 4.1, environmental noise emissions from the subject site should comply with the *Environment Protection (Noise) Policy* 2007 (Noise EPP).

The noise goals in the Noise EPP are based on the zoning of the development and the closest noise affected premises in the relevant development plan. The land uses primarily promoted by the zones are used to determine the environmental noise criteria with the indicative noise factors shown in Table 5 and Table 6. Note that the indicative noise factors in Table 5 are used where the noise source and noise affected premises falls within the same land use category (being only General Industry and Special Industry). In all other cases the indicative noise factors in Table 6 are to be used.

Table 5 Excerpt from Noise EPP—Table 1(subclause(1)(a))

Land use category	Indicative noise factor dB(A)	
	Day (7 am to 10 pm)	Night (10 pm to 7 am)
General industry	65	65
Special industry	70	70

Table 6 Excerpt from Noise EPP—Table 2(subclause(1)(b))

Land use category	Indicative noise factor dB(A)	
	Day (7 am to 10 pm)	Night (10 pm to 7 am)
Rural living	47	40
Residential	52	45
Rural industry	57	50
Light industry	57	50
Commercial	62	55
General industry	65	55
Special industry	70	60

Based on the zoning and the relevant Desired Outcomes for the zones of the subject site and the adjacent receptors, the primarily promoted land uses and the relevant criteria for the receptors in each zone are outlined in

Table 7. In accordance with Part 5 of the Noise EPP, the relevant criteria are the average of the relevant indicative noise factors less 5 dB(A).

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Table 7 Summary of zones, land uses, and Noise EPP criteria

Site	Zone	Land use(s)	Criteria, dB(A)	
			Day (7 am to 10 pm)	**Night (10 pm to 7 am)**
Subject site	Strategic Employment	General Industry	N/A	N/A
Receivers to the west in the Strategic Employment zone	Strategic Employment	General Industry	L_{eq} 60	L_{eq} 60
Receivers to the north in the Employment zone	Employment	Light Industry, Commercial	L_{eq} 57	L_{eq} 49
Receivers in the north in the Neighbourhood zone	Neighbourhood	Residential	L_{eq} 52	L_{eq} 45 L_{max} 60(1)

(1) a maximum noise criterion of L_{max} 60 dB(A) at night, 10pm to 7 am is applicable as the receptors are located within a 'quiet locality' (being a residential zone).

Penalties can also be applied to a noise source for a variety of characteristics, such as impulsive, low frequency, modulating or tonal characters. For a characteristic penalty to be applied to a noise source is must be fundamental to the impact of the noise and dominate the overall noise impact. Application of the characteristic penalty is discussed in the noise emission assessment.

We note that under Part 5, Clause 20(6) of the Noise EPP, exceedance of the recommended criterion does not necessarily mean action is required under the Noise EPP. Some of the following matters should be considered when considering action:

- the amount by which the criterion is exceeded (in dB(A))
- the frequency and duration for which the criterion is exceeded
- the ambient noise that has a noise level similar to the predicted noise level
- the times of occurrence of the noise source
- the number of persons likely to be adversely affected by the noise source and whether there is any special need for quiet.

5 Assessment

5.1 Noise modelling

5.1.1 Modelling parameters

Noise emissions from site have been modelled in SoundPLAN Environmental Software v8.2 program, using ISO-9613-2:1996 standard for outdoor noise propagation. The model takes into consideration:

- attenuation of noise source due to distance
- barrier effects from buildings, topography and the like
- air absorption
- ground effects
- meteorological conditions (wind speed, wind direction, time of day, and cloud cover)

5.1.2 Noise scenarios

Noise emissions from heavy vehicle movements, loading and unloading, forklifts, workshop, truck wash and carparking activities for the development have been assessed for the worst-case day time and night time scenarios.

The two situations modelled in our assessment include:

- Peak day time operations
  - 40 light vehicle movements in and out of the carpark area per 15 minute period
  - 4 truck movements (2 in and 2 out) out of the site per 15 minute period. The movements have been distributed evenly across the site, with 1 in and out movement per crossover.
  - Continuous operation of forklifts external to the warehouses (1 forklift per warehouse) during the 15 minute period
  - Continuous operation of the truck wash during the 15 minute period
  - Continuous operation of the workshop bays during the 15 minute period
- Night time operations
  - 3 light vehicle movements in and out of the carpark area per 15 minute period
  - 1 truck movement through the site per 15 minute period. The movements have been distributed evenly across the site, with 1 in and out movement per crossover.
  - No operation of forklifts, truck wash or workshop area

Noise levels for the carparks were calculated in SoundPLAN based on the amount of carparks in a parking lot and the amount of car movements into a park per hour, according to ISO 9613-1996 (Parkplatzlarmstudie 2007). The amount of car movements per park per hour is converted to account for a 15 minute time period.

Noise levels for car, truck and forklift movements were obtained from Resonate's database of previously measured activity on similar sites.

5.2 Characteristic noise penalties

Penalties to the source level should be applied in accordance with the Noise EPP to recognise annoyance associated with noise that is dominated by tonal, modulating, low frequency, or impulsive characteristics. A 5 dB(A) penalty is applied for one characteristic, an 8 dB(A) penalty is applied for two characteristics, and a 10 dB(A) penalty is applied for three or more characteristics.

For a characteristic penalty to be applied to a noise source is must be fundamental to the impact of the noise and dominate the overall noise impact.

A characteristic penalty for the modulating character of noise from heavy vehicle movements and loading activity has been conservatively applied to the predicted noise levels in accordance with the Noise EPP. It is likely that the noise experience at the nearest noise sensitive receivers is dominated by industrial noise from operations located nearer to these receivers.

5.3 Predicted noise levels

A summary of the predicted noise levels at the receptors is presented in Table 8 and Table 9 for day and night time emissions respectively. Note that only the highest predicted noise level at each noise sensitive receiver is presented below.

Table 8 Predicted noise levels—day

Prediction location	Predicted noise level L_{eq} dB(A) (1)	Noise EPP day time criteria, L_{eq} dB(A)
Most affected noise sensitive receiver in the Strategic Employment zone	55 + 5 = 60	60
Most affected sensitive receiver in the Employment zone	41 + 5 = 46	57
Most affected sensitive receiver in the Neighbourhood zone	43 + 5 = 48	52

(1) A 5 dB(A) penalty may be applicable to account for modulating noise associated with heavy vehicle movement and loading activities. The presented level includes a 5 dB(A) penalty.

Table 9 Predicted noise levels—night

Prediction location	Predicted noise level L_{eq} dB(A) (1)	Noise EPP day time criteria, L_{eq} dB(A)
Most affected sensitive receiver in the Neighbourhood zone	33 + 5 = 38	45

(1) A 5 dB(A) penalty may be applicable to account for modulating noise associated with heavy vehicle movement and loading activities. The presented level includes a 5 dB(A) penalty.

As seen in Table 8 and Table 9 above, when accounting for the 5 dB(A) characteristic penalty, the operation of the site is predicted to comply with the Noise EPP L_{eq} criteria at all nearby noise sensitive receptors. The predicted maximum noise level, expected to be the result of truck air brake release, at the most affected sensitive receiver in the Neighborhood zone is 53 dB(A) L_{max}, which complies with the Noise EPP criterion of 60 dB(A) L_{max}.

5.4 Mechanical services noise

The main noise source for this development is the movement and loading/unloading of trucks. At this stage of the development process, detailed information on the air conditioning and ventilation equipment is not available. Sound power levels, noise attenuation and enclosures or barriers are to be designed during detailed design stage to ensure compliance with required noise emission levels. It is understood that warehouses will not be refrigerated however evaporative cooling may be used on hot summer days only. We expect that appropriately selected and sited external evaporative cooling units can comply with the relevant noise limits, with standard noise mitigation measures if required.

During the detailed design phase, noise emissions from the external plant will be assessed and mitigation treatments adopted to ensure that noise emissions from the site do not exceed the noise criteria presented in Section 4 of this report, when assessed in accordance with the South Australian Environment Protection (Noise) Policy 2007.

5.5 Rubbish removal

According to the Noise EPP, if noise from garbage removal activities exceeds a maximum noise level of 60 dB(A) at a noise sensitive receptor it must only occur between 9 am and 7 pm on a Sunday or public holiday and 7 am and 7 pm on any other day. Note that this is unless it can be shown that a high noise environment exists.

Note that if garbage removal is restricted to 9 am and 7 pm on a Sunday or public holiday and 7 am and 7 pm on any other day, there will be no noise restrictions under the Noise EPP.

6 Conclusion

An environmental noise impact assessment has been undertaken for the proposed trucking depot at 107 Samuel Road, Nuriootpa.

This assessment has demonstrated that the noise emissions from the operation of the proposed development will be able to comply with the relevant environmental noise criteria.

On this basis the proposed Nuriootpa Traders trucking depot will be able to operate within the relevant noise provisions in the Planning & Design Code and Environmental Protection (Noise) Policy requirements.

Resonate

Acoustics • EMF • Structural Dynamics • Vibration

Wednesday, 8 February 2023

Project number: A210816
Reference: A210816LT1

Jason Cattonar
Future Urban
Level 1, 74 Pirie Street,
Adelaide SA 5000

Dear Jason,

Nuriootpa Traders - New Trucking Depot
Response to Representations

Please find our response to noise matters raised by representors below.

Representor	Issue raised	Resonate response
Di Falkenberg and Ian Falkenberg	Increased noise levels from trucks and distribution activities may disturb the peace and quality of life for residents in surrounding properties.	Resonate have predicted and assessed noise emissions from the site, including noise from truck movements, loading/unloading activities, truck wash and workshop. The predicted daytime and night time noise levels are within the requirements of the Environment Protection (Noise) Policy 2007 and the Planning & Design Code. Resonate's assessment is documented in Report A210816RP1A which formed part of the Development Application.
Teusner & Page Pty Ltd	Onsite sleeping quarters may 'impede the use of land' for landowners such as Teusner Wines, should they wish to develop future impact-generating uses	Teusner Wines (and indeed other businesses within the Strategic Employment zone) are able to emit noise levels of up to 65 dB(A) at the boundary of other sites in the same zone, under the Planning & Design Code and Noise Policy. The impact of noise at this level during daytime and night time, on noise-sensitive land uses including sleeping quarters, is a valid concern. While the detailed design and internal layout of the sleeping quarters is yet to be finalised, this facility will incorporate acoustic treatment to the facade, roof, external doors and windows such that internal noise will be at levels acceptable for prevention of sleep disturbance (for example the internal noise levels specified in *AS/NZS 2017:2016 'Recommended design sound levels and reverberation times for building interiors'*). It should be noted that it is in the applicants interest to include acoustic treatment in the design of the sleeping quarters to mitigate noise ingress from the subject site itself, in addition to neighbouring sites.

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Acoustics • EMF • Structural Dynamics • Vibration

Please let me know if you have any queries or wish to discuss the above.

Yours sincerely,



Nick Henrys
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nick.henrys@resonate-consultants.com



NURIOOTPA TRADERS
LOT 102 SAMUEL ROAD, NURIOOTPA

TRAFFIC AND PARKING REPORT

CIRQA™

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DOCUMENT CONTROL

Report title:	Nuriootpa Traders, Lot 102 Samuel Road, Nuriootpa Traffic and Parking report
Project number:	22488
Client:	Jaytex Constructions Pty Ltd
Client contact:	Mr Matthew Moss

Version	Date	Details/status	Prepared by	Approved by
Draft	16 Dec 22	For review	ABH	BNW
V1.0	20 Dec 22	For submission	ABH	BNW

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1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for the proposed warehouse complex at Lot 102 Samuel Road, Nuriootpa. Specifically, CIRQA has been engaged to provide advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development, its access and parking provisions and the associated traffic impact on the adjacent road network. The traffic and parking assessments have been based upon plans prepared by Startari (drawing no. 143 A100, dated 16 Dec 22, refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located on the eastern side of Samuel Road. The site is bound by commercial industrial properties to the north, east and south. The site is also divided internally by industrial properties located between the land reserves connecting to Samuel Road.

The Planning and Design Code identifies that the site is located within a 'Strategic Employment' Zone, with the following Overlays applicable:

- Character Preservation District (Not in Township);
- Hazards (Bushfire - Medium Risk);
- Hazards (Flooding - Evidence Required);
- Native Vegetation;
- Prescribed Water Resources Area;
- Water Protection Area; and
- Water Resources.

The subject site is currently vacant land with the exception of a private roadway which connects from Samuel Road to the rear of the adjacent (southern) tenancy. It is noted that the adjacent tenancy currently has a right-of-way access over this access on the subject site.

Figure 1 illustrates the location of the subject site and associated access with respect to the adjacent road network.



Figure 1 – Location of the subject site and the adjacent road network

2.2 ADJACENT ROAD NETWORK

Samuel Road is a collector road under the care and control of Light Regional Council. Samuel Road comprises an 8.0 m wide carriageway (approximate) with a single traffic lane. No on-street parking is provided adjacent the site. No footpaths are provided adjacent the site and bicyclists are to use the road under a standard shared arrangement. Traffic data recorded by Light Regional Council indicates that daily traffic volumes are in the order of 2,000 vpd. A speed limit of 80 km/h applies on Samuel Road. Samuel Road is gazetted for use by 26 m B-Doubles (albeit it is understood that gazettal for larger vehicles may occur in the future).

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises the construction of several warehouses, as well as associated vehicle workshop, office and sleeping quarters. The site is also proposed to include light and heavy vehicle parking areas and access roadways. The development also proposes areas for dams and landscaping. The proposed will include the following key components:

- Warehouse – 37,450 m^2 total floor area;
- Container Storage – 5,950 m^2 floor area;
- Workshop – 1,756 m^2 total floor area;
- Office - 459 m^2 total floor area; and
- Sleeping accommodation – 151 m^2 total floor area.

3.2 ACCESS AND PARKING DESIGN

The site will be serviced by a 216-space parking area, of which 2 spaces will be reserved exclusively for use by people with disabilities. Parking areas are split between the primary car park area adjacent the office and sleeping accommodation building as well as additional spaces along the site's eastern boundary.

The parking areas will comply with the requirements of Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking* (AS/NZS 2890.1:2004) and Australian/New Zealand Standard, *Parking Facilities Part 6: Off-street parking for people with disabilities* (AS/NZS 2890.6:2009) in that:

- regular parking spaces will be 2.4 m wide and 5.4 m long;
- the disabled parking spaces will be 2.4 m wide and 5.4 m long (with an adjacent shared space of the same dimension);
- the parking aisle will be at least 6.2 m wide;
- 0.3 m clearance will be provided to all objects greater than 0.15 m in height; and
- pedestrian sightlines will be provided at the site's property boundary.

Vehicle access to the site is proposed to be provided via a new two-way crossover at the northern connection to Samuel Road. Simultaneous turning movements will be accommodated at the access. All vehicles will be able to enter and exit the site in a forward direction. This will be the primary access for heavy vehicles associated with the site.

Vehicle access to the site is also to be maintained via the existing southern connection to Samuel Road. This is proposed to be the primary access for light vehicles for the subject site. The access will continue to provide access to the adjacent southern tenancy (which has rights of way over this portion of the subject site.

3.3 COMMERCIAL VEHICLE MOVEMENT

The site also includes parking areas designed for 19.0 m Semi-Trailers and 26.0 m B-Doubles. These spaces have been designed such that commercial vehicles can enter and exit in a forward direction.

Heavy vehicles are proposed to access the site via the northern access point where a central weighbridge is located near the access. Vehicle flows around the warehouses are proposed to be one-way, to reduce interactions between vehicles. Two-way flows of heavy vehicles will be restricted to the road connecting to the main access, and in between the heavy vehicle parking areas.

Heavy vehicle parking is divided for B-Doubles on the western side (with the potential for longer vehicles in the future), and Semi-Trailers on the eastern side. Heavy vehicles enter the parking area via the outer sides of the parking spaces before exiting towards the centre. Such an arrangement avoids hazardous heavy vehicle reversing manoeuvres. Plans detailing vehicle movements for the various vehicle classes are included in Appendix B.

It is understood that although Samuel Road is currently gazetted for use by 26.0 m B-Doubles, Council has indicated that Samuel Road may be gazetted in the future for use by B-Triples (35.4 m) and A-Double Road Trains (36.2 m). As such, the site access and internal layout has been designed to accommodate such vehicles in preparation for future gazettal. Plans demonstrating movements by such vehicles are included in Appendix B.

4. PARKING ASSESSMENT

4.1 CAR PARKING

The Planning and Design Code identifies the following Deemed-to-Satisfy (DTS) parking rates relevant to this development:

- warehouse – 0.5 spaces per 100 m^2 (no specific rate applies to the workshop, therefore this rate has also been adopted for this component); and
- office – 4 spaces per 100 m² gross leasable floor aera.

It is noted that no specific rate is identified for the on-site accommodation as it does not form tourist accommodation but is provided for truck drivers associated with the facility. The accommodation would therefore have negligible additional demand (if any) and has been excluded from the assessment as truck drivers would be associated with commercial vehicles parked on-site rather than a light/domestic vehicle.

The workshop has also been excluded as this is largely ancillary to the overall use and staff associated with the workshop will also be associated with the workshop office. The workshop office has therefore been included in the calculation (this ensures consideration is given to workshop staffing but avoids 'double-counting' of demands).

Similarly, the container storage area has also been excluded from the assessment as it will not generate additional demand above that associated with the other components within the site.

On the basis of these rates, the proposal has a theoretical requirement for 206 parking spaces (rounded up). Given that 216 spaces will be provided, the DTS parking rates identified by the Planning and Design Code are satisfied.

5. TRAFFIC ASSESSMENT

5.1 TRAFFIC GENERATION AND DISTRIBUTION

The RTA's *"Guide to Traffic Generating Developments"* (the RTA Guide), and its subsequent updates, is a document commonly used by traffic engineers in order to determine the forecast traffic generation of a variety of land uses. The RTA Guide identifies peak period trip generation rates of:

- warehouse - 0.5 trips per 100 m^2 floor area in both the am and pm peak hours (also applied to the workshop); and
- office - 1.6 trips per 100 m^2 for trips in the am peak period and 1.2 trips per 100 m^2 for trips in the pm peak period.

The same assumptions made for the ancillary nature of the accommodation, workshop and container storage in the parking assessment have been adopted for the traffic assessment. Based on the above, there would be forecast volumes of 195 am peak hour and 193 pm peak hour trips.

These trips are split 60% inbound and 40% outbound during the am peak hour and vice versa in the pm peak periods. In addition, it is anticipated that 60% of these movements will be associated with the northern direction on Samuel Road and 40% with the southern direction. It has also been assumed that trips will be evenly split between each of the access points. Given these assumptions the following trip numbers are estimated at the site access points on Samuel Road as shown within Figure 2.

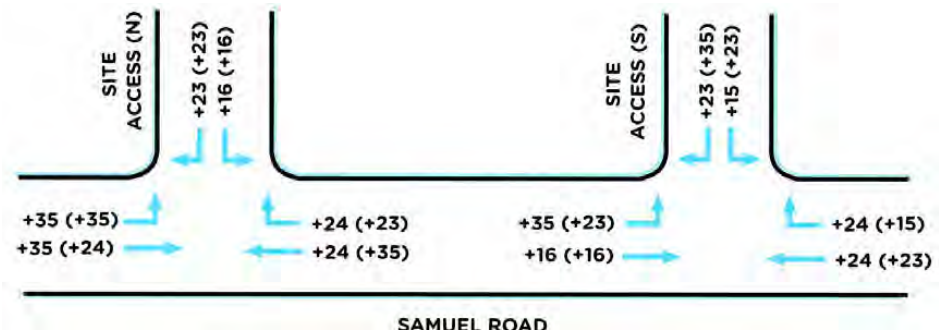


Figure 2 – Additional trips at the site access points due to the proposed am (pm)

In reality, as with parking, the above forecasts are likely to be highly conservative and the realistic traffic generation associated with the site will be less than suggested by the theoretical rates. Nevertheless, the assessment ensures that future users of the site will have appropriate traffic measures implemented.

5.2 TRAFFIC IMPACT

The turning movements have been assessed against the warrants for turn treatments detailed in Austroads' *"Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management"*. This analysis suggested that a basic left-turn treatment (BAL) and basic right-turn treatment (BAR) are required at the both the north and south access points. These treatments involve widening the sealed shoulder such that vehicles travelling through on Samuel Road are able to pass turning vehicles via the widened shoulder.

The turning movements forecast are anticipated to be easily accommodated by the adjacent road network and at the site access points, particularly noting the movements occurring at the southern light vehicle access.

6. SUMMARY

The proposal comprises the construction of a warehouse development with associated access and parking provisions. Vehicle access to the site will be provided via two, two-way access point on Samuel Road. The northern access point is proposed to be for heavy vehicles only while the existing southern access point will be for light vehicles. The site has been designed such that all movements can enter and exit in a forward direction (including consideration of movements by vehicles up to 36.2 m A-Double Road Trains).

A total of 216 parking spaces will be provided on-site. Such a provision will meet the parking requirements of the Planning and Design Code. All parking areas have been designed in accordance with the relevant Australian Standards.

The proposal is forecast to generate in the order of 195 am and 193 pm peak hour trips. Such movements will be readily accommodated at the proposed site access with negligible impact on through movements on Samuel Road.

APPENDIX A
STARTARI PLANS

APPENDIX B
VEHICLE MOVEMENT PLANS



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NURIOOTPA TRADERS

102 SAMUEL ROAD, NURIOOTPA
TURN PATH ASSESSMENT - 35.4 m B-TRIPLES

PROJECT # 22448 SHEET # 02_SH01



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D	30/01/2023	FOR SUBMISSION	ABH	BNW

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NURIOOTPA TRADERS

102 SAMUEL ROAD, NURIOOTPA
TURN PATH ASSESSMENT - 26.0 m B-DOUBLES

PROJECT # 22448 SHEET # 01_SH01



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NURIOOTPA TRADERS

102 SAMUEL ROAD, NURIOOTPA
TURN PATH ASSESSMENT - 19.0 m SEMI-TRAILERS

PROJECT # 22448 SHEET # 01_SH02



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D	30/01/2023	FOR SUBMISSION	ABH	BNW

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NURIOOTPA TRADERS

102 SAMUEL ROAD, NURIOOTPA
TURN PATH ASSESSMENT - GENERAL VEHICLES

PROJECT # 22448 SHEET # 01_SH03



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NURIOOTPA TRADERS

102 SAMUEL ROAD, NURIOOTPA
PEDESTRIAN ACCESS

PROJECT # 22448 SHEET # 01_SH05

Ref: |BNW

7 February 2023

Mr Matthew Moss
Jaytex Construction
18-20 Kingston Avenue
RICHMOND SA 5033

Dear Matthew,

NURIOOTPA TRADERS
LOT 102 SAMUEL ROAD, NURIOOTPA
RESPONSE TO REPRESENTATIONS

I refer to the development application (DA 22043062) for the proposed Nuriootpa Traders facility at Lot 102 Samuel Road, Nuriootpa. Specifically, this letter provides a response to representations received in respect to the proposal.

A total of three representations were received during the community notification period. Two representations (Mr I. Falkenburg's and Ms D. Falkenburg's) noted they are in opposition to the proposal (and provided the same list of issues). The third representation (from Teusner & Page Pty Ltd) noted that it did not oppose the application but identified a number of queries (including one related to traffic matters).

The primary traffic related queries raised in the representations can be summarised in bold below, followed by my response to each matter:

- **concern in respect to traffic congestion on Samuel Road, Greenock Road, Falkenburg Road and neighbouring estates and that Samuel Road currently experiences congestion *"throughout the day"***

  Samuel Road (and Moppa Road South) is identified as forming part of the Barossa Valley Freight Route and is designated as a 'collector road' within the Statewide Road Network. Data provided by the Light Regional Council indicates that Samuel Road accommodates approximately 1,636 vehicles per day. Such volumes are well below the upper levels typically associated with collector roads (up to 6,000 vpd). Samuel Road would not technically be referred to as 'congested' and functions well within the capacity of a two-lane road. Similarly, Greenock Road is classed as a sub-arterial road

and accommodates in the order of 6,400 vpd and, again, such volumes are well within its capacity.

In respect to Falkenburg Road and its adjacent residential estates, there would be limited traffic distribution associated with the proposed development to these roads (other than associated with staff residing in these areas). There would be no need for commercial vehicles associated with the proposal to utilise Falkenburg Road nor the adjacent 'estate' side streets. Of particular note, any Restricted Access Vehicles (such as B-Doubles) associated with the site will need to utilise the gazetted RAV route via Samuel Road and Moppa Road South (to/from the north) or Seppeltsfield Road (to/from the south). Such vehicles would not utilise Falkenburg Road, the 'estate' side streets nor the intersection of Falkenburg Road with Greenock Road. There will be negligible impact on traffic conditions on these roads as a result of the proposal.

- concern in respect to the potential for an increased crash risk at the intersection of Samuel Road/Greenock Road

  The Light Regional Council has received approval for a Black Spot Program funding application for the construction of a roundabout at the intersection. The Australian Government's Infrastructure website notes an expected finish date of June 2024 for the intersection (roundabout) upgrade (which is a similar timing to the anticipated commencement of the operations at the proposed Nuriootpa Traders facility). Such a treatment would significantly improve safety at the intersection and also reduce average delays for vehicles undertaking movements at it. The roundabout treatment would also increase capacity of the intersection and easily accommodate the additional volumes associated with the proposal.

- a request for additional information in respect to the traffic impacts of the proposal on the southern access right-of-way shared with Teusner's site

  The proposed southern access and circulation road connection has been altered from the originally lodged arrangement (including removal of the median treatment previously identified as requested by Teusner). The access arrangements (and associated detailed design) will ensure that the right-of-way and associated access to/from the Teusner site is retained.

  In response to the queries from Teusner, additional impact analysis has been prepared for the subject site's access points. For the southern access point, the modelling has been based on the forecast distribution of movements associated with the Nuriootpa Traders facility (as per the original traffic report) plus a forecast of traffic generation associated with the Teusner site. For conservatism, the Teusner volumes have been based on the standard rate applied for industrial use and all movements assigned to one access point (whereas, in reality, a proportion are distributed to the another Teusner access point further south). Through bound movements on Samuel Road have been based on previous traffic data provided by Light Regional Council.

The forecast volumes for the two Nuriootpa Traders' access points (including the forecast Teusner movements at the southern access) have been modelled utilising SIDRA intersection analysis software. The detailed output of the SIDRA analysis is attached to this letter. The modelling confirms that all movements at the shared access point with Teusner will have a Level of Service of 'A' (the highest level of service)' including through-bound movements with little queuing or delay for any turning movement. Similarly, all movements at the northern (commercial vehicle) access will all have a Level of Service of 'A' (including through movements on Samuel Road) with the exception of the right-in movement which is forecast to have a Level of Service 'B' (still well within acceptable levels). The results indicate that there would be minimal impact on conditions at the access points and that volumes associated with the site (as well as Teusner's site) would be easily accommodated.

I trust the above information sufficiently responds to the traffic related queries raised by the representors, however, please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,

BEN WILSON
Director | CIRQA Pty Ltd

Encl. - SIDRA analysis for proposed access points

MOVEMENT SUMMARY

Site: 101 [Northern Access - AM (Site Folder: Samuel Road)]

Site Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Samuel Road [S]														
2	T1	151	10.0	159	10.0	0.117	0.5	LOS A	0.3	2.8	0.16	0.08	0.16	78.2
3	R2	24	80.0	25	80.0	0.117	10.1	LOS B	0.3	2.8	0.16	0.08	0.16	57.5
Approach		175	19.6	184	19.6	0.117	1.8	NA	0.3	2.8	0.16	0.08	0.16	74.6
East: Site Access [E]														
4	L2	16	80.0	17	80.0	0.066	6.5	LOS A	0.2	2.7	0.40	0.62	0.40	39.0
6	R2	24	80.0	25	80.0	0.066	9.0	LOS A	0.2	2.7	0.40	0.62	0.40	38.7
Approach		40	80.0	42	80.0	0.066	8.0	LOS A	0.2	2.7	0.40	0.62	0.40	38.8
North: Samuel Road [N]														
7	L2	35	80.0	37	80.0	0.127	8.4	LOS A	0.0	0.0	0.00	0.11	0.00	50.1
8	T1	175	10.0	184	10.0	0.127	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	79.4
Approach		210	21.7	221	21.7	0.127	1.4	NA	0.0	0.0	0.00	0.11	0.00	72.3
All Vehicles		425	26.3	447	26.3	0.127	2.2	NA	0.3	2.8	0.10	0.14	0.10	67.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Northern Access - PM (Site Folder: Samuel Road)]

Site Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Samuel Road [S]														
2	T1	176	10.0	185	10.0	0.130	0.4	LOS A	0.3	2.7	0.13	0.07	0.13	78.5
3	R2	24	80.0	25	80.0	0.130	9.9	LOS A	0.3	2.7	0.13	0.07	0.13	57.7
Approach		200	18.4	211	18.4	0.130	1.5	NA	0.3	2.7	0.13	0.07	0.13	75.3
East: Site Access [E]														
4	L2	16	80.0	17	80.0	0.065	6.3	LOS A	0.2	2.7	0.38	0.62	0.38	39.0
6	R2	24	80.0	25	80.0	0.065	9.0	LOS A	0.2	2.7	0.38	0.62	0.38	38.7
Approach		40	80.0	42	80.0	0.065	7.9	LOS A	0.2	2.7	0.38	0.62	0.38	38.8
North: Samuel Road [N]														
7	L2	35	80.0	37	80.0	0.114	8.4	LOS A	0.0	0.0	0.00	0.12	0.00	50.1
8	T1	152	10.0	160	10.0	0.114	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	79.3
Approach		187	23.1	197	23.1	0.114	1.6	NA	0.0	0.0	0.00	0.12	0.00	71.5
All Vehicles		427	26.2	449	26.2	0.130	2.1	NA	0.3	2.7	0.10	0.14	0.10	67.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Southern Access - AM (Site Folder: Samuel Road)]

Site Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Samuel Road [S]														
2	T1	126	10.0	133	10.0	0.108	0.3	LOS A	0.4	2.8	0.20	0.18	0.20	75.3
3	R2	49	10.0	52	10.0	0.108	7.7	LOS A	0.4	2.8	0.20	0.18	0.20	57.6
Approach		175	10.0	184	10.0	0.108	2.4	NA	0.4	2.8	0.20	0.18	0.20	69.3
East: Site Access [E]														
4	L2	33	10.0	35	10.0	0.084	5.1	LOS A	0.3	2.3	0.28	0.57	0.28	51.1
6	R2	49	10.0	52	10.0	0.084	6.3	LOS A	0.3	2.3	0.28	0.57	0.28	50.9
Approach		82	10.0	86	10.0	0.084	5.8	LOS A	0.3	2.3	0.28	0.57	0.28	51.0
North: Samuel Road [N]														
7	L2	73	10.0	77	10.0	0.108	7.1	LOS A	0.0	0.0	0.00	0.25	0.00	66.9
8	T1	118	10.0	124	10.0	0.108	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	75.5
Approach		191	10.0	201	10.0	0.108	2.7	NA	0.0	0.0	0.00	0.25	0.00	72.0
All Vehicles		448	10.0	472	10.0	0.108	3.2	NA	0.4	2.8	0.13	0.28	0.13	66.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Southern Access - PM (Site Folder: Samuel Road)]

Site Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Samuel Road [S]														
2	T1	127	10.0	134	10.0	0.095	0.2	LOS A	0.3	1.9	0.14	0.13	0.14	76.5
3	R2	33	10.0	35	10.0	0.095	7.6	LOS A	0.3	1.9	0.14	0.13	0.14	58.3
Approach		160	10.0	168	10.0	0.095	1.7	NA	0.3	1.9	0.14	0.13	0.14	71.9
East: Site Access [E]														
4	L2	49	10.0	52	10.0	0.123	5.1	LOS A	0.4	3.4	0.29	0.57	0.29	51.1
6	R2	73	10.0	77	10.0	0.123	6.2	LOS A	0.4	3.4	0.29	0.57	0.29	50.9
Approach		122	10.0	128	10.0	0.123	5.8	LOS A	0.4	3.4	0.29	0.57	0.29	51.0
North: Samuel Road [N]														
7	L2	49	10.0	52	10.0	0.095	7.1	LOS A	0.0	0.0	0.00	0.19	0.00	67.7
8	T1	119	10.0	125	10.0	0.095	0.0	LOS A	0.0	0.0	0.00	0.19	0.00	76.5
Approach		168	10.0	177	10.0	0.095	2.1	NA	0.0	0.0	0.00	0.19	0.00	73.7
All Vehicles		450	10.0	474	10.0	0.123	3.0	NA	0.4	3.4	0.13	0.27	0.13	65.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 9.0 | Copyright © 2000-2020 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: CIRQA PTY LTD | Licence: NETWORK / 1PC | Processed: Tuesday, 7 February 2023 4:37:18 PM
Project: C:\Users\Aaron Hesse\Cirqa Pty Ltd\Cirqa Pty Ltd Team Site - Public\2022\22488 Nuriootpa Traders 102 Samuel Road Nuriootpa \SIDRA\22488 Site Access.sip9

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BUILDINGS

LAND DIVISION

INFRASTRUCTURE

RESOURCES & INDUSTRIAL

DEFENCE

STORMWATER
Report

Nuritraders Depot
Reference A2021-11834

01 February 2023

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1. Introduction

MLEI have been engaged by Jaytex Construction to prepare this report and develop a preliminary stormwater management plan (SMP) for the proposed development on Samuel Road. A site plan of the proposed development has been provided in **Appendix A.**

This report provides a preliminary stormwater management plan and has been produced for planning purposes. The key criterion is the conveyance of stormwater and discharge off site via a conventional drainage system to the existing creek system. The report encompasses conceptual ideas on the management of stormwater on the development. The design of individual elements on site such as the detailed stormwater collection conveyance systems are not within the scope of this management plan and will be covered within the detailed design in the development stage of the project.

The final stormwater drainage layout for the proposed development will be subject to final design and the site layout. Hence this report provides an overall strategy and proof of concept to demonstrate that the fundamental stormwater management requirements can be met.

This development is currently in its planning stage a concept stormwater management plan has been prepared, refer **Appendix B**. It is intended that this stormwater management plan will be reviewed and updated as the site layout develops.

This service has been provided on an independent and professional basis. It can be assured that it seeks to present a factual, unbiased and balanced assessment.

2. Site Description

2.1 Site Characteristics

The site has an approximate area of 13.022ha. The site is accessed by two access points via Samuel Road to the north west, and various industrial sites bound the development land boundaries, including Teusner Wines to the south-west and KSI Sawmills to the east. Based on satellite imagery from 2006, the site has not been previously developed. Historic and current site aerial views are shown in **Figures 1 and 2**.

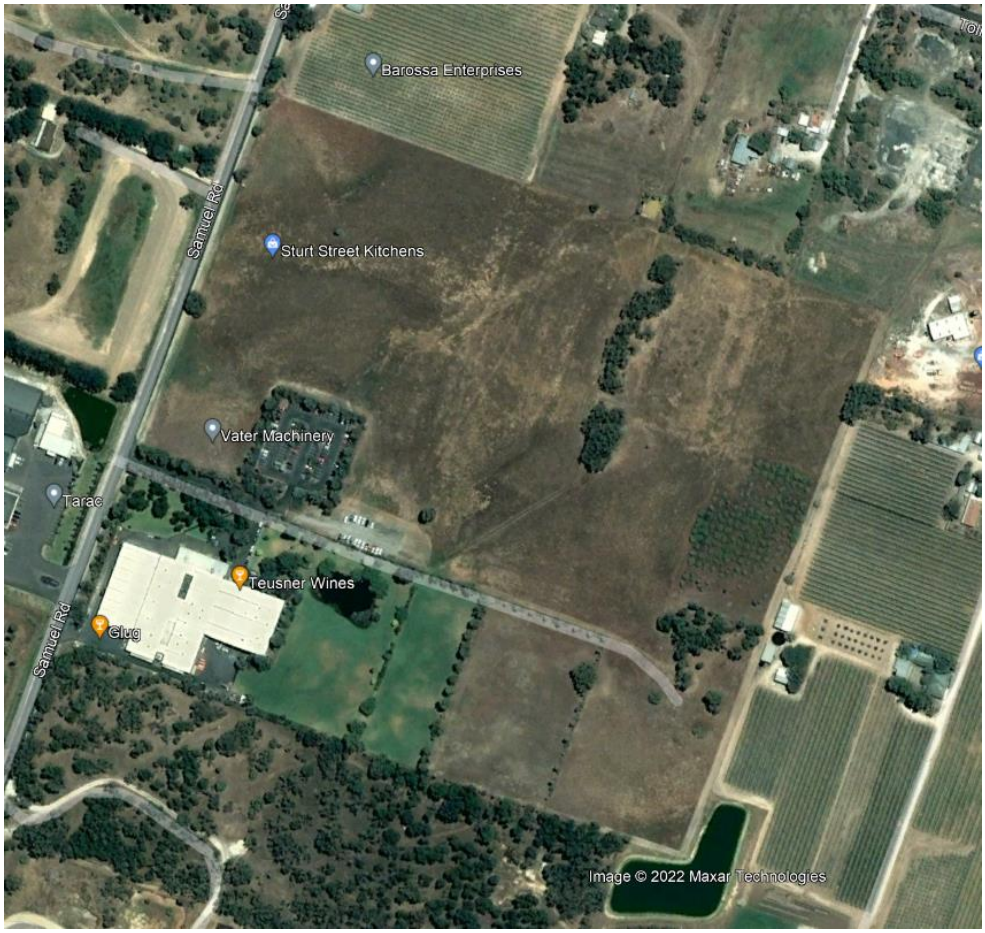


Figure 1 – Historic site aerial view dated 2006

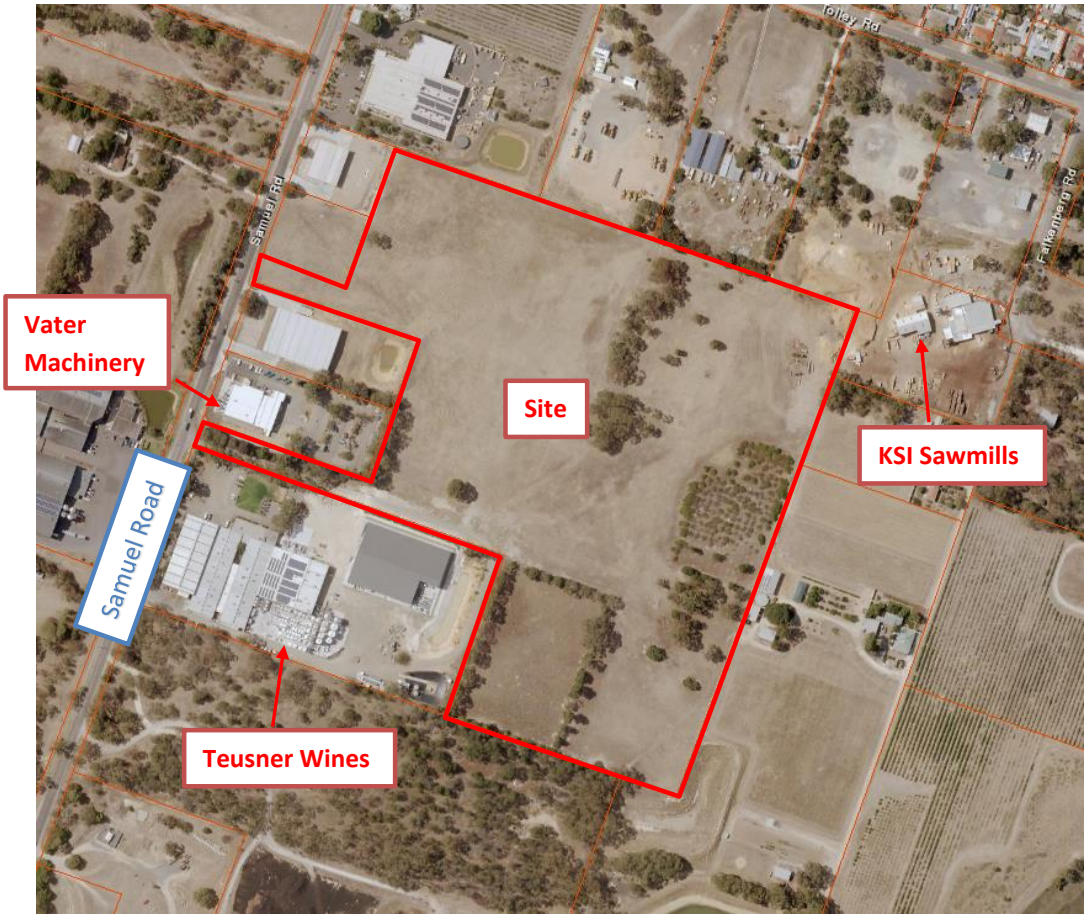


Figure 2 – Current site aerial view

2.2 Existing Stormwater Infrastructure

There is an existing 450mm diameter pipe within Samuel Road within the proposed northern access, this pipe is currently discharging runoff from the road directly into the development site. There is also a water course that runs perpendicular to Old Mill Road to the west of the site (Refer **Figure 3**). The water course runs through Nuriootpa and subsequently runs in a southerly direction, connecting with other water courses downstream. The properties to the north-east of the site that front Samuel Road appear to have their own on-site detention basins, as visible in the recent satellite imagery and on a site inspection.

To the south of the site, there is an existing dam that captures runoff from the southern half of the site that is situated outside of the property boundary, likely constructed for the neighbouring site. There appears to be an informal swale running across the centre of the site, capturing water from the northern half and storing it in a small, naturally formed basin. Any overflows from this basin will be directed to the west across the neighbouring properties and Old Mill Road, eventually discharging into the water course (refer **Figure 3**).

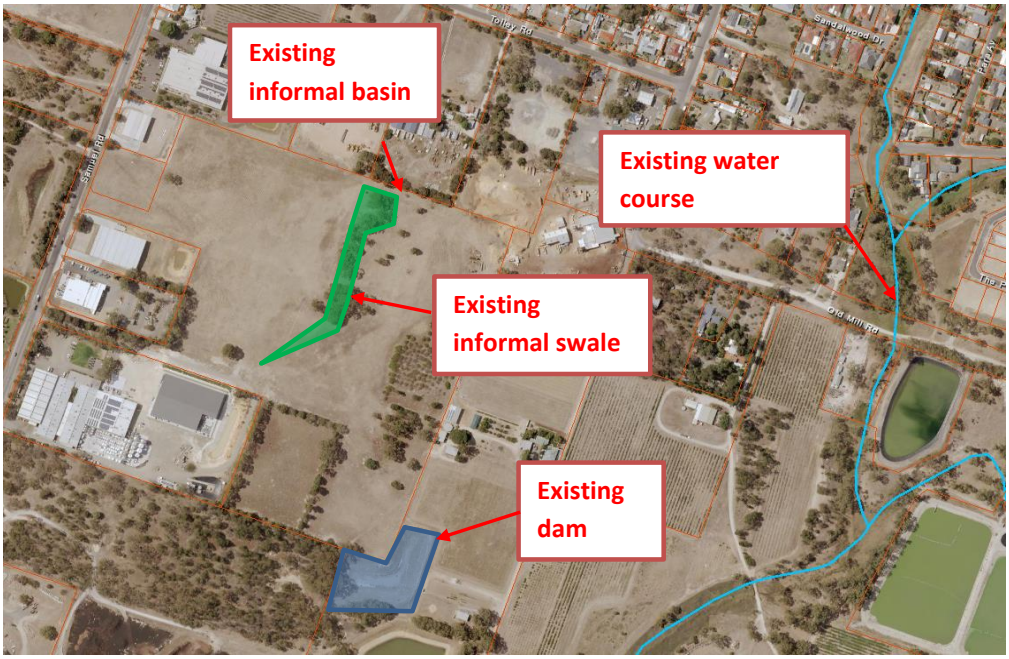


Figure 3 – Existing stormwater infrastructure

2.3 Existing Site Drainage

The entire site is considered to be a pervious, grassed surface and is graded in two directions. The site topography is split as the northern catchment drains to the north at approximately 1.5%, and the southern catchment drains to the south at approximately 4.5% (refer **Figure 4**).

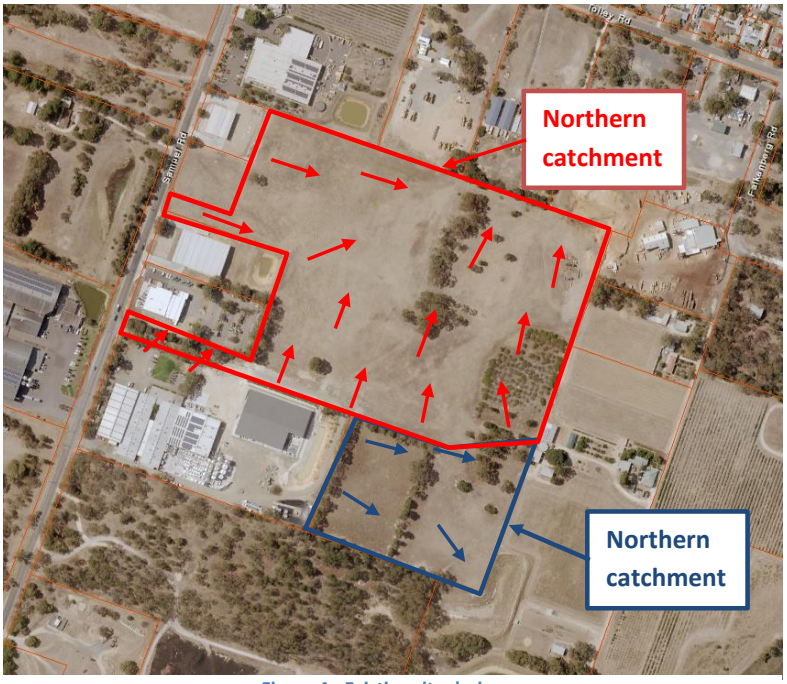


Figure 4 - Existing site drainage

Based on a site investigation, the overflow of the basins belonging to the properties that front Samuel Road appear to discharge onto the site. Based on discussions with Council, these properties are not permitted to discharge stormwater onto the site, and thus it is assumed in the stormwater analysis that these flows will not be captured by the proposed basins.

Design Requirements

The primary focus for the management of stormwater is the application of standard stormwater management practices to the satisfaction of Council (refer **Appendix B**). For the purposes of this report, we have adopted the following stormwater management design requirements:

- Stormwater detention system to restrict the post-development 5% AEP storm to the pre-development 5% AEP storm.
- Treatment of stormwater runoff prior to discharging into exiting watercourse to the follow EPA guidelines:
    - *90% Gross Pollutant reduction*
    - *80% retention for Total Suspended Solids (TSS)*
    - *60% retention for Total Phosphorus (TP)*
    - *45% retention for Total Nitrogen (TN)*
- Diversion of existing stormwater pipe within Samuel Road

The SMP endeavours to address these parameters.

3. Stormwater Analysis

Calculations have been prepared for the development based on managing stormwater using dams with a restricted outlet for stormwater detention. The calculations are based on the ILSAX model adopted by the industry recognised program DRAINS, using the 5% AEP peak storm to determine the total runoff of stormwater from the site.

MLEI have adopted the following design parameters:

Pre-development:

- Impervious Fraction = 0%
- Pervious Fraction = 100%

Post-development:

- Impervious Fraction = 86%
- Pervious Fraction = 14%

Based on MLEI's calculations (**Appendix D**), discharge rates of 364L/s and 120L/s are permitted for the northern and southern catchments, respectively. This is based on the requirements provided by Council and the general layout of the site. Therefore, the resultant detention volume required is approximately 1.62ML for the northern portion and 387kL for the southern portion.

These calculations are based on the concept layout, therefore further design and analysis will be necessary to determine the exact location and sizes of the pits and pipes in the network.

4. Stormwater Management Strategy

The development consists of largely hardstand area with car and truck parking, six warehouses, an office space and a re-fuelling area (refer **Appendix A**). The post-development 5% AEP storm will be captured via a series of open drains, strip drains, grated inlet pits and pipes, which will feed into the two proposed dams for each catchment (refer **Appendix B**) The internal stormwater infrastructure will be sized to capture flows up to and including the 5% AEP storm, hence during greater storm events, runoff will discharge into the dams via an overland flow.

Detention storage will be achieved within each of the dams for events up to and including the 5% AEP storm event. During events larger than the 5% AEP, the dams will overflow and discharge into a pipe that crosses the adjacent allotments, directing stormwater into the water course that runs through Old Mill Road. The size of this new pipe is to be confirmed during the detailed design phase, however will be sized to capture runoff up to and including the 1% AEP event. The northern dam will be split into two dams, connected by a series of culverts underneath the road.

The stormwater detention basin is expected to be empty for all frequent/minor storms with runoff only temporarily flowing through the invert of the basin into the outlet pipe. During the 5% AEP, stormwater will be restricted by the outlet pipe and fill the basin temporarily before being discharged downstream at the designed pre-development rate. Existing vegetation within the basin will only be inundated to a depth of approx. 0.5m for a maximum duration of 1-2 days as the runoff dissipates and is therefore unlikely to be affected by the stormwater regime.

The dimensions of the dams will be as follows, the dimensions are to be confirmed during the detailed design phase:

Northern basins:

- 48m by 45m at the surface and 1m deep
- 53m by 45m at the surface and 1.6m deep

Southern basin:

- 46m by 47m at the surface and 500mm deep.

The development will also include a new stormwater pipe which extends the existing 450mm Council pipe within Samuel Road within an easement around the northern border of the site. This pipe will allow road runoff to be diverted to the proposed discharge point within the development.

4.1 Stormwater Quality

Runoff generated from this site is to be treated prior to discharging into the existing watercourse to the EPA Guidelines outlined in Section 3 of this report.

The re-fuelling area is to be treated prior to discharging into the remaining site proposed infrastructure, and subsequently into the water course. The surface gradients surrounding the area will be designed such that an informal surface ‘bund’ is created to prevent un-treated flows from entering the stormwater infrastructure further downstream. Treatment is proposed to be achieved by an OceanProtect ESK Oil/Water separator at the outlet of the re-fuelling area.

Stormwater quality will be managed within the dams by incorporating a bio-retention component by using an OceanProtect Filterra system. This system incorporates the appropriate flora and subsoils that will treat runoff from the hardstand areas prior to discharging into the outlet pipe and subsequently to the water course.

An analysis of the performance of the proposed methods of treatment for the remainder of the site is to be undertaken using MUSIC during the detailed design phase. The analysis will provide confirmation that the EPA stormwater quality targets are to be met.

5. Summary

The stormwater management strategy provided ensures that the post-development site flows are able to be restricted to the pre-development flows by utilising an on-site stormwater detention system. The proposed system will capture runoff from Samuel road, catering for Council's stormwater runoff.

It has therefore been demonstrated that the existing downstream stormwater infrastructure will not be subject to increased flows, as per Council's requirements.

Appendix A – Proposed Development

Attachment 1

A1 Sheet Size

Parking Spaces

Description	#
Car Parks	230
Accessible Car Parks	2
Large Truck Parks	26
Small Truck Parks	18

Rev	Date	Description	Chk
1	12/12/22	Planning	DS
2	13/12/22	Planning	TW
3	16/12/22	Planning	TW
4	20/12/22	Planning	TW
5	23/01/23	Planning	TW
6	01/02/23	Planning	DS

Boundary 391.33m
Boundary 56.33m
Boundary 74.74m
Boundary 281.96m
Boundary 147.43m
Boundary 47.07m
Boundary 135.59m
Boundary 260.31m
Boundary 135.5m
Boundary 30m
Boundary 65.5m
Boundary 117.72m
Boundary 117.35m
Samuel Rd
CWMS
Warehouse 1a
Warehouse 1b
Warehouse 2a
Warehouse 2b
Warehouse 3a
Warehouse 3b
Weigh Bridge
Container Storage
Office & Sleeping Quarters
Workshop
Fuel Farm
Security Gate. Refer to traffic engineer's drawings for details.
Free and unrestricted right of way.
Existing power line easment.

General Notes:

Do not scale drawings

All dimensions are in millimeters unless noted otherwise

All dimensions shall be verified on site before proceeding with the works

Client: Jaytex Constructions

Consultant: Startari, 47 Wright Street, Adelaide 5000, +61 413 533 151, studio@startari.com

Project: Nuriootpa Traders

Address: Lot 102 Samuel Rd, Nuriootpa SA 5355

Title: Site Plan

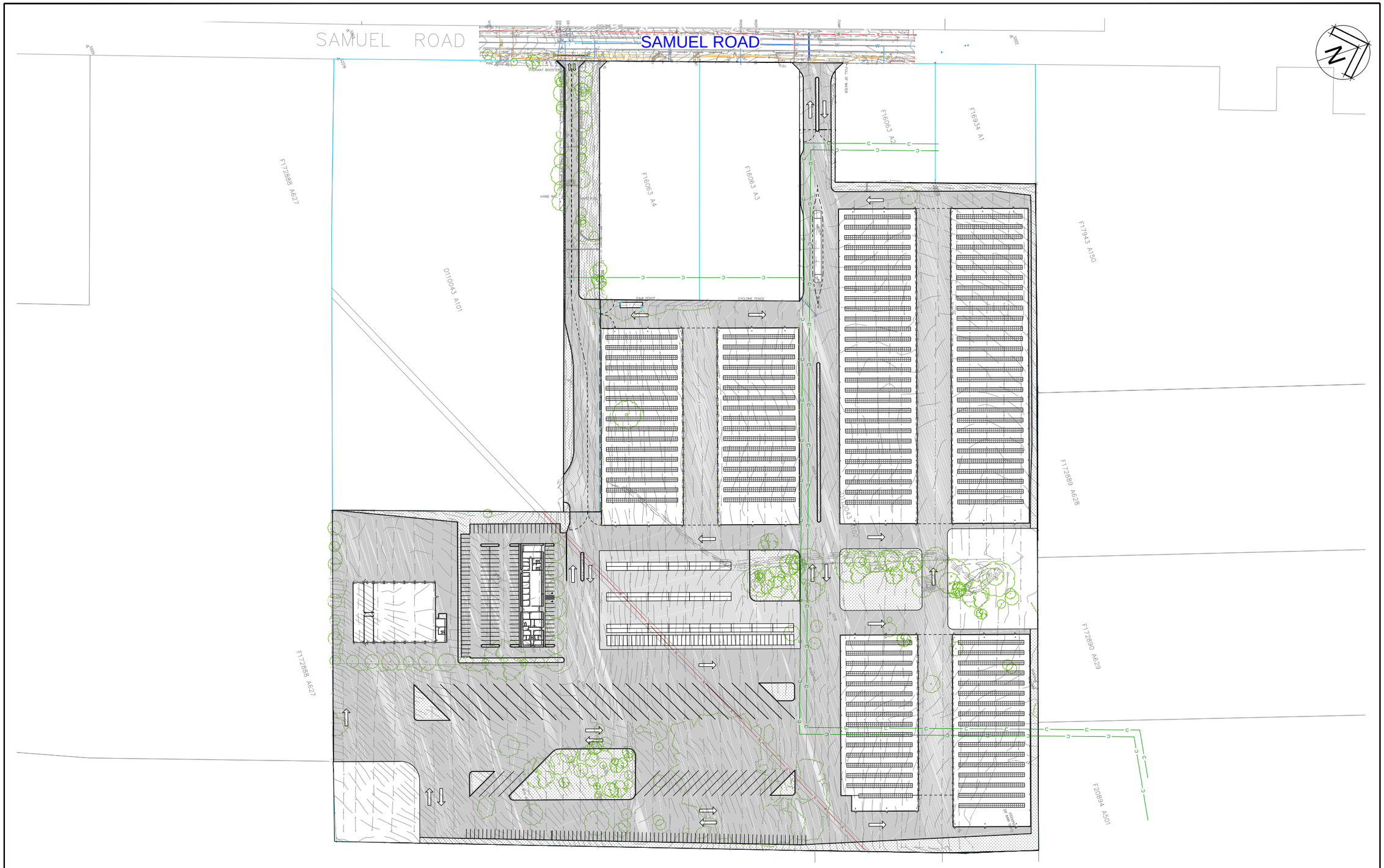
Date	Drw	Apr	Scale
01/02/23	JY	DS	1 : 1000

Number: 143 A020 Rev: 6

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Appendix B – Stormwater Management Plan

Attachment 1



ISSUE	DESCRIPTION	DRAWN	DESIGNED	CHECKED	APPROVED	DATE
-	-		-	-	-	-

SCALE: 1:250 @ A1 (0 2.5 5 10 15m)

CLIENT: JAYTEX CONSTRUCTION

mlei CONSULTING ENGINEERS
452 Pulteney Street Adelaide SA 5000
08 8231 2832 mlei.com.au

NURIOOTPA TRADERS DEPORT
SAMUEL ROAD, NURIOOTPA
PROPOSED SITE CIVIL WORKS
SITE WORKS & STORMWATER MANAGEMENT PLAN

CONCEPT ISSUE
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DRAWN	DESIGNED
-	-

DWG No.	SHEET	REV
A2021-11834	-	A

S:\01 - PROJECTS (FROM 14-7-2010)\A2021-11834 - Nuritraders Deport, Nuriootpa\03_Deliverables\9_Mark Ups\1_Engineer Mark Ups\2023.01.31 - Concept Civil\2023.01.31 - A2021-11834.dwg Jan 31, 2023 - 5:30PM

Attachment 1



Appendix C – Council Correspondence

Melanie Fragoulis

From: Richard Cocker <rcocker@barossa.sa.gov.au>
Sent: Thursday, 8 December 2022 3:31 PM
To: Harry Pho
Cc: Melanie Fragoulis; Ryan Thyer; Matthew Moss; Aaron Curtis; Steven Kaesler
Subject: RE: A2021-11834 Nuritraders Depot, Nuriootpa
Attachments: CWMS layout.docx

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Harry

Apologies for the delay in responding.

Please see below comments (in red) addressing your queries.

Happy to discuss further as required.

Regards

Richard Cocker
Engineer |
E: rcocker@barossa.sa.gov.au | T: 08 8563 8496

From: Harry Pho
Sent: Wednesday, 23 November 2022 4:27 PM
To: Steve Kaesler <skaesler@barossa.sa.gov.au>; Richard Cocker <rcocker@barossa.sa.gov.au>
Cc: Melanie Fragoulis <mfragoulis@mlei.com.au>; Ryan Thyer <rthyer@mlei.com.au>; Matthew Moss <matthew.moss@jaytex.com.au>
Subject: A2021-11834 Nuritraders Depot, Nuriootpa

Hi Steve & Richard,

Thank you for the taking the time to catch up with the team last week.
We have had some internal discussions and have come up with the proposed stormwater alignment (shown attached), I have listed some questions below which we were hoping you could assist us with in order to get the stormwater management report underway.

- The alignment is only preliminary at this stage and we were hoping you could shed some light into which adjacent allotment is state owned (refer attached sketch – 1-7 Tolley Road owned by Commissioner of Highways) and any other background information you have that could assist with neighbouring negotiations
  Council – rather than 90° bends within the Council road reserve, maintain alignment on northern side of Old Mill Road – there is plenty of road reserve area to locate the drain on the northern side of the stobie pole alignment
- Can you please provide the stormwater requirements associated with the site based on our proposal to provide a formalised discharge point to the existing watercourse while detaining additional flows internally
  - What are the stormwater detention requirements for the internal site?
    Council – The normal detention requirements is to limit the 5% AEP post-development peak discharge to the 5% AEP pre-development peak discharge from the site. The actual detention requirements will be subject to negotiation, based on proposed drainage system, the capacity of the existing system to accept additional flows, and the protection of neighbouring/downstream properties.

  - Confirming that the development site will be designed based on the assumption that upstream developments are not discharging into our site and are fully detained.
    Council – as discussed, whilst this is the case in theory, the reality is that it is possible that some discharge from neighbouring properties may occur. It would be prudent for the stormwater management plan for the development to include a strategy for appropriate management of possible external flows entering the site.
  - Do the standard stormwater quality treatment requires outlined by the EPA apply or does Council have a different requirement?
    Council – water quality levels of stormwater runoff consistent with current best practice and EPA requirements to remove gross pollutants, silt, oil and possible harmful chemical pollutants is required.
  - Is there a specific point where we are to connect into the watercourse?
    Council – as discussed, outfall to be safely connected to Kalimna Creek adjacent existing ford/floodway in Old Mill Road
  - Can the alignment within Old Mill Road be a surface swale system instead of a pipe?
    Council – a base flow pipe is required to transfer the regular/everyday flows from frequent storm events. A safe overland flowpath is required to accommodate larger storms.
- Can you please review your files and provide any information on the CWMS alignment on top of the image provided by Aaron (if available)
  Council – refer attached plan showing alignment of CWMS drainage in the locality. Note: the alignment shown is indicative only, and exact location will need to be confirmed by survey/service location.

If there is anything else that I have missed then please feel free to include it in your response or give me a call to discussed.
As mentioned we are keen to get this completed as soon as possible so any effort to expedite the response on your end would be very much appreciated.

Thank you.

Kind regards
Harry Pho
Associate/Civil Engineer

CONSULTING ENGINEERS

Wishing you a Merry Christmas and a Happy New Year!
Please note our office is closed from Friday 23rd December to Monday 9th January

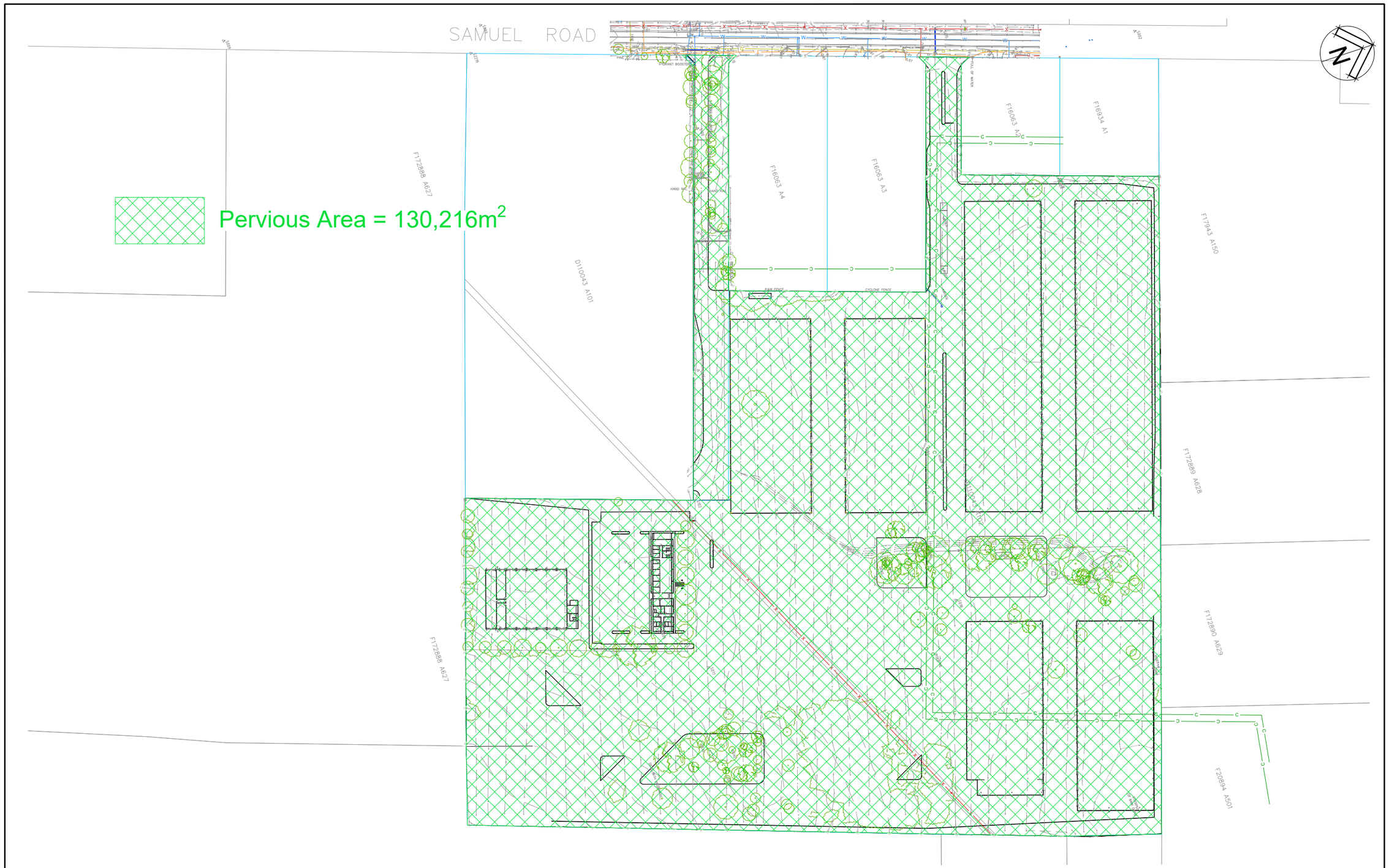
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Appendix D – Stormwater Calculations

Attachment 1



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A	CONCEPT ISSUE		MF	HP	TN	XX.XX.2022

SCALE: 1:250 @ A1 (0, 2.5, 5, 10, 15m)

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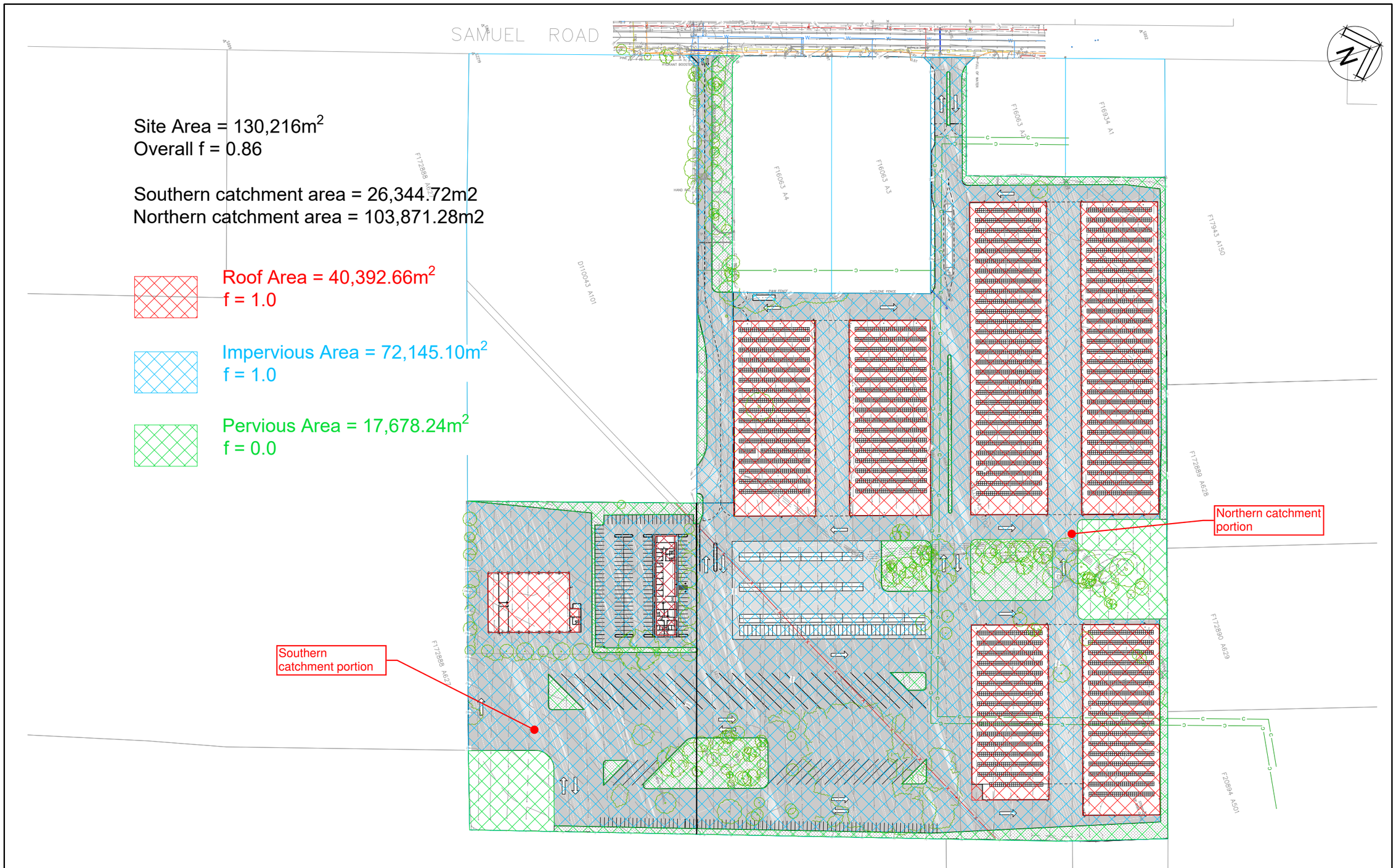
NURIOOTPA TRADERS DEPORT
SAMUEL ROAD, NURIOOTPA
PROPOSED SITE CIVIL WORKS
PRE-DEVELOPMENT CATCHMENT PLAN

CONCEPT ISSUE
NOT FOR CONSTRUCTION

DRAWN: DRAWN BY | DESIGNED: M.FRAGOULIS
DWG No: A2021-11834 | SHEET: - | REV: A

S:\01 - PROJECTS (FROM 14-7-2010)\A2021-11834 - Nuritraders Deport, Nuriootpa\02_Technical\2_Calculations\0221_Civil\Catchment plan\2023.02.01 - Catchment plan.dwg Feb 1, 2023 - 12:59PM

Attachment 1



A	CONCEPT ISSUE		MF	HP	TN	XX.XX.2022	
ISSUE	DESCRIPTION	DRAWN	DESIGNED	CHECKED	APPROVED	DATE	

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NURIOOTPA TRADERS DEPORT
SAMUEL ROAD, NURIOOTPA
PROPOSED SITE CIVIL WORKS
POST-DEVELOPMENT CATCHMENT PLAN

CONCEPT ISSUE
NOT FOR CONSTRUCTION

DRAWN	DESIGNED	DWG No.	SHEET	REV
DRAWN BY	M.FRAGOULIS	A2021-11834	-	A

S:\01 - PROJECTS (FROM 14-7-2010)\A2021-11834 - Nuritraders Deport, Nuriootpa\02_Technical\2_Calculations\0221_Civil\Catchment plan\2023.02.01 - Catchment plan.dwg Feb 1, 2023 - 2:15PM

DRAINS - Input Data

PIT / NODE DETAILS Version 15

Name	Type	Family	Size	Ponding Volume (cu.m)	Pressure Change Coeff. Ku	Surface Elev (m)	Max Pond Depth (m)	Base Inflow (cu.m/s)	Blocking Factor	x	y	Bolt-down lid	id	Part Full Shock Loss	Inflow Hydrograph	Pit is	Internal Width (mm)	Inflow is Misaligned	Minor Safe Pond Depth (m)	Major Safe Pond Depth (m)
N1	Node							0		1105	-363		2		No					
N6	Node							0		613	-487		15		No					
N12729	Node							0		550.116	-485.301		36143		No					
N43229	Node							0		1013.333	-733.333		120260		No					
N12728	Node							0		691.319	-531.597		36129		No					
N2	Node							0		834	-490		7		No					

DETENTION BASIN DETAILS

Name	Elev	Surf. Area	Not Used	Outlet Type	K	Dia(mm)	Centre RL	Pit Family	Pit Type	x	y	HED	Crest RL	Crest Length	id
Basin 1	1	1200		None						1076	-487	No			14
	2	4500													
Basin2	1	900		None						871.296	-655.44	No			18735
	1.6	2100													

SUB-CATCHMENT DETAILS

Name	Pit or Node	Total Area (ha)	Paved Area %	Grass Area %	Supp Area %	Paved Time (min)	Grass Time (min)	Supp Time (min)	Paved Length (m)	Grass Length (m)	Supp Length (m)	Paved Slope(%) %	Grass Slope %	Supp Slope %	Paved Rough	Grass Rough	Supp Rough	Lag Time or Factor	Gutter Length (m)	Gutter Slope %	Gutter FlowFactor	Rainfall Multiplier
North catcl	N1	10.387	0	100	0	0	35	0										0				1
Northern C	Basin 1	10.387	86	14	0	7	9	0										0				1
Southern C	Basin2	2.6344	86	14	0	7	9	0										0				1
South Catc	N43229	2.6344	0	100	0	0	23	0										0				1

PIPE DETAILS

Name	From	To	Length (m)	U/S IL (m)	D/S IL (m)	Slope (%)	Type	Dia (mm)	I.D. (mm)	Rough	Pipe Is	No. Pipes	Chg From	At Chg	Chg (m)	Rl (m)	Chg (m)	RL (m)	etc (m)

DETAILS of SERVICES CROSSING PIPES

Pipe	Chg (m)	Bottom Elev (m)	Height of S (m)	Chg (m)	Bottom Elev (m)	Height of S (m)	Chg (m)	Bottom Elev (m)	Height of S (m)	etc etc

CHANNEL DETAILS

Name	From	To	Type	Length (m)	U/S IL (m)	D/S IL (m)	Slope (%)	Base Width (m)	L.B. Slope (1:?)	R.B. Slope (1:?)	Manning n	Depth (m)	Roofed

OVERFLOW ROUTE DETAILS

Name	From	To	Travel Time (min)	Spill Level (m)	Crest Length (m)	Weir Coeff. C	Cross Section	Safe Depth Major Stor (m)	SafeDepth Minor Stor (m)	Safe DxV (sq.m/sec)	Bed Slope (%)	D/S Area Contributing %	id	U/S IL	D/S IL	Length (m)
OF Site	N6	N12729	0.2				Overflow a	0.08	0.08	0.6	1	100	36144	0.9	0.8	10
OF2	N12728	N6	0.2				Overflow a	0.08	0.08	0.6	1	100	36136	1	0.9	10
OF1	N2	N6	0.2				Overflow a	0.08	0.08	0.6	1	100	17	1	0.9	10

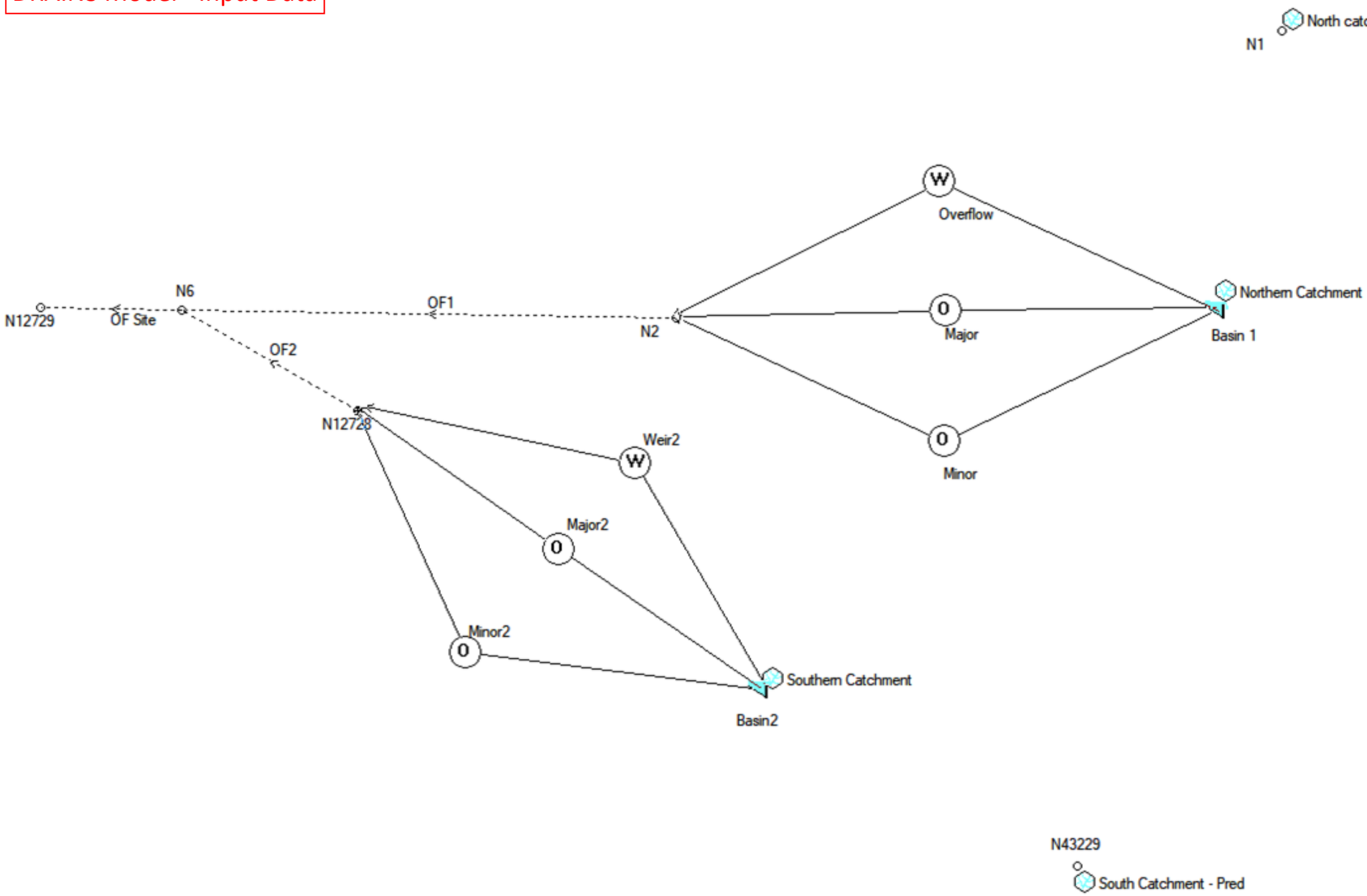
PIPE COVER DETAILS

Name	Type	Dia (mm)	Safe Cover Cover (m)

This model has no pipes with non-return valves

Attachment 1

DRAINS Model - Input Data



DRAINS Results - 5% AEP

DRAINS results prepared from Version 2022.12.8391.19975

PIT / NODE DETAILS

Name	Max HGL	Max Pond HGL	Max Surfac Flow Arrivi (cu.m/s)	Version 8 Max Pond Volume (cu.m)	Min Freeboard (m)	Overflow (cu.m/s)	Constraint
N6	0.96		0.525				
N12728	1.03		0				
N2	1.06		0				

SUB-CATCHMENT DETAILS

Name	Max Flow Q (cu.m/s)	Paved Max Q (cu.m/s)	Grassed Max Q (cu.m/s)	Paved Tc (min)	Grassed Tc (min)	Supp. Tc (min)	Due to Storm
North catcl	0.364	0	0.364	0	35	0	5% AEP, 1.5 hour burst, Storm 4
Northern C	2.241	2.118	0.123	7	9	0	5% AEP, 10 min burst, Storm 7
Southern C	0.568	0.537	0.031	7	9	0	5% AEP, 10 min burst, Storm 7
South Catc	0.12	0	0.12	0	23	0	5% AEP, 45 min burst, Storm 7

PIPE DETAILS

Name	Max Q (cu.m/s)	Max V (m/s)	Max U/S HGL (m)	Max D/S HGL (m)	Due to Storm

CHANNEL DETAILS

Name	Max Q (cu.m/s)	Max V (m/s)	Due to Storm

OVERFLOW ROUTE DETAILS

Name	Max Q U/S	Max Q D/S	Safe Q	Max D	Max DxV	Max Width	Max V	Due to Storm
Overflow								
Major								
Minor	0.357	0.357						5% AEP, 1 hour burst, Storm 2
OF Site	0.473	0.473	0.795	0.063	0.05	12.97	0.87	5% AEP, 1 hour burst, Storm 2
Weir2								
Major2								
Minor2	0.118	0.118						5% AEP, 45 min burst, Storm 8
OF2	0.118	0.118	0.795	0.063	0.02	12.95	0.55	5% AEP, 45 min burst, Storm 8
OF1	0.357	0.357	0.795	0.063	0.04	12.95	0.79	5% AEP, 1 hour burst, Storm 2

DETENTION BASIN DETAILS

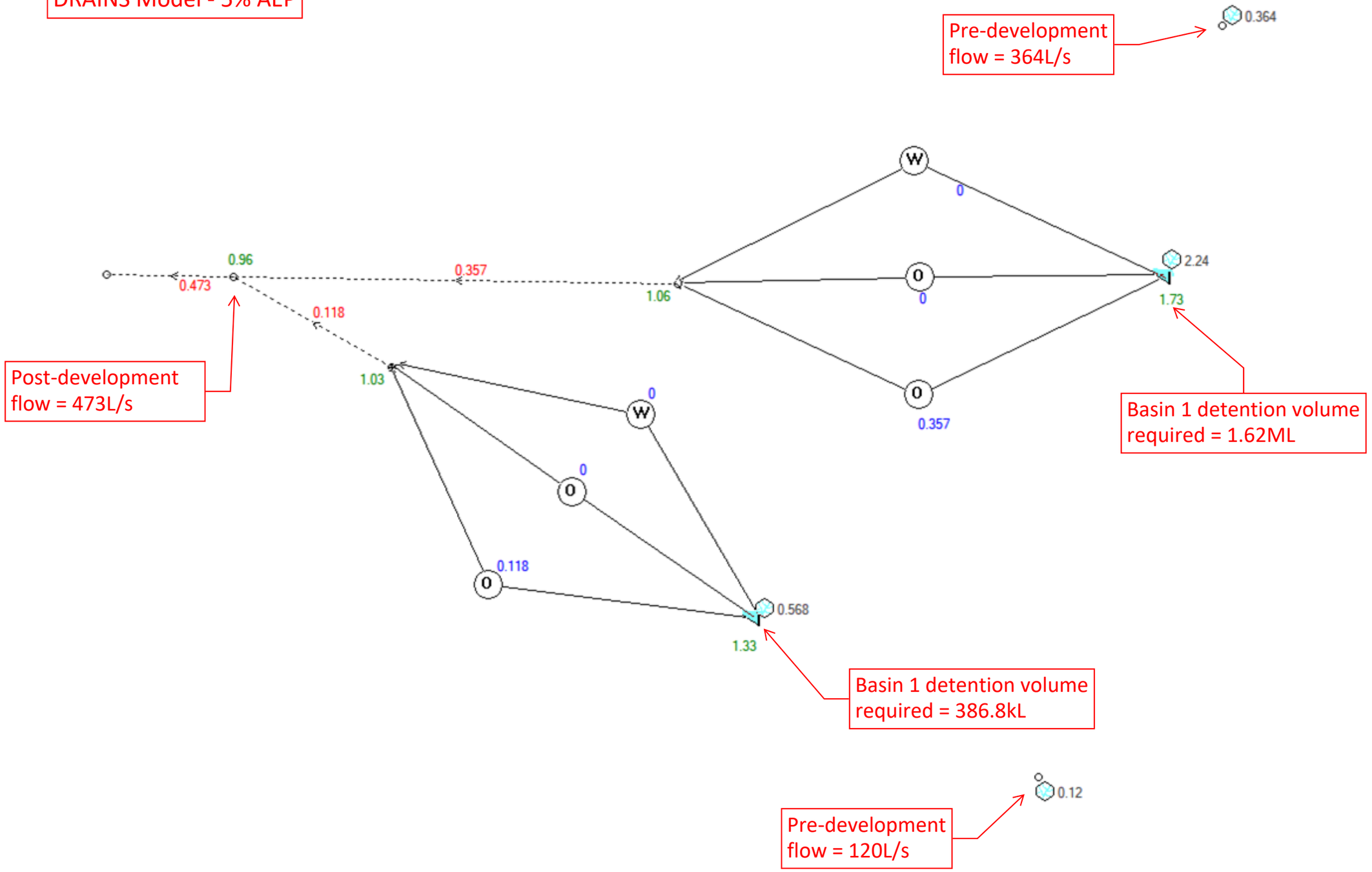
Name	Max WL	MaxVol	Max Q Total	Max Q Low Level	Max Q High Level
Basin 1	1.73	1618	0.357	0	0.357
Basin2	1.33	386.8	0.118	0	0.118

Run Log for 2023.02.01 - Preliminary model split catchments
{\colortbl;\red0\green0\blue0;\red192\green0\blue0;}Run Log for 2023.02.01 - Preliminary model split catchments.drn - DRAINS run at 16:11:42 on 1/2/2023 using Watercom Drains v2022.12.8391.19975

Flows were safe in all overflow routes.

Attachment 1

DRAINS Model - 5% AEP



Native Vegetation Clearance

Nuriootpa Traders Transport Distribution Warehouse Development

Data Report

Clearance under the *Native Vegetation Regulations 2017*

12/12/2022

Prepared by Ecosphere Ecological Solutions





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1. Application information

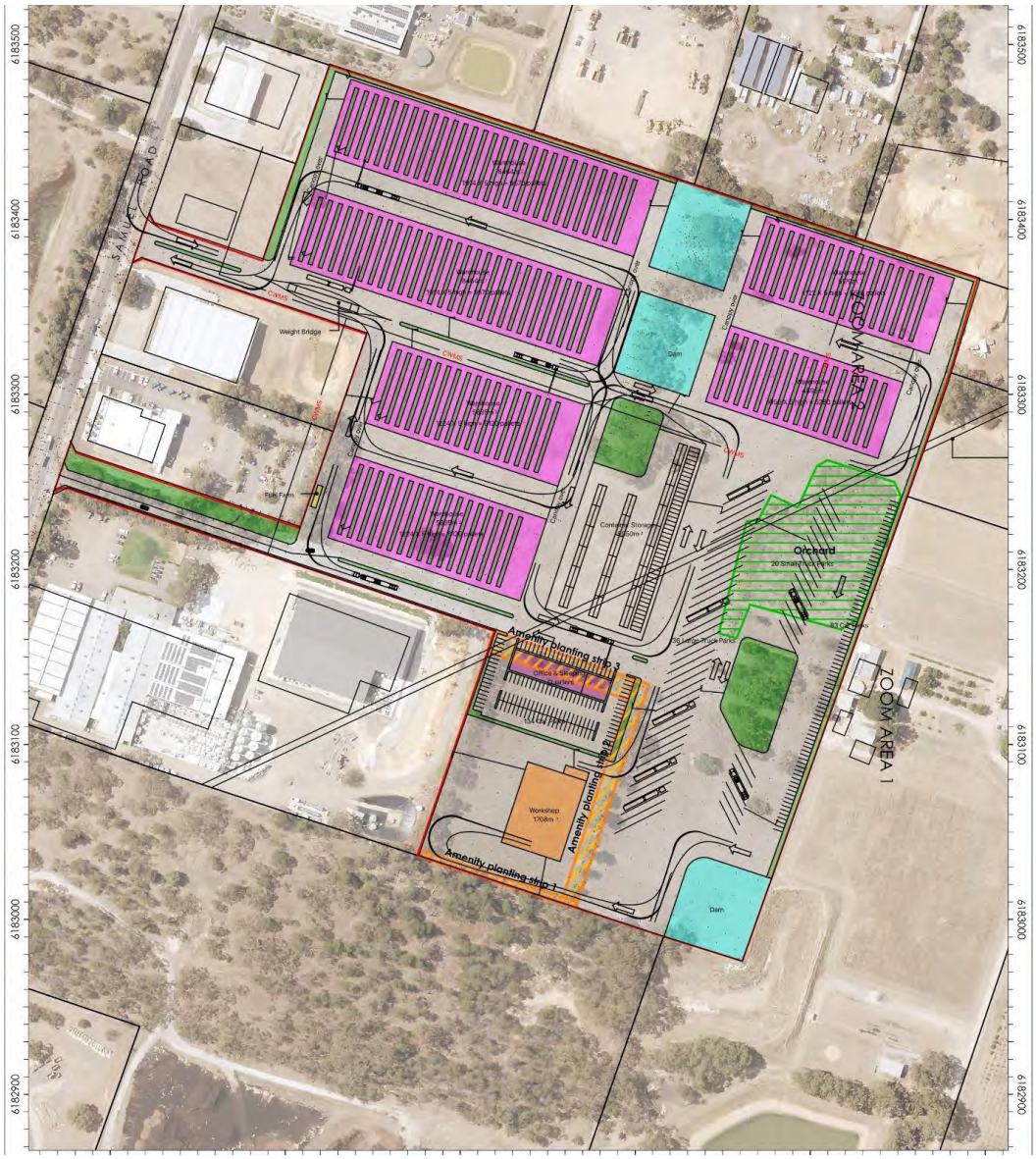
Application Details

Applicant:	Nuriootpa Traders Pty Ltd		
Key contact:	Matthew Moss Managing Director, Jaytex Construction matthew.moss@jaytex.com.au P: (08) 8924 0880 M: 0437 426 332		
Landowner:	Industrial and Commercial Developments Pty Ltd.		
Site Address:	Lot 102 Samuel Road, Nuriootpa SA, 5355		
Local Government Area:	The Barossa Council	Hundred:	Nuriootpa
Title ID:	CT6160/23	Parcel ID	D110043AL102

Summary of proposed clearance

Purpose of clearance	The proposed development is for a change of land use to "warehouse" for transport distribution, including the construction of the following: • 6 warehouse buildings and a container storage area. • Associated office. • Associated workshop. • Associated "store". • Associated accommodation. • Associated pump room and tanks. • Associated parking of vehicles and provision of vehicle manoeuvring areas. • Fencing (chain-wire, Colorbond and acoustic). • 2 swales (for runoff flow regulation) • 1 retention dam
Native Vegetation Regulation	Schedule 1 Part 6 Clause 34 – Infrastructure
Description of the vegetation under application	Scattered trees within allotment comprised of Mixed *Eucalyptus leucoxylon* ssp. *leucoxylon* (SA Blue-gum), *E. odorata* (Peppermint Box) and *Callitris gracilis* (Native Pine) Open Woodland over exotic grassland.
Total proposed clearance - area (ha) and number of trees	31 scattered trees are proposed for clearance.
Level of clearance	Level 4
Overlay (Planning and Design Code)	Native Vegetation

Map of proposed clearance area



Mitigation hierarchy	The transport warehouse facility layout has been refined to reduce the number of trees required for clearance as well as to avoid larger patches of trees and trees of high value.
SEB Offset proposal	Payment of $38,836.98

2. Purpose of clearance

2.1 Description

The subject land is comprised within Allotment 102 Samuel Road, Nuriootpa – CT CT6160/23 (Figure 1). The allotment is approximately 12.9 hectares in size with a subtle gradient rising from the South-west to North-east. The site is located on the outskirts of Nuriootpa within the strategic employment zone and has a rural character, with large allotments primarily accommodating industry, vineyards, farming activities, and patches of remnant vegetation. Some allotments also comprise detached dwellings. The allotment is predominantly cleared with clusters of remnant and emergent native scattered trees, planted amenity trees, emergent woody weeds and horticultural shrubs. Understorey ground cover was dominated by pasture grasses and clovers, primarily Phalaris, indicating this area is subject to wet soil conditions during winter.

The proposed development is applying for a change of land use to "warehouse" for transport distribution (Figure 2), including the construction of the following:

- 6 warehouse buildings and a container storage area.
- Associated office.
- Associated workshop.
- Associated "store".
- Associated accommodation.
- Associated pump room and tanks.
- Associated parking of vehicles and provision of vehicle manoeuvring areas.
- Fencing (chain-wire, Colorbond and acoustic).

2.2 Background

IBRA

The Interim Biogeographical Regionalisation of Australia (IBRA) was developed in 1993-94 and is endorsed by all levels of government as a key tool for identifying land for conservation under Australia's Strategy for the National Reserve System 2009-2030 (DoEE 2012). IBRA identifies geographically distinct bioregions based on common climate, geology, landform, native vegetation, and species information. The bioregions are further refined into subregions and environmental associations. The Project area falls within the Flinders Lofty Block IBRA Bioregion and is characterised by a Mediterranean climate, with predominantly winter rainfall, hot summers and mild winters. The subregion is the Mt Lofty Ranges which has a remnancy of 15% and at a finer scale, falls within the Barossa Environmental Association which has 7% remnant native vegetation.

NVIS Mapping

There is Native Vegetation Floristic Areas - NVIS - Statewide South Australian government vegetation mapping applicable to this allotment. The southern access to the site from Samuel Road contains native *Callitris gracilis* forest and woodland. The south-eastern corner of the allotment also borders onto this block of native vegetation. Nearby areas associated with remnant vegetation blocks describe *Eucalyptus odorata* Woodlands, *Callitris gracilis* woodlands and *Eucalyptus camaldulensis* woodlands associated with the north Para River.

Administrative boundaries

The Project area is in the Barossa Council Local Government Area (LGA) and the Hundred of Nuriootpa. It falls within the Northern and Yorke Landscape Management Area.

2.4 General location map

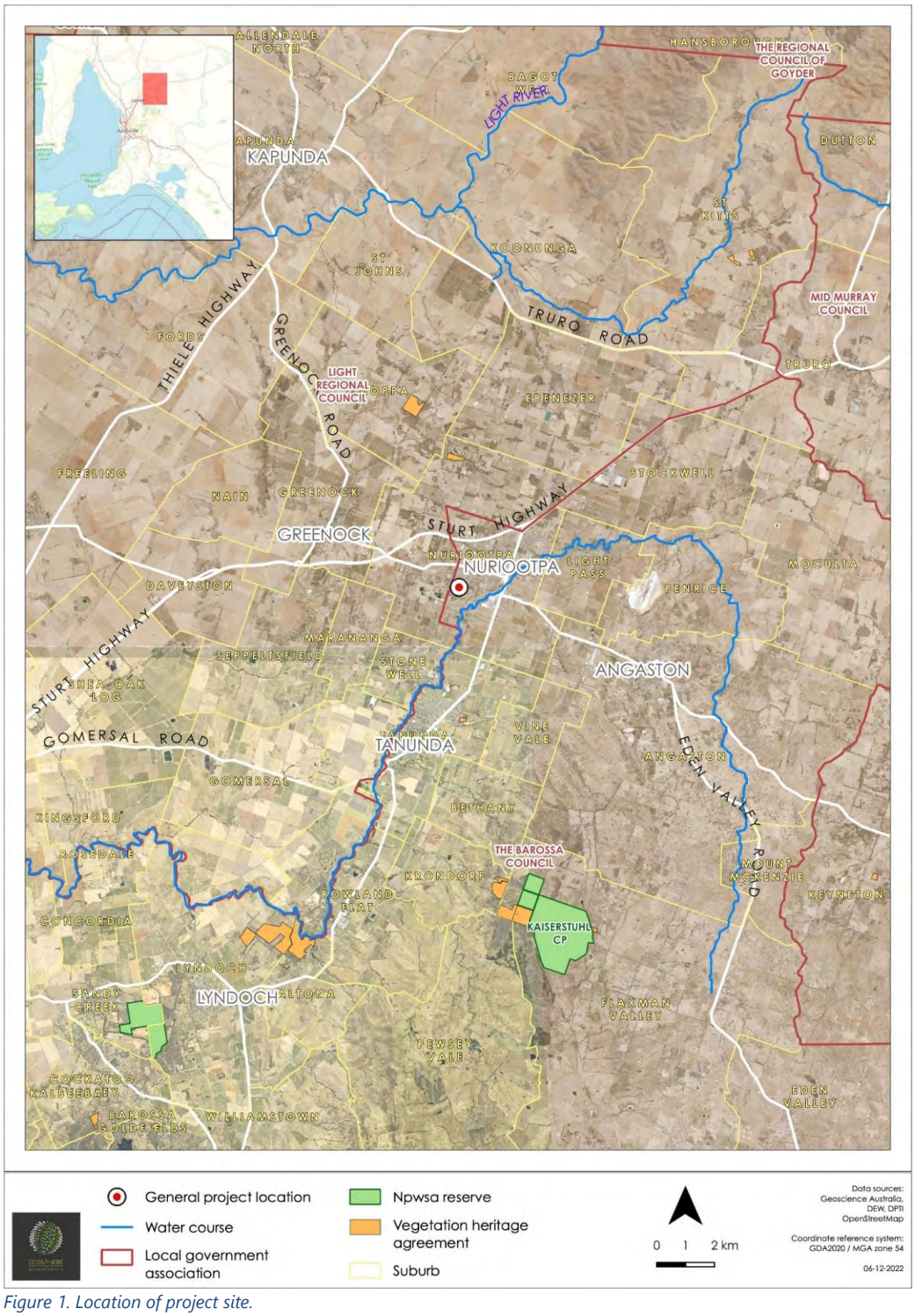


Figure 1. Location of project site.

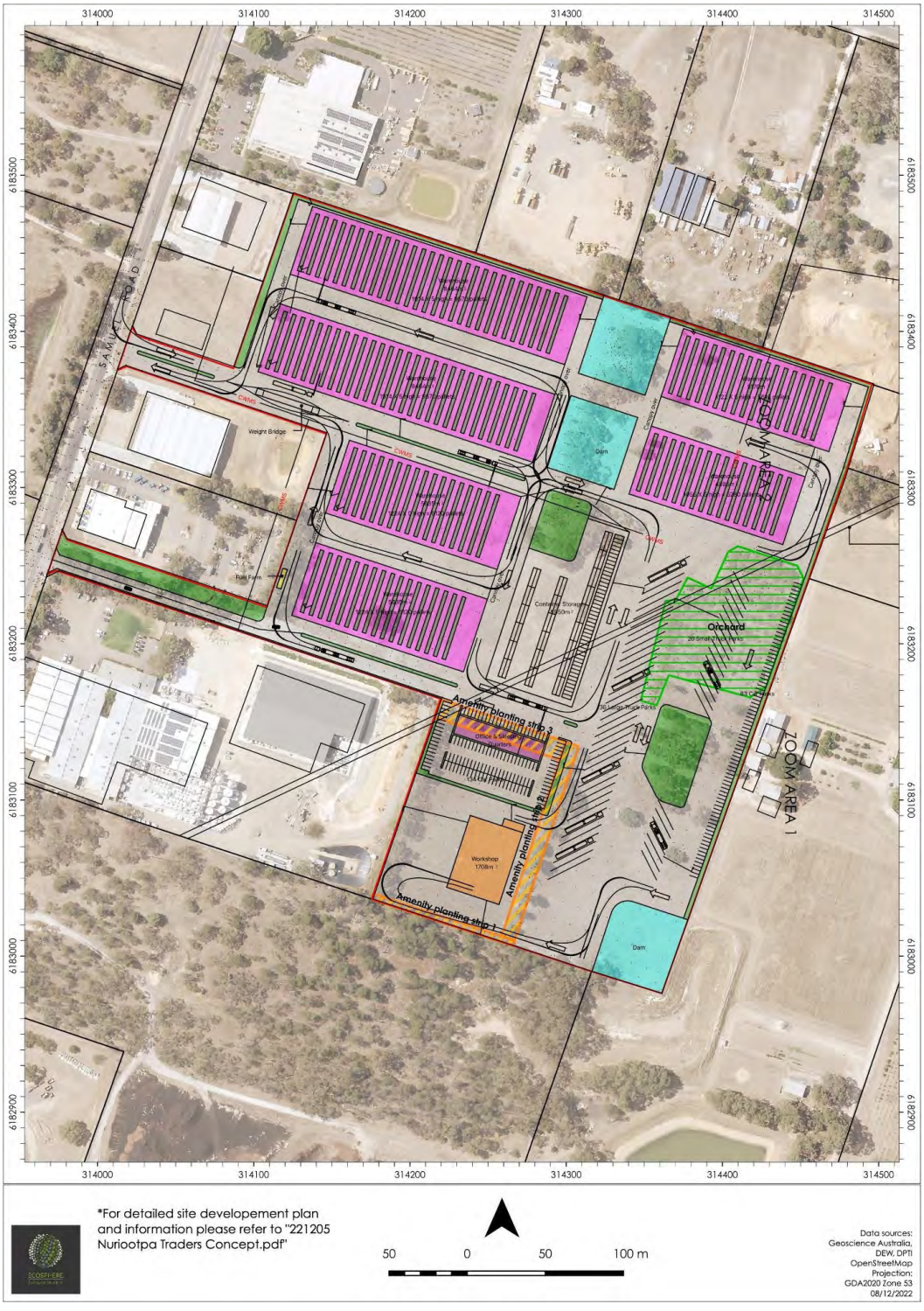


Figure 2. Proposed project footprint.



2.5 Details of the proposal

The project involves the construction of:

- "warehouse" buildings.
- Associated "office".
- Associated workshop.
- Associated "store".
- Associated pump room and tanks.
- Associated car parking and vehicle manoeuvring areas.
- Fencing (chain-wire, colorbond and acoustic).
- 3 dams (for runoff collection and control)

2.6 Approvals **required** ***or*** **obtained**

A summary of key legislation relating to flora and fauna consideration and their relevance to the proposed project is provided in Table 1 below.

The *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides protection for matters of national environmental significance (NES). Any action that has, will have or is likely to have a significant impact on matters of NES requires referral under the EPBC Act.

Any clearance of native vegetation in South Australia requires approval under the relevant legislation.

Native plants and animals in South Australia are protected under the *National Parks and Wildlife Act 1972* (NPW Act). Under this Act, it is an offence to take a native plant or protected animal without approval. Conservation significant flora and fauna species listed on Schedules 7, 8, or 9 of the NPW Act potentially occur within the Project area.

From July 1, 2020, the *Landscape South Australia Act 2019* (LSA Act) replaced the *Natural Resources Management Act 2004* (NRM Act), as the key framework for managing the state's land, water, pest plants and animals, and biodiversity across the state.

Table 1. Legislative Summary

Legislation	Summary	Relevance
Commonwealth		
Environment Protection and Biodiversity Conservation Act 1999	To protect 'matters of national environmental significance' (MNES): • World Heritage properties • National Heritage properties • wetlands of international importance (Ramsar wetlands) • listed threatened species and ecological communities • migratory species • Commonwealth marine areas • the Great Barrier Reef Marine Park • nuclear actions (including uranium mining).	Where an activity may trigger requirements of the EPBC Act, this legislation must be considered. Any action that has, will have, or is likely to have a significant impact on a matter of national environmental significance requires referral and approval. Significant penalties apply. To determine whether an action is likely to have a significant impact on a matter of national environmental significance, refer to the Significant Impact Guidelines (Commonwealth of Australia 2009) at: http://www.environment.gov.au/epbc/publications/pubs/nes-guidelines.pdf.
South Australia		
National Parks and Wildlife Act 1972	Allows for the protection of habitat and wildlife through the establishment of parks and reserves (both on land and in State waters); provides for the protection of native flora and fauna; identifies flora and fauna species considered to be of	A person must not "take" a native plant, protected animal or the eggs of a protected animal without approval (s.48A). Significant penalties apply. To take a native plant means to remove the plant or part of the plant, from the place in which it is



Legislation	Summary	Relevance
	conservation significance (under Schedules 7, 8, and 9 of the Act); and provides for the use of approved wildlife through a system of permits allowing certain actions, i.e. keeping and selling (s.58), harvesting (s.60G), farming (s.60C), hunting (s.68A), releasing (s.55) and undertaking scientific research (s.53) on/of native fauna species, and for the taking of plants (s.49).	growing; or to damage the plant. To take a protected animal means to remove, hunt, catch, restrain, kill or injure an animal, or attempt to do so. A person may take non-prescribed plant species from private land with the consent of the owner; however, these species may also be covered under the *Native Vegetation Act 1991*. There are several non-complying activities in parks and reserves that result in penalty (parts 4-6).
Native Vegetation Act 1991	To preserve, enhance and manage the State's native vegetation; provide a regulatory framework to control clearance of vegetation; and provide incentives and assistance to landowners to encourage them to preserve and enhance native vegetation. The Act protects all native vegetation that naturally occurs, i.e., vegetation which has not been planted. This includes all naturally occurring local native plants, from small ground covers and native grasses to mallee scrub and tall trees. It does not cover planted trees. Approval is required for the clearance of native vegetation. Clearance is defined as: • the killing or destruction of native vegetation • the removal of native vegetation • the severing of branches, limbs, stems or trunks of native vegetation • the burning, poisoning and slashing of native vegetation • any other substantial damage to native vegetation including activities such as the draining for the reclamation of wetlands or flooding of land, grazing land where stock have been excluded for more than ten years.	Persons wanting to clear native vegetation must apply for a permit from the Native Vegetation Council (NVC) (ss.7,14), unless exempt under the regulations. The NVC will consider the impacts of the proposed clearance and may grant consent, refuse consent or grant consent subject to certain conditions (s.29). A net environment benefit is generally conditional on an approval being granted. Significant penalties apply if a person clears native vegetation without the permission of the NVC (s.26). The NVC can also take civil enforcement proceedings in the District Court for an order that the native vegetation be re-instated (s.31). The Act also provides the opportunity for landholders to enter into voluntary "Heritage Agreement(s)" to ensure vegetation on private land is protected for perpetuity (s.23).
Landscape South Australia Act 2019	From July 1, 2020, the *Landscape South Australia Act 2019* (LSA Act) replaced the *Natural Resources Management Act 2004*, as the key framework for managing the state's land, water, pest plants and animals, and biodiversity across the state.	Under the South Australian LSA Act landholders have a legal responsibility to manage declared pest plants and animals and prevent land and water degradation. A key priority of landscape boards is to support local communities and landowners to be solely responsible for sustainably managing their region's landscapes with an emphasis on land and water management, pest animal and plant control, and biodiversity. This includes providing greater funding and partnership opportunities with local community organisations to deliver on ground works and projects.
Planning Development and Infrastructure Act 2016	The Planning and Design Code is the cornerstone of the new system and has replaced all council development plans to become the sole source of	Any activity that damages a 'regulated tree' or 'significant tree' is 'development', and as such requires a development approval. Specifically, development approval is required for removal,



Legislation	Summary	Relevance
	planning policy for assessing development applications. The *Development Act 1993* has been replaced by the new Act state-wide and is no longer operational. The *Planning Development and Infrastructure Act 2016* provides provision for the protection of 'regulated trees' and 'significant trees.	killing or destruction, branch or limb lopping, ringbarking, or topping, or any other substantial damage to a regulated or significant tree, including to its root system other than maintenance pruning. Significant fines apply if breaches are proven.

2.7 Native Vegetation Regulation

Schedule 1 Part 6 Clause 34 – Infrastructure, to allow clearance of vegetation incidental to the construction or expansion of a building or infrastructure (and associated services) where the Minister has declared that the clearance is in the public interest.

2.8 Development Application information (if applicable)

Under the *Planning Development and Infrastructure Act 2016* the site is currently zoned Strategic Employment.

Overlays that apply to this site include:

- Character Preservation District (Township)
- Hazards (Bushfire - Medium Risk)
- Hazards (Flooding - Evidence Required)
- Native Vegetation
- Prescribed Water Resources Area
- Water Protection Area
- Water Resources



3. Method

Desktop study

3.1.1 Protected Matters Search Tool (PMST) – EPBC Act

The online Protected Matters Search Tool was used to determine MNES under the EPBC Act relevant to the Project area (DCCEEW 2022). The PMST is maintained by the Commonwealth Department of Climate Change Energy the Environment and Water (DCCEEW) and was used to identify flora and fauna species or ecological communities of national environmental significance that may occur or likely to have suitable habitat within the Project areas. Nationally threatened species potentially occurring within the sites were identified from this source.

3.1.2 Biological Database of South Australia (BDBSA) – NPW Act

A Biological Database of South Australian (BDBSA) Supertable search was obtained from the South Australian Department for Environment and Water (DEW) on 21st November 2022 to identify flora and fauna species previously recorded within a 5 km buffer around the Project area (DEW 2020). The BDBSA is comprised of an integrated collection of corporate databases which meet DEWNR standards for data quality, integrity and maintenance. In addition to DEWNR biological data the BDBSA also includes data from partner organisations (Birds Australia, Birds SA, Australasian Wader Study Group, SA Museum, and other State Government Agencies). This data is included under agreement with the partner organisation for ease of distribution, but they remain owners of the data and should be contacted directly for further information.

3.1.3 Assessment of the likelihood of occurrence

The likelihood of each threatened flora and fauna species occurring within the Project areas was assessed. A likelihood of occurrence rating (Highly Likely / Known, Likely, Possible and Unlikely) was assigned to each threatened species identified in the desktop PMST and BDBSA search (Table 2).

Table 2. Likelihood criteria summary.

Likelihood	Criteria
Highly Likely/Known	Recorded in the last 10 years, the species does not have highly specific niche requirements, the habitat is largely intact and falls within the known range of the species distribution or; The species was recorded as part of field surveys.
Likely	Recorded within the previous 20 years, the area falls within the known distribution of the species and the area provides species habitat which is largely intact.
Possible	Recorded within the previous 20 years, the area falls inside the known distribution of the species, but the area does not provide species habitat which is largely intact. Recorded within 20 -40 years, survey effort is considered adequate, habitat is present and intact, and species of similar habitat needs have been recorded in the area.
Unlikely	Recorded within 20 -40 years; however, suitable habitat does not occur, and species of similar habitat requirements have not been recorded in the area. or: No records within the previous 40 years despite suitable habitat being known to occur in the area. or: No records despite adequate survey effort.



3.2 Field Survey

The field survey was conducted on 1st December 2022 by NVC accredited ecologist Andrew Sinel with assistance from ecologist Imogen Marshall. The field survey included a vegetation survey and fauna assessment. All sites were assessed using the Scattered Tree Assessment Methodology (STAM) (NVC 2020).

3.3 Vegetation survey

The NVC scattered tree assessment method is suitable for assessing scattered trees in the following instances:

- Individual scattered trees (i.e., canopy does not overlap). Spatial distribution of trees may vary from approach what would be considered their original distribution (pre-European) through to single isolated trees in the middle of a paddock or;
- Dead trees (when a dead tree is considered native vegetation) or;
- Clumps of trees (contiguous overlapping canopies) if the clump is small (~<0.1 ha) and;
- For both scattered trees and clumps;
    - the ground layer comprising wholly or largely of introduced species
    - some scattered colonising native species may be present, but represents <5% of the ground cover
    - the area around the trees consists of introduced pasture or crops.

3.4 Fauna survey

Existing records and knowledge of species habitat preferences have been used to determine the species likely to use the landscape present as either permanent or transient habitat. Species likelihoods are based on Table 2.



4. Assessment Outcomes

4.1 Vegetation Assessment

General description of the vegetation, the site and matters of significance

The project area is located approximately 60 km north-east of Adelaide's CBD and 200 m south of Nuriootpa's urban fringe. The surrounding land use is predominantly commercial and agricultural. No water courses are present within the project area. The closest water course to the property is an unclassified stream (order 3) approximately 450m east of the property boundary. The property has a gentle upward gradient from north to south with a high point in the south-western corner. The soil type with the property was sand over clay.

The vegetation within the property was primarily cleared paddock but had patches of both native and exotic vegetation. Lightly wooded areas comprised of *Eucalyptus leucoxylon* (SA Blue-gum)*, Eucalyptus odorata* (Peppermint Box) and *Callitris gracilis* (Native Pine) were present as two main patches of clumps of trees. Native trees of significant size and value are located within these wooded patches. A *Prunus sp.* orchard is located on the eastern boundary of the property. An amenity planting was located at the south-west corner of the allotment as strips along fence lines comprised of *Acacia iteaphylla*, *Acacia provincialis*, *Melaleuca sp*., *Corymbia sp.*, and *Callistemon viminalis*. The understorey across the entirety of the property was predominantly exotic grass and forb species.

Details of the vegetation associates/scattered trees proposed to be impacted

Scattered trees assessed within the project area are listed in Table 3. Photographs of each of the scattered trees can be found in Appendix 5.

A total of 173 individual trees plus amenity planting strips were assessed within the allotment of which 114 trees were remnant or emergent native vegetation and 59 were exotic species (Table 3). From project refinement and layout changes, the resultant number of trees overlapping with infrastructure was 31 native trees and 6 exotic trees. 21 native trees with a circumference of >2m at 1 height form the ground were recorded within the allotment (14 regulated 7 significant) and the refinements resulted in reducing the clearance of trees greater than 2m circumference to 5 (3 regulated, 2 significant). See Figure 3 to Figure 5 for locations of individual trees.

Table 3. Summary of scattered trees

Tree ID	Species	No. of Individuals	Height	Diameter	Canopy Dieback	Hollows	Removal	General Comments	Photo #
1	*Olea europaea*	1	5	24	0		Y		1
2	*Acacia iteaphylla*	1	5	38	0		Y		2
3	*Olea europaea*	1	7	35	0		Y		3
4	*Eucalyptus leucoxylon*	1	17	101	10		N		4
5	*Eucalyptus leucoxylon*	1	14	96	80		Y		5
6	*Callitris gracilis*	1	10	42	5		N		6
7	*Eucalyptus leucoxylon*	1	16	49	10		N		7
8	*Callitris gracilis*	1	12	48	10		N		8
9	*Eucalyptus leucoxylon*	1	12	82	70		N		9
10	*Callitris gracilis*	1	9	48	10		N		10
11	*Callitris gracilis*	1	9	41	10		N		11
12	*Callitris gracilis*	1	9	48	5		N		12
13	*Eucalyptus odorata*	3	5	23	60		N		13
14	*Eucalyptus leucoxylon*	1	17	67	10		Y		14
15	*Eucalyptus odorata*	1	2	46	90		Y		15
16	*Callitris gracilis*	1	9	34	25		Y		16
17	*Callitris gracilis*	1	9	38	15		Y		17
18	*Callitris gracilis*	1	9	42	10		Y		18
19	*Eucalyptus odorata*	1	10	41	40		N		19
20	*Callitris gracilis*	1	10	45	10		N		20
21	*Eucalyptus odorata*	1	10	47	5		N		21
22	*Callitris gracilis*	1	9	29	5		N		22
23	*Callitris gracilis*	1	9	30	5		N		23
24	*Callitris gracilis*	4	9	31	5		N		24
25	*Olea europaea*	1	4	16	0		N		25
26	*Callitris gracilis*	1	6	33	15		N		26
27	*Callitris gracilis*	1	8	41	5		N		27

Tree ID	Species	No. of Individuals	Height	Diameter	Canopy Dieback	Hollows	Removal	General Comments	Photo #
28	*Callitris gracilis*	1	6	25	10		N		28
29	*Eucalyptus leucoxylon*	1	24	147	5		N		29
30	*Eucalyptus odorata*	1	14	48	10		N		30
31	*Callitris gracilis*	1	10	45	60		N		31
32	*Callitris gracilis*	1	9	46	15		N		32
33	*Eucalyptus odorata*	1	8	38	40		Y		33
34	*Callitris gracilis*	1	9	44	5		Y		34
35	*Callitris gracilis*	1	5	44	10		Y		35
36	*Callitris gracilis*	1	9	43	5		Y		36
37	*Callitris gracilis*	1	6	33	5		Y		37
38	*Olea europaea*	1	4	18	0		Y		38
39	*Eucalyptus leucoxylon*	1	8	57	5		Y		39
40	*Eucalyptus leucoxylon*	1	8	41	5		Y		40
41	*Eucalyptus leucoxylon*	1	6	31	5		Y		41
42	*Eucalyptus leucoxylon*	1	7	30	5		Y		42
43	*Eucalyptus leucoxylon*	20	5	15	10		N		43
44	*Olea europaea*	40	2	5	0		N		44
45	*Eucalyptus leucoxylon*	1	18	117	10		N		45
46	*Eucalyptus odorata*	1	13	45	10		N		46
47	*Eucalyptus leucoxylon*	1	3	10	0		N		47
48	*Eucalyptus leucoxylon*	1	17	77	5		N		48
49	*Olea europaea*	1	4	10	0		N		49
50	*Eucalyptus leucoxylon*	1	7	26	5		N		50
51	*Eucalyptus leucoxylon*	1	7	17	5		N		51
52	*Eucalyptus leucoxylon*	1	2	6	0		Y		52
53	*Eucalyptus odorata*	1	10	35	15		N		53
54	*Eucalyptus odorata*	1	9	40	80		N		54
55	*Eucalyptus leucoxylon*	1	15	48	5		N		55

Tree ID	Species	No. of Individuals	Height	Diameter	Canopy Dieback	Hollows	Removal	General Comments	Photo #
56	*Olea europaea*	6	1.5	5	0		N		56
57	*Eucalyptus leucoxylon*	1	15	57	5		N		57
58	*Eucalyptus odorata*	1	17	82	5		Y	Outstanding example of species. Pruning required, loss factor 0.6.	58
59	*Eucalyptus leucoxylon*	1	10	110	20	3 Large, 2 Medium	Y		59
60	*Eucalyptus leucoxylon*	1	12	67	60		N		60
61	*Eucalyptus odorata*	1	7	57	40		N	Tree laying on side, still moderately healthy.	61
62	*Eucalyptus leucoxylon*	1	14	44	5		N		62
63	*Eucalyptus odorata*	1	5	50	90		N		63
64	*Eucalyptus odorata*	1	11	74	20		N		64
65	*Eucalyptus odorata*	1	13	62	30		Y		65
66	*Eucalyptus leucoxylon*	1	9	36	5		Y		66
67	*Eucalyptus leucoxylon*	1	9	43	5		Y		67
68	*Eucalyptus leucoxylon*	1	5	14	5		Y		68
69	*Eucalyptus odorata*	1	10	66	30		N		69
70	*Eucalyptus odorata*	1	13	62	20		N		70
71	*Eucalyptus odorata*	1	10	28	15		N		71
72	*Eucalyptus leucoxylon*	1	17	91	10		N		72
73	*Olea europaea*	3	1	2	0		N		73
74	*Olea europaea*	1	2	5	0		N		74
75	*Eucalyptus odorata*	1	15	77	5		N		75
76	*Eucalyptus leucoxylon*	1	18	95	5		N		76
77	*Eucalyptus leucoxylon*	1	12	32	5		Y		77
78	*Eucalyptus leucoxylon*	1	13	43	10		Y		78
79	*Eucalyptus leucoxylon*	1	12	39	5		Y		79
80	*Eucalyptus leucoxylon*	1	5	16	5		Y		80
81	*Eucalyptus leucoxylon*	1	18	101	10		N		81
82	*Eucalyptus leucoxylon*	1	15	38	10		N		82

Tree ID	Species	No. of Individuals	Height	Diameter	Canopy Dieback	Hollows	Removal	General Comments	Photo #
83	*Eucalyptus odorata*	3	12	44	30		N		83
84	*Eucalyptus leucoxylon*	1	6	49	80		N	Tree laying on side, still alive	84
85	*Eucalyptus odorata*	1	7	33	40		N	Tree laying on side, still alive	85
86	*Eucalyptus leucoxylon*	1	17	89	10		N		86
87	*Eucalyptus leucoxylon*	1	18	88	10		N		87
88	*Eucalyptus odorata*	1	13	74	5		N		88
89	*Eucalyptus leucoxylon*	1	6	43	20		N		89
90	*Eucalyptus leucoxylon*	1	17	95	15		N		90
91	*Callitris gracilis*	1	4	47	90		N		91
92	*Eucalyptus leucoxylon*	1	6	13	5		N		92
93	*Eucalyptus leucoxylon*	1	8	28	5		Y		93
94	*Eucalyptus leucoxylon*	1	8	52	10		Y		94
95	*Corymbia maculata*	1		59	0		Y		95
96	*Eucalyptus leucoxylon*	1	18	110	10		N		96
97	*Eucalyptus leucoxylon*	1	20	87	5		Y		97
98	*Eucalyptus leucoxylon*	1	3	6	0		Y		98
99	*Eucalyptus leucoxylon*	1	17.6	57	5		Y		99
100	*Acacia provincialis*	1	7	16	10		N		100
101	*Acacia iteaphylla*	1	3	5	0		Y		101
Amenity planting 1	See comments	17	n/a	n/a	n/a		Y	3 *Acacia iteaphylla*, 3 *Melaleuca armillaris*, 9 *Corymbia citriodora*, 2 *Melaleuca nesophila*. No regulated or significant trees.	102
Amenity planting 2	See comments	34	n/a	n/a	n/a		Y	14 *Corymbia maculata*, 5 *Melaleuca nesophila*, 7 *Melaleuca armillaris*, 4 *Acacia iteaphylla*, 4 *Callistemon viminalis*. No regulated or significant trees.	103
Amenity planting 3	See comments	18	n/a	n/a	n/a		Y	8 *Corymbia citriodora*, 4 *Acacia iteaphylla*, 3 *Melaleuca armillaris*, 2 *Melaleuca nesophila*, 1 *Callistemon viminalis*. No regulated or significant trees.	104

Site map showing areas of proposed impact

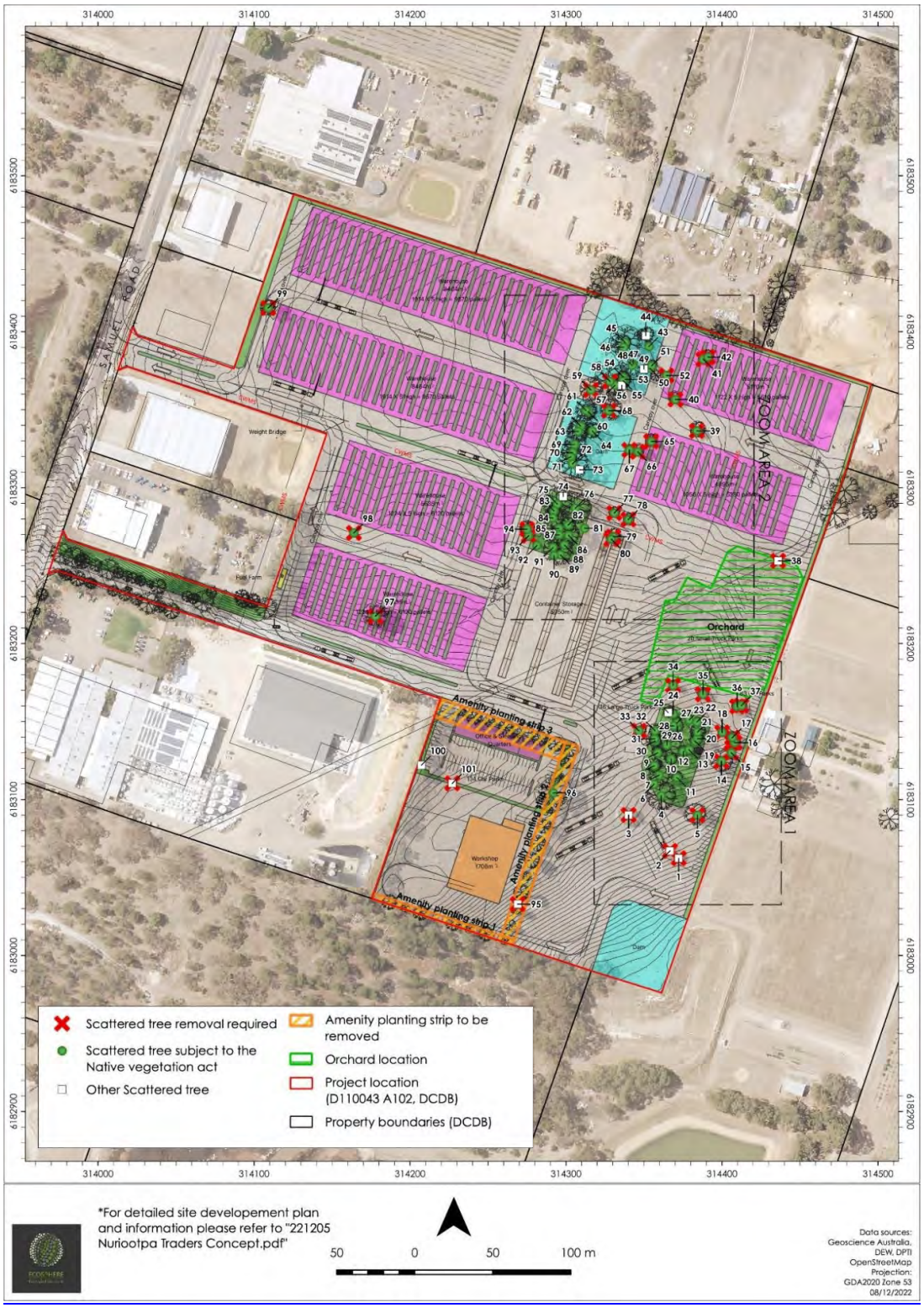


Figure 3. Project layout showing proposed vegetation clearance.

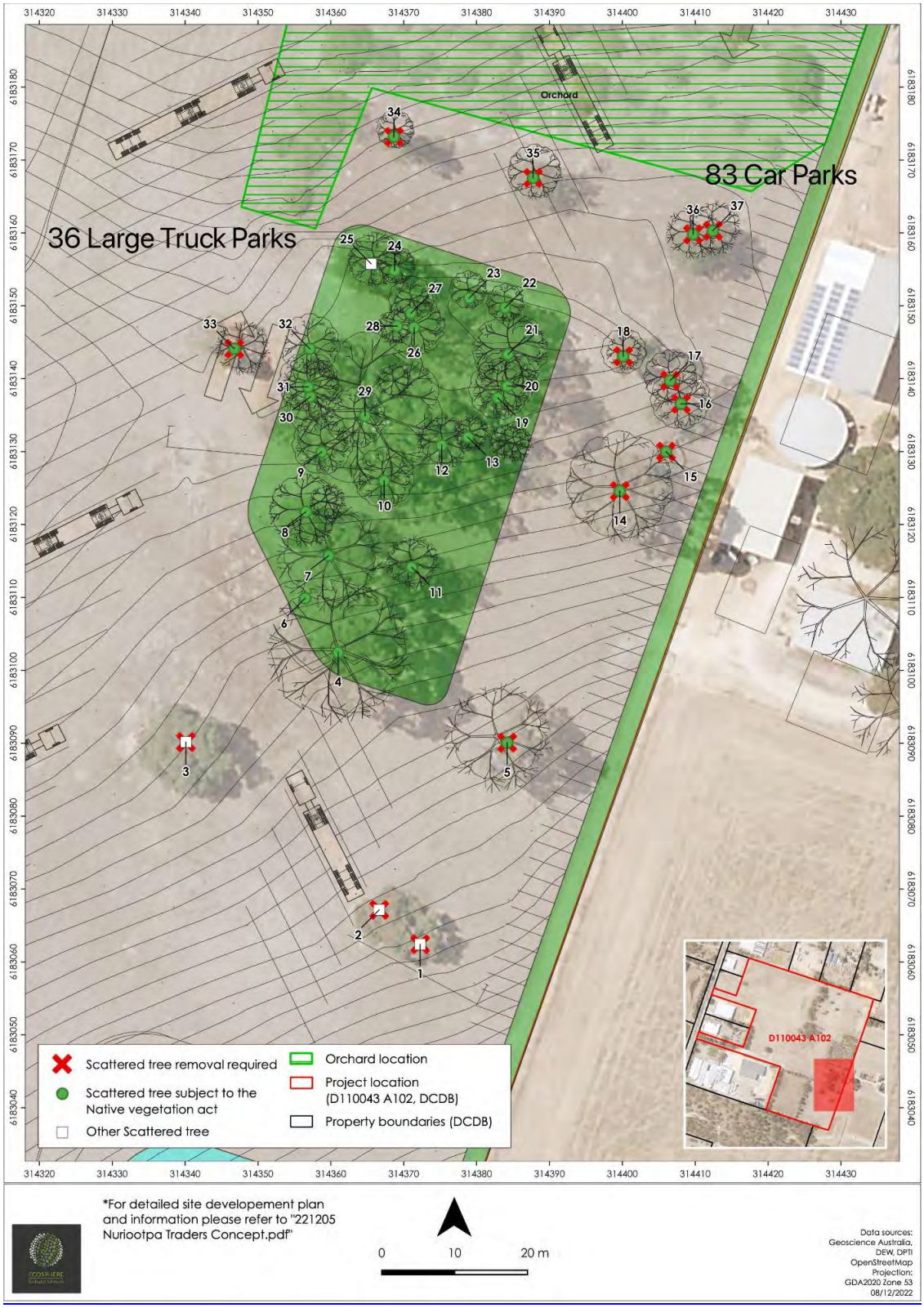


Figure 4. Zoom area 1

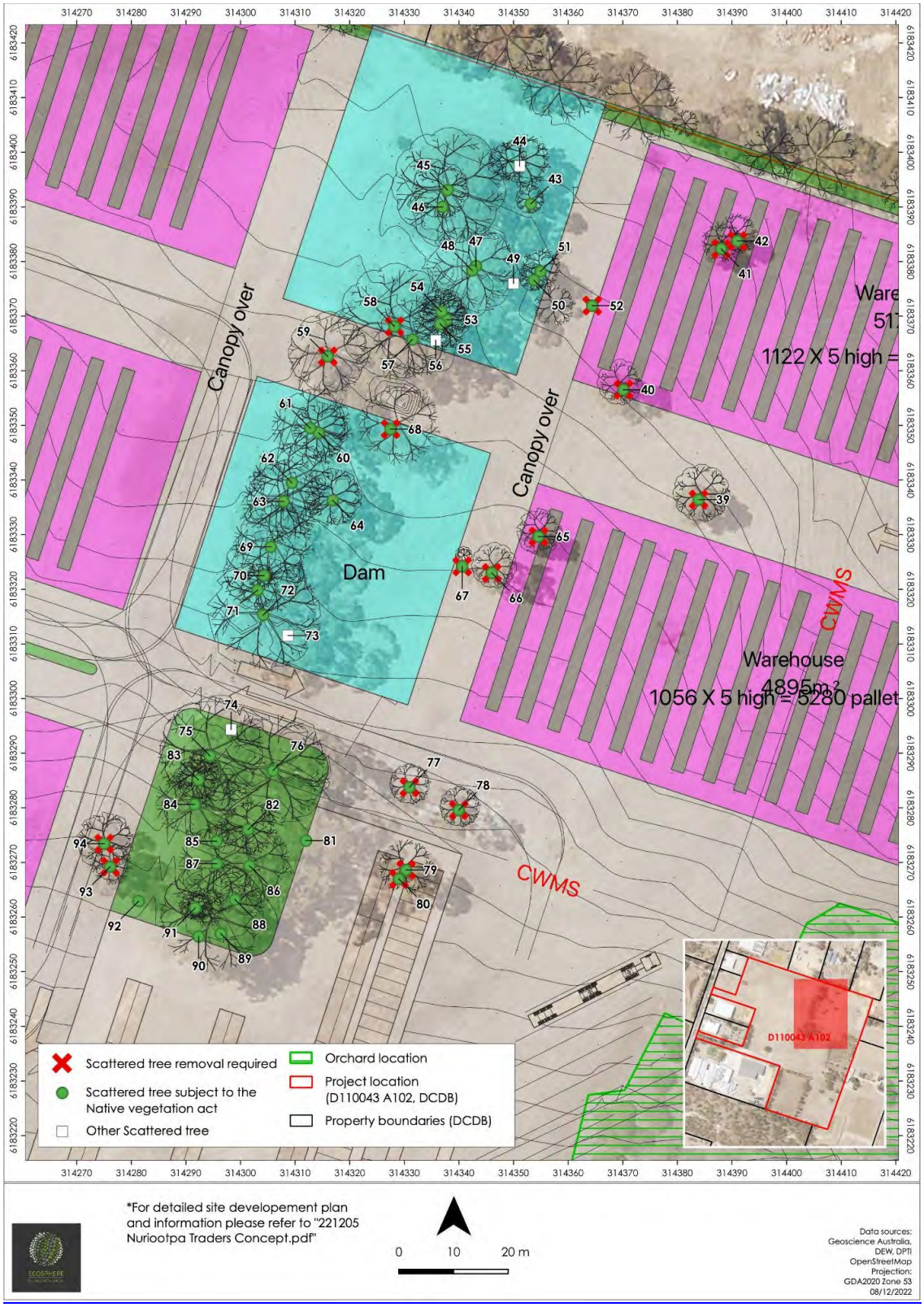


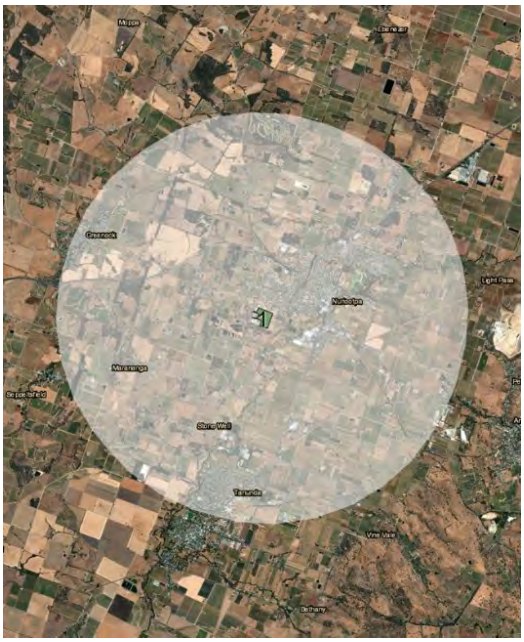
Figure 5. Zoom area 2

4.2 Threatened Species assessment

4.2.1 Matters of National Significance

A total of 27 listed threatened species and 11 migratory species were identified by the EPBC Act PMST report as potentially occurring or having suitable habitat potentially occurring within 5 km of the project area (Table 4) (DCCEEW 2022). The relevant MNES protected under the EPBC Act are discussed in detail below.

Table 4. PMST Summary

Search Area (5km Buffer)	Matters of National Environmental Significance	Identified within search area
	World Heritage Properties	0
	National Heritage Places	0
	Wetlands of International Importance (RAMSAR)	0
	Great Barrier Reef Marine Park	0
	Commonwealth Marine Area	0
	Listed Threatened Ecological Communities	2
	Listed Threatened Species	27
	Listed Migratory Species	11
	Other Matters Protected by the EPBC	
	Commonwealth Lands	0
	Commonwealth Heritage Places	0
	Listed Marine Species	17
	Whales and Other Cetaceans	0
	Critical Habitats	0
	Commonwealth Reserves Terrestrial	0
	Australian Marine Parks	0
	Habitat Critical to the Survival of Marine Turtles	0
	Extra Information	
	State and Territory Reserves	4
	Regional Forest Agreements	0
	Nationally Important Wetlands	0
	EPBC Act Referrals	4
	Key Ecological Features	0
	Biologically Important Areas	0
	Bioregional Assessments	0
	Geological and Bioregional Assessments	0

4.2.2 Threatened ecological communities

Two Threatened Ecological Communities (TEC) were found in the PMST as potentially occurring within 5 km of the project area. A summary of these TEC and comment about their likelihood of occurrence in the project area are provided in Table 5.



Table 5. Threatened Ecological Communities identified by the PMST as potentially occurring within 5km of the project area.

Threatened Ecological Community	EPBC Status	Likelihood of Occurrence in the Project Area
Iron-grass Natural Temperate Grassland of South Australia	Critically Endangered	Unlikely.
Peppermint Box (*Eucalyptus odorata*) Grassy Woodland of South Australia	Critically Endangered	Unlikely.

4.2.3 Nationally threatened flora

Twelve flora species listed as threatened under the EPBC Act were identified in the PMST report as potentially occurring or having suitable habitat within the Project area (Table 6). One species of national conservation significance had historical records within 5 km of the project area. *Olearia pannosa* subsp. *pannosa* (Silver Daisy-bush) is listed as vulnerable (Figure 6).

4.2.4 State threatened flora

Fifteen flora species of state conservation significance had historical records from the BDBSA (Table 6 7 Figure 6). *Acacia iteaphylla* (Flinders Ranges Wattle) (SA:R) is present as a planted tree within the project area. However, this species is not native to the biogeographical area of the project site where it is considered a volunteer weed.

A list of all flora species with historical records within 5 km of the Project area is in shown Appendix 3.

Table 6. Threatened flora species listed under the EPBC Act and NPW Act identified in the PMST (Source 5) and Naturemaps (Source 3) database searches within 5 km of the project area.

Scientific Name	Common Name	EPBC Act	NP&W Act	Data Source	Date of last record	Species known habitat preferences	Likelihood of habitat use
Acacia iteaphylla	Flinders Ranges Wattle		R	3	30/06/2000	Mostly confined to heavy alluvial or basalt-derived soils. Growing in area as volunteer weed only.	Present as a planted tree.
Acacia menzelii	Menzel's Wattle	VU		5		Menzel's Wattle is endemic to South where it occurs discontinuously from Mt Hack (Northern Flinders Ranges) to Brachina, in the north, near Burra and to the Murray Bridge area.	Unlikely
Acacia pendula	Weeping Myall		V	3	21/03/2001	Only in area as planted amenity species.	Unlikely
Austrostipa densiflora	Fox-tail Spear-grass		R	3	22/02/2018	Occurs almost exclusively amongst rocks or on very shallow soil overlying rock, and most common in drier elevated sites.	Unlikely
Austrostipa tenuifolia			R	3	30/11/2005	Callitris dominated woodlands.	Likely
Bothriochloa macra	Red-leg Grass		R	3	25/11/2011	Common in disturbed sites such as roadsides	Likely
Brachyscome ciliaris var. *subintegrifolia*			R	3	1/08/2004	Widely distributed, occurring in every Australian state. Somewhat restricted in terms of habitat, favouring red earths and grey sands over limestone or clay, in disturbed areas and on the margins of salt pans.	Unlikely
Caladenia argocalla	White-beauty Spider-orchid	EN		5		Prefers open grassy herb land under light, in a mixed Eucalypt and Callitris forest. The species is also noted to occur on hills and slopes in open forest dominated by Drooping She Oak and in Eucalypt woodlands with a grassy understory	Unlikely
Caladenia tensa	Greencomb Spider-orchid, Rigid Spider-orchid	EN		5		Generally found in Heathy Woodland or Mallee on sands and sandy loams. Broadly considered secure but some forms may prove to be distinct species. No habitat available onsite, Highly Unlikely and not observed within Project area.	Unlikely
Centrolepis cephaloformis subsp. *cephaloformis*	Cushion Centrolepis		R	3	14/11/1996	Wetlands	Unlikely
Daviesia benthamii subsp. *humilis (NC)*	Mallee Bitter-pea		R	3	1/08/2004	Grows in mallee, on sandy or loamy soils, usually calcareous.	Unlikely

Scientific Name	Common Name	EPBC Act	NP&W Act	Data Source	Date of last record	Species known habitat preferences	Likelihood of habitat use
Dianella longifolia var. *grandis*	Pale Flax-lily		R	3	31/03/2013	Ephemeral zones and woodlands	Unlikely
Dodonaea procumbens	Trailing Hop-bush	VU		5		Ephemeral drainage lines within open grasslands and hills	Unlikely
Dodonaea subglandulifera	Peep Hill Hop-bush	EN		5		Populations of the Peep Hill Hop-bush occur primarily on low hills on loamy soils associated with rocky (limestone, slate, shale) These low hills occur to the east of the range country, just before the vegetation changes to mallee flats. The species has also been recorded from plains country in sandy soils over limestone.	Unlikely
Echinopogon ovatus	Rough-beard Grass		R	3	31/03/2013	A fairly common species of moist forests, frequently associated with a rocky or skeletal substrate.	Unlikely
Eucalyptus behriana	Broad-leaf Box		R	3	4/04/2011	In this area, scattered within *E. odorata* and E. *leucoxylon* woodland on low hills, more likely to west of project site and consistent with existing records.	Possible
Euphrasia collina subsp. *osbornii*	Osborn's Eyebright	EN		5		The species has generally been recorded as growing in mallee scrubland (Barker 1982) but has also been found growing in sclerophyll forest and sometimes in sclerophyll woodland associated with Stringybark. Unlikely within Project area.	Unlikely
Glycine latrobeana	Clover Glycine, Purple Clover	VU		5		Native grasslands, dry sclerophyll forests, woodlands and low open woodlands with a grassy ground layer	Unlikely
Isoetes drummondii subsp. *drummondii*	Plain Quillwort		R	3	9/10/1996	Semi aquatic species is usually found growing in mud or temporary water and in damp depressions	Unlikely
Maireana rohrlachii	Rohrlach's Bluebush		R	3	21/03/2002	Open hills and grasslands often occurring on ridges and hillslopes.	Unlikely
Olearia pannosa subsp. *pannosa*	Silver Daisy-bush	VU	V	3, 5	28/09/2010	Small to medium size perennial suckering shrub to 1.5 m high. Found in mallee, woodland and forest communities. In the Northern and Yorke region it usually grows in woodlands but is known in a few moderate	Possible

Scientific Name	Common Name	EPBC Act	NP&W Act	Data Source	Date of last record	Species known habitat preferences	Likelihood of habitat use
						rainfall mallee areas. Not observed within Project area.	
Prasophyllum pallidum	Pale Leek-orchid	VU		5		Grows singly or in small groups on the more fertile soils of woodland and well-grassed open forests. Unlikely within Project area.	Unlikely
Prasophyllum pruinosum	Plum Leek-orchid	EN		5		Recorded in a range of open woodland habitats; usually with an overstorey of Pink Gum (*Eucalyptus fasciculosa*), South Australian Blue Gum (*E. leucoxylon*), *Acacia* and *Callitris gracilis*.	Unlikely
Ptilotus erubescens	Hairy-tails		R	3	31/03/2013	Occasional on relatively fertile soils supporting grassland and woodland communities	Possible
Rumex dumosus	Wiry Dock		R	3	1/08/2004	In grasslands and disturbed grassy areas; mostly on clayey soils.	Unlikely
Senecio macrocarpus	Large-fruit Fireweed, Large-fruit Groundsel	VU		5		The Yellow Swainson-pea Swainsona pyrophila is a short-lived, fire-adapted species that occurs in mallee vegetation communities in inland south-eastern Australia, where it is widely distributed from the northern Eyre Peninsula, South Australia, east to north-western Victoria and western New South Wales.	Unlikely
Thelymitra matthewsii	Spiral Sun-orchid	VU		5		Favours open forests and woodlands in well-drained sand and clay loams. It is a post-disturbance coloniser. It has been recorded as growing on gravely soils in disturbed areas of low coastal in swampy soils on lateritic podsol on gently sloping plateaus or from sand overlying limestone on undulating plain.	Unlikely

Source; 1- BDBSA, 2 - AoLA, 3 – NatureMaps 4 – Observed/recorded in the field, 5 - Protected matters search tool, 6 – others
Conservation status: Aus.: Australia (Environment Protection and Biodiversity Conservation Act 1999). SA: South Australia (National Parks and Wildlife Act 1972). Conservation codes: EN/E: Endangered. VU/V: Vulnerable, R: Rar

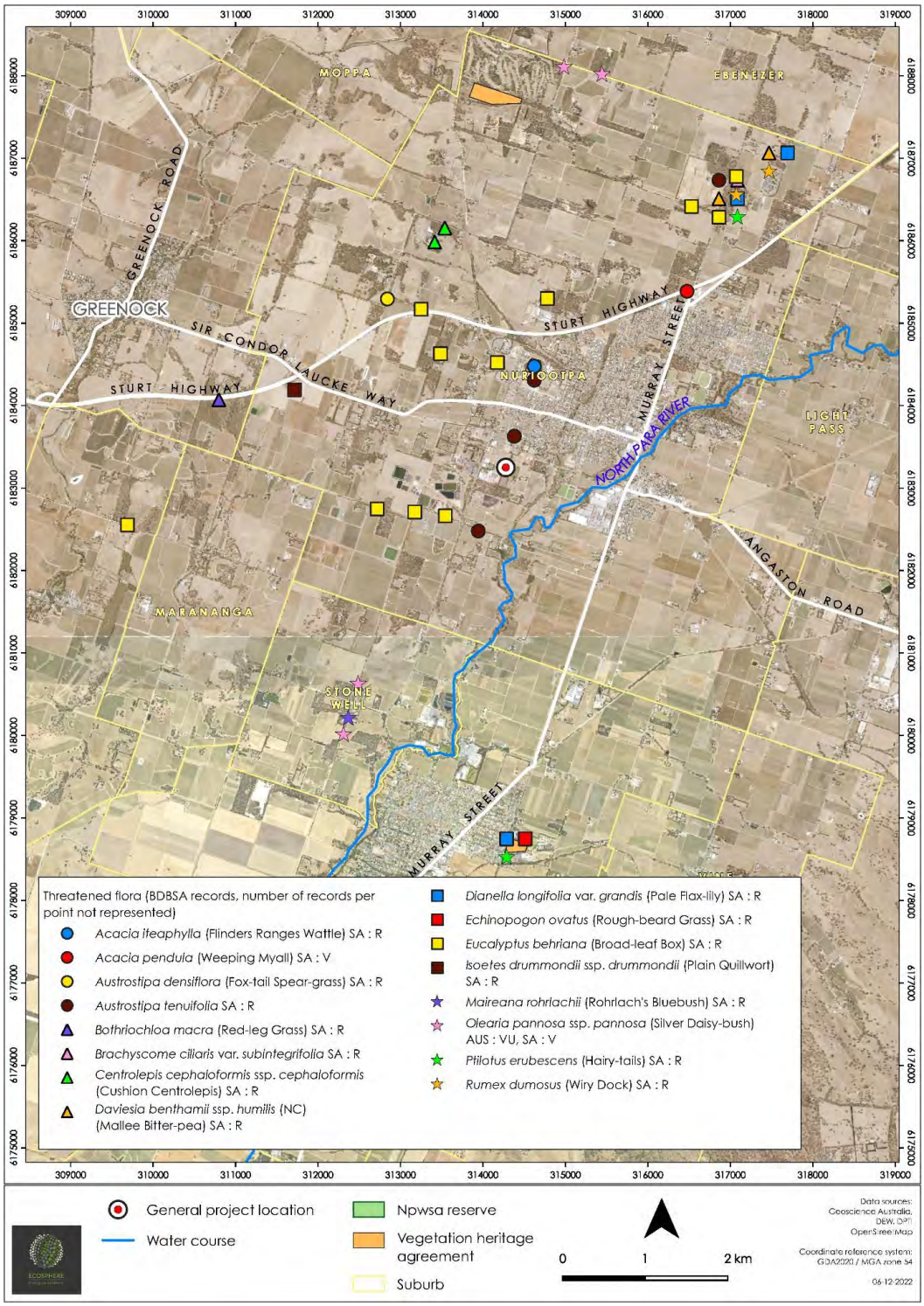


Figure 6. Threatened flora previously recorded within 5km of the project site.



4.2.5 Nationally threatened fauna

Fifteen fauna species listed as threatened under the EPBC Act were identified in the PMST report as potentially occurring or having suitable habitat within the project area (**Error! Reference source not found.**). This included ten b irds, two reptiles, two mammals and one frog species. No species of national conservation significance had historical records within 5 km of the Project area (Table 7).

4.2.6 Migratory species

Eleven migratory species listed under the EPBC Act were highlighted as potentially present within 5km of the project area. None were considered likely to occur within the project area.

4.2.7 State threatened fauna

Four fauna species of state conservation significance had historical records from the Naturemaps BDBSA search within 5km. All state listed species were considered likely to utilise the project area and included:

- *Corcorax melanorhamphos* (White-winged Chough)
- *Melithreptus gularis* (Black-chinned Honeyeater)
- *Stagonopleura guttata* (Diamond Firetail)
- *Trichosurus vulpecula* (Common Brushtail Possum)

White-winged chough were observed on site during the field assessment.

A list of all flora species with records within 5 km of the Project area is shown in Appendix 4.

Table 7. Threatened fauna species and migratory listed under the EPBC Act and NPW Act identified in the PMST (Source 5) and BDBSA (Source 3) database searches within 5 km of the project area.

Scientific Name	Common Name	EPBC Act	NP&W Act	Data Source	Date of last record	Species known habitat preferences	Likelihood of habitat use
Birds							
Actitis hypoleucos	Common Sandpiper	Mi		5		The Common Sandpiper mainly breeds in parts of Europe and Asia, and occasionally Africa. Found along all coastlines of Australia and in many areas inland, the species utilises a wide range of coastal wetlands and some inland wetlands, with varying levels of salinity, and is mostly found around muddy margins or rocky shores and rarely on mudflats.	Unlikely
Apus pacificus	Fork-tailed Swift	Mi		5		The Fork-tailed Swift is a non-breeding visitor to all states and territories of Australia. In South Australia, the Fork-tailed Swift is widespread from the Victorian border west to the Spencer Gulf. In Australia, the Fork-tailed Swift is almost exclusively aerial.	Unlikely
Botaurus poiciloptilus	Australasian Bittern	EN		5		In Australia, the Australasian Bittern occurs from south-east Queensland to south-east South Australia as far as the Adelaide Region, southern Eyre Peninsula, Tasmania and in the southwest of Western Australia It favours wetlands with tall dense vegetation	Unlikely
Calidris acuminata	Sharp-tailed Sandpiper	Mi		5		The Sharp-tailed Sandpiper spends the non-breeding season in Australia. In Australasia, the Sharp-tailed Sandpiper prefers muddy edges of shallow fresh or brackish wetlands, with inundated or emergent sedges, grass, saltmarsh or other low vegetation.	Unlikely
Calidris ferruginea	Curlew Sandpiper	CR, Mi		5		In Australia, curlew sandpipers occur around the coasts and are also widespread inland. In Australia, curlew sandpipers mainly occur on intertidal mudflats in sheltered coastal areas, such as estuaries, bays, inlets and lagoons. They are also recorded inland, though less often, including around ephemeral and permanent lakes, dams, waterholes and bore drains, usually with bare edges of mud or sand.	Unlikely
Calidris melanotos	Pectoral Sandpiper	Mi		5		In South Australia, the Pectoral Sandpiper is found mostly in the south-east, from north to the Murray River and west to Yorke Peninsula. The species is found at coastal lagoons, estuaries,	Unlikely

Scientific Name	Common Name	EPBC Act	NP&W Act	Data Source	Date of last record	Species known habitat preferences	Likelihood of habitat use
						bays, swamps, lakes, inundated grasslands, saltmarshes, river pools, creeks, floodplains and artificial wetlands	
Corcorax melanorhamphos	White-winged Chough		R	3	18/10/2019	White-winged Choughs are found in open forests and woodlands. They tend to prefer the wetter areas, with lots of leaf-litter, for feeding, and available mud for nest building, no habitat present within project area.	Known
Falco hypoleucos	Grey Falcon	VU		5		The species occurs in arid and semi-arid Australia, including the Murray-Darling Basin, Eyre Basin, central Australia, and Western Australia (Marchant and Higgins 1993). The species is mainly found where annual rainfall is less than 500 mm, except when wet years are followed by drought, when the species might become marginally more widespread.	Unlikely
Gallinago hardwickii	Latham's Snipe, Japanese Snipe	Mi		5		Latham's Snipe breed in Japan and far eastern Russia during the northern hemisphere summer. Latham's Snipe is a non-breeding visitor to south-eastern Australia and is a passage migrant through northern Australia. The species has been recorded along the east coast of Australia from Cape York Peninsula through to south-eastern South Australia.	Unlikely
Grantiella picta	Painted Honeyeater	VU		5		The species prefers woodlands which contain a higher number of mature trees, as these host more mistletoes. It is more common in wider blocks of remnant woodland than in narrower strips.	Unlikely
Leipoa ocellata	Malleefowl	VU		5		The Malleefowl is found in semi-arid to arid shrublands and low woodlands, especially those dominated by mallee and/or acacias. A sandy substrate and abundance of leaf litter are required for breeding.	Unlikely
Melithreptus gularis	Black-chinned Honeyeater		V	3	28/11/2003	Upper levels of open eucalypt forests and woodlands dominated by box and ironbark eucalypts. It is often found along waterways, especially in arid and semi-arid areas and in northern Australia. It is occasionally seen in gardens and street trees.	Likely
Motacilla cinerea	Grey Wagtail	Mi		5		The Grey Wagtail has a strong association with water, particularly rocky substrates along water courses but also lakes	Unlikely

Scientific Name	Common Name	EPBC Act	NP&W Act	Data Source	Date of last record	Species known habitat preferences	Likelihood of habitat use
						and marshes. The species is a rare non-breeding summer visitor to northern Australia.	
Motacilla flava	Yellow Wagtail	Mi		5		The Yellow Wagtail is a regular wet season visitor to northern Australia. The species is considered a vagrant to Victoria, South Australia and southern Western Australia.	Unlikely
Myiagra cyanoleuca	Satin Flycatcher	Mi		5		The Satin Flycatcher is found in tall forests, preferring wetter habitats such as heavily forested gullies	Unlikely
Numenius madagascariensis	Eastern Curlew, Far Eastern Curlew	CR, Mi		5		Primarily coastal distribution rarely recorded inland. During the non-breeding season in Australia, the eastern curlew is most associated with sheltered coasts, especially estuaries, bays, harbours, inlets, and coastal lagoons.	Unlikely
Pedionomus torquatus	Plains-wanderer	CR		5		Plains-wanderers are distributed across north-central Victoria, southern New South Wales (NSW) around the Riverina region, eastern South Australia, and west-central Queensland. Plains-wanderers inhabit sparse native grasslands and are often absent from areas where grass becomes too dense or too sparse. They nest amongst native grasses and herbs, or sometimes amongst crops, feeding on a mixture of seeds, invertebrates, and leaves.	Unlikely
Polytelis anthopeplus monarchoides	Regent Parrot (eastern)	VU		5		The Regent Parrot (eastern) primarily inhabits riparian or littoral River Red Gum (*Eucalyptus camaldulensis*) forests or woodlands and adjacent Black Box (*E. largiflorens*) woodlands. Nearby open mallee woodland or shrubland, usually with a ground cover of spinifex (Triodia) or other grasses, supporting various eucalypts.	Unlikely
Rostratula australis	Australian Painted Snipe	EN		5		The Australian painted snipe occurs in shallow freshwater (occasionally brackish) wetlands, both ephemeral and permanent, such as lakes, swamps, claypans, inundated or waterlogged grassland/saltmarsh, dams, rice crops, sewage farms and bore drain.	Unlikely
Stagonopleura guttata	Diamond Firetail		V	3	28/02/2019	Open woodlands and grasslands as well a coastal heathland.	Likely
Tringa nebularia	Common Greenshank, Greenshank	Mi		5		The Common Greenshank is found in Europe, Africa, Asia, Melanesia and Australasia. The Common Greenshank does not breed in Australia; however, the species occurs in all types of wetlands and has the widest distribution of any shorebird in	Unlikely

Scientific Name	Common Name	EPBC Act	NP&W Act	Data Source	Date of last record	Species known habitat preferences	Likelihood of habitat use
						Australia. It occurs in sheltered coastal habitats, typically with large mudflats and saltmarsh, mangroves or seagrass.	
Zoothera lunulata halmaturina	South Australian Bassian Thrush, Western Bassian Thrush	EN		5		Woodlands with dense understory, this species will forage in the ground layer.	Unlikely
Mammals							
Isoodon obesulus obesulus	Southern Brown Bandicoot	EN		5		Very dense understory in forests and woodlands. Usually associated with very dense heath or riparian areas infested with blackberry.	Unlikely
Pteropus poliocephalus	Grey-headed Flying-fox	VU		5		Grey-headed Flying-foxes have been recorded intermittently in South Australia for many decades, with a permanent camp only becoming established in Adelaide from 2010. Since 2010, Grey-headed Flying-fox numbers increased incrementally in Adelaide with regular monitoring revealing that there are now approximately 22,000 bats residing here. In South Australia, Grey-headed Flying-foxes feed in tree canopies on blossom and nectar of banksias, grevilleas, tea-trees and gum trees e.g. spotted and Lemon-scented gums and fleshy fruit	Possible as very occasional visitor
Trichosurus vulpecula	Common Brushtail Possum		R	3	29/08/2018	The Common Brushtail Possum (Trichosurus vulpecula) has been recently listed as rare in South Australia due to suffering a significant decline in abundance and reduction in its range across the state, mainly brought about by loss of habitat and predation. They are commonly found at night in the canopies of eucalypt and She-oak woodlands, mainly feeding on the leaves, flowers and fruits.	Likely
Reptiles							
Aprasia pseudopulchella	Flinders Ranges Worm-lizard	VU		5		Flinders Ranges Worm Lizard burrows freely in loose sand and soil, under rocks and litter in open woodland, native tussock grassland, riparian habitats and rocky isolates. Prefers stony soils or clay soils with a stony surface.	Unlikely
Tiliqua adelaidensis	Pygmy Blue-tongue Lizard, Adelaide Blue-tongue Lizard	EN		5		Occupies spider holes on open grasslands where no historical soil disturbance has occurred.	Unlikely

Scientific Name	Common Name	EPBC Act	NP&W Act	Data Source	Date of last record	Species known habitat preferences	Likelihood of habitat use
Frog							
Litoria raniformis	Growling Grass Frog, Southern Bell Frog, Green and Golden Frog	VU		5		Dependent on permanent freshwater lagoons for breeding. Utilises dense vegetation, soil cracks, fallen timber and debris as sources of refuge particularly on frequently inundated floodplains.	Unlikely

Source; 1- BDBSA, 2 - AoLA, 3 – NatueMaps 4 – Observed/recorded in the field, 5 - Protected matters search tool, 6 – others
Conservation status: Aus.: Australia (Environment Protection and Biodiversity Conservation Act 1999). SA: South Australia (National Parks and Wildlife Act 1972). Conservation codes: EN/E: Endangered. VU/V: Vulnerable, R: Rare, Mi: Migratory

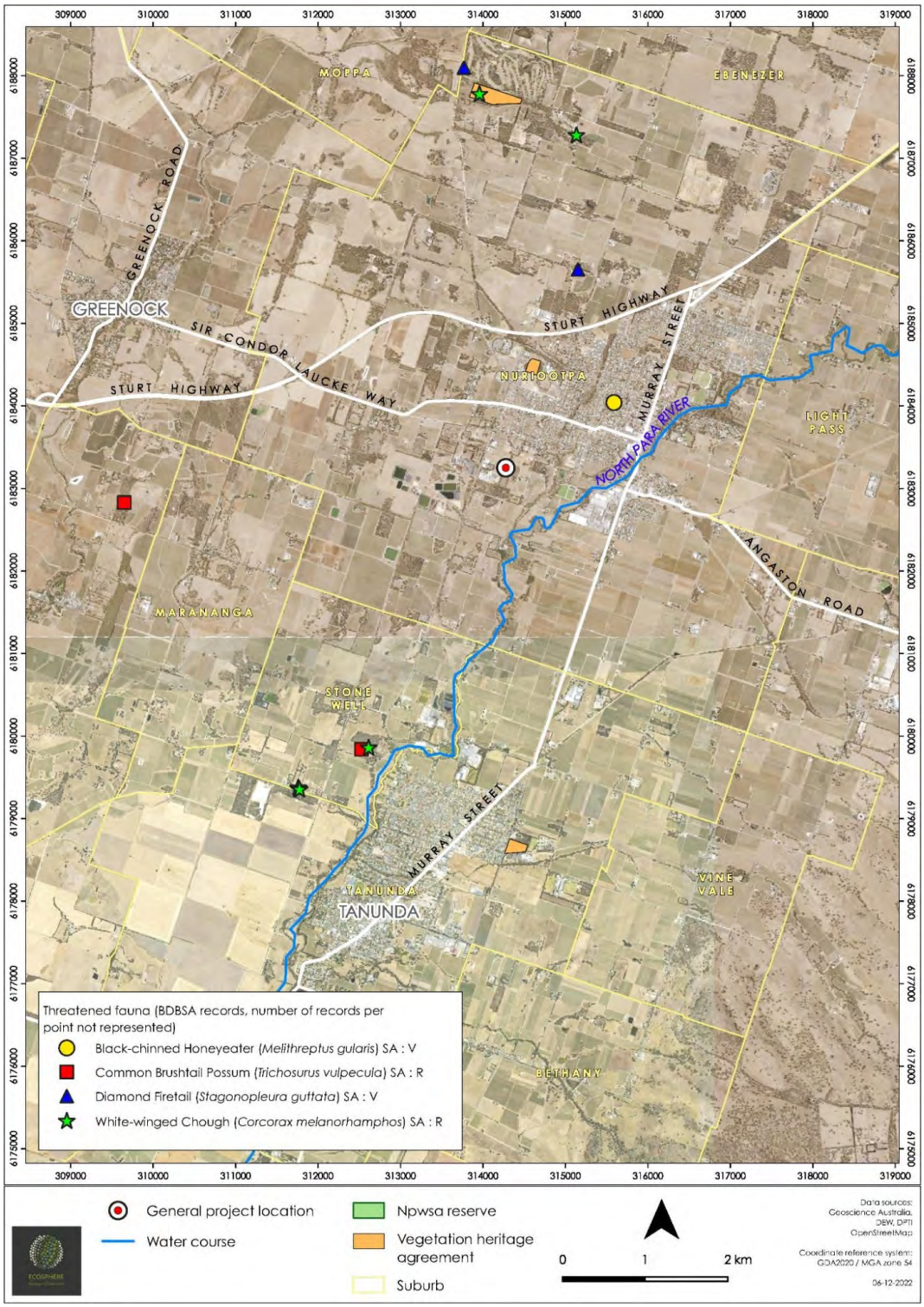


Figure 7. Threatened fauna previously recorded within 5km of the project site.



4.3 Cumulative impact

When exercising a power or making a decision under Division 5 of the Native Vegetation Regulations 2017, the NVC must consider the potential cumulative impact, both direct and indirect, that is reasonably likely to result from a proposed clearance activity.

Trees located within the two swales reserved for surface water runoff collection and flow regulation, although not directly impacted by the clearance, may be indirectly impacted if periods of prolonged inundation occur. Prolonged inundation of the trees may lead to reduced tree health and potentially tree death.

4.4 Address the Mitigation Hierarchy

When exercising a power or making a decision under Division 5 of the Native Vegetation Regulations 2017, the NVC must have regard to the mitigation hierarchy. The NVC will also consider, with the aim to minimize, impacts on biological diversity, soil, water and other natural resources, threatened species or ecological communities under the EPBC Act or listed species under the NP&W Act.

a) Avoidance – outline measures taken to avoid clearance of native vegetation

The project layout has been refined to avoid areas of high-density trees and trees of high habitat value. Whilst the original layout required the clearance of 88 native trees, the new refined new layout requires the clearance of 31 trees. This measure has allowed for the avoidance of the clearance of 57 native trees. Furthermore, the original layout required the clearance of 21 large (>200cm circumference), high habitat value trees. The refined layout proposes only 4 of these trees for clearance with a further 1 tree proposed for pruning. This avoids the clearance of 17 large, high value trees.

b) Minimization – if clearance cannot be avoided, outline measures taken to minimize the extent, duration and intensity of impacts of the clearance on biodiversity to the fullest possible extent (whether the impact is direct, indirect or cumulative).

The project layout has been refined to minimise the impact to the lightly wooded patches within the site. The majority of the trees proposed for clearance occur as single isolated trees or in small, isolated clumps of trees. Thereby the impact on more intact habitat patches within the project area is minimised.

c) Rehabilitation or restoration – outline measures taken to rehabilitate ecosystems that have been degraded, and to restore ecosystems that have been degraded, or destroyed by the impact of clearance that cannot be avoided or further minimized, such as allowing for the re-establishment of the vegetation.

The nature of the project does not lend itself to significant rehabilitation however the retention of amenity trees associated with the southern boundary would maintain a buffer between an industrial facility and the intact remnant vegetation in the allotment south. The amenity strips are not locally indigenous trees however do provide some habitat value and increase the diversity of foraging habitat throughout the year. Any new amenity plantings associated with office complexes and landscaping should endeavour to utilise locally indigenous species where possible.

d) Offset – any adverse impact on native vegetation that cannot be avoided or further minimized should be offset by the achievement of a significant environmental benefit that outweighs that impact.

The NVC will only consider an offset once avoidance, minimization and restoration have been documented and fulfilled. The SEB Policy explains the biodiversity offsetting principles that must be met.



4.5 Principles of Clearance (Schedule 1, *Native Vegetation Act 1991*)

The Native Vegetation Council will consider Principles 1(b), 1(c) and 1(d) when assigning a level of Risk under Regulation 16 of the Native Vegetation Regulations. The Native Vegetation Council will consider all the Principles of clearance of the Act as relevant, when considering an application referred under the *Planning, Development and Infrastructure Act 2016*.

Principle of clearance	Considerations
Principle 1a - it comprises a high level of diversity of plant species	Relevant information Seven native plant species were recorded in the bushland assessments. The NVC benchmark for remnant native vegetation assesses a native plant diversity score of less than 10 as not at variance with the principle. The seven species recorded were: • *Eucalyptus leucoxylon* • *Eucalyptus microcarpa* • *Callitris gracilis*
	Assessment against the principles Not at variance
	Moderating factors that may be considered by the NVC N/A
Principle 1b - significance as a habitat for wildlife	Relevant information Four threatened species have previously been recorded within 5km of the project site. All of these species were considered likely to use the vegetation in the project area (listed below). None of the species are expected to be impacted by the clearance. • *Corcorax melanorhamphos* (White-winged Chough) SA: R • *Melithreptus gularis* (Black-chinned Honeyeater) SA: V • *Stagonopleura guttata* (Diamond Firetail) SA: V • *Trichosurus vulpecula* (Common Brushtail Possum) SA: R All trees had a fauna habitat score of 1.4 and unit biodiversity scores ranging from 0.20 to 8.32.
	Assessment against the principles Seriously at Variance – all trees proposed for removal
	Moderating factors that may be considered by the NVC Patches of intact habitat and large trees of high habitat value were prioritised when refining the project layout. The retention of lightly wooded patches within the site as well as the retention of 17 of the 21 large, high habitat value trees within the site allows for the retention of important habitat and canopy cover. Thereby, habitat for wildlife is retained within the project area and movement of wildlife through the area is unlikely to be affected.
Principle 1c - plants of a rare, vulnerable or	Relevant information No threatened plant species were recorded in the scattered tree or bushland assessments.
	Assessment against the principles Not at variance.



endangered species	Moderating factors that may be considered by the NVC N/A
***Principle 1d - the vegetation comprises the whole or part of a plant community that is Rare, Vulnerable or endangered*:**	Relevant information Although Peppermint Box (*Eucalyptus odorata*) grassy woodlands are listed as a critically endangered ecological community, the vegetation within the property area containing *Eucalyptus odorata* does not meet the guidelines to be classed as this threatened community. This is because *Eucalyptus odorata* cannot be classed as the sole dominant species in the woodland and the minimum requirement of greater than 15 native species, of which at least three are native broad-leaved herbaceous species not on the disturbance resistant list and at least two are native perennial grass species, is not met.
	Assessment against the principles Not at variance
	Moderating factors that may be considered by the NVC N/A
Principle 1e - it is significant as a remnant of vegetation in an area which has been extensively cleared.	Relevant information The IBRA Association percentage vegetation remnancy (%) is 7 and the IBRA Subregion percentage vegetation remnancy (%) is 15. The Total Biodiversity Score for all scattered trees proposed for removal is 190.94.
	Assessment against the principles Seriously at variance – all trees proposed for removal
	Moderating factors that may be considered by the NVC Of the approximately 12.9 ha property, approximately 1 ha is covered by native vegetation (approximately 7.7%). This is slightly greater than the 7% native vegetation remnancy of the IBRA association but lower than the 8% remnancy within the surrounding 5km radius. Therefore, the vegetation within the property can be considered a significant remnant. Of the 1 ha of native vegetation within the property, approximately 0.8ha of native vegetation will be retained. The native vegetation proposed for removal consists mostly of single isolated trees of isolated clumps of trees. The trees retained are mostly within larger patches of remnant woodland. The retention of the larger wooded patches which contain both mature and emergent trees in important for ensuring the longevity of these patches of native vegetation.
Principle 1f - it is growing in, or in association with, a wetland environment.	Relevant information None of the vegetation proposed for clearance is associated with wetland environments.
	Assessment against the principles Not at variance
	Moderating factors that may be considered by the NVC N/A
Principle 1g - it contributes significantly to the amenity of the area in which it is	Relevant information
	N/A
	Moderating factors that may be considered by the NVC N/A



growing or is situated.	

Principles of Clearance (h-m) will be considered by comments provided by the local NRM Board or relevant Minister. The Data Report should contain information on these principles where relevant and where sufficient information or expertise is available.

4.6 Risk Assessment

Determine the level of risk associated with the application

Total clearance	No. of trees	31
	Area (ha)	n/a
	Total biodiversity Score	52.306
Seriously at variance with principle 1(b), 1(c) or 1 (d)		1b
Risk assessment outcome		Level 4

4.7 NVC Guidelines

Provide any other information that demonstrates that the clearance complies with any relevant NVC guidelines related to the activity.



5. Clearance summary

Scattered trees Summary table

Tree or Cluster ID	Number of trees	Fauna Habitat score	Threatened flora score	Biodiversity score	Loss factor	SEB Points required	SEB Payment	Admin Fee
2	1	1.4	0	1.3272136	1	1.39	$941.23	$51.77
11	1	1.4	0	3.4757694	1	3.65	$2,464.93	$135.57
12	1	1.4	0	0.2353017	1	0.25	$166.87	$9.18
13	1	1.4	0	1.2258449	1	1.29	$869.34	$47.81
14	1	1.4	0	1.9203122	1	2.02	$1,361.84	$74.90
15	1	1.4	0	2.1161699	1	2.22	$1,500.74	$82.54
29	1	1.4	0	1.1156826	1	1.17	$791.22	$43.52
30	1	1.4	0	2.2376892	1	2.35	$1,586.92	$87.28
31	1	1.4	0	1.0964561	1	1.15	$777.58	$42.77
32	1	1.4	0	2.2162298	1	2.33	$1,571.70	$86.44
33	1	1.4	0	1.0382523	1	1.09	$736.30	$40.50
34	1	1.4	0	1.2407244	1	1.30	$879.89	$48.39
35	1	1.4	0	1.0431445	1	1.10	$739.77	$40.69
36	1	1.4	0	0.4893637	1	0.51	$347.05	$19.09
37	1	1.4	0	0.5095338	1	0.54	$361.35	$19.87
45	1	1.4	0	0.1800705	1	0.19	$127.70	$7.02
50	1	1.4	0	6.5390303	1	6.87	$4,637.32	$255.05
51	1	1.4	0	3.9310681	1	4.13	$2,787.82	$153.33
57	1	1.4	0	4.0159696	1	4.22	$2,848.03	$156.64
58	1	1.4	0	0.9932579	0.6	0.63	$422.64	$23.25
59	1	1.4	0	1.1302286	1	1.19	$801.53	$44.08
60	1	1.4	0	0.2842388	1	0.30	$201.58	$11.09
67	1	1.4	0	1.0888755	1	1.14	$772.20	$42.47
68	1	1.4	0	1.3556746	1	1.42	$961.41	$52.88
69	1	1.4	0	1.2672253	1	1.33	$898.69	$49.43
70	1	1.4	0	0.3054717	1	0.32	$216.63	$11.91
83	1	1.4	0	0.5172716	1	0.54	$366.84	$20.18
84	1	1.4	0	1.1260367	1	1.18	$798.56	$43.92
86	1	1.4	0	4.7082413	1	4.94	$3,338.97	$183.64
87	1	1.4	0	0.1960249	1	0.21	$139.02	$7.65
88	1	1.4	0	3.3794731	1	3.55	$2,396.64	$131.82
Total	**31**			**52.306**		**54.50**	**$36,812.31**	**$2,024.68**

Totals summary table

	Total Biodiversity score	Total SEB points required	SEB Payment	Admin Fee	Total Payment
Application	52.306	54.50	$36,812.31	$2,024.68	$38,836.98

Economies of Scale Factor	0.5
Rainfall (mm)	505



6. Significant Environmental Benefit

A Significant Environmental Benefit (SEB) is required for approval to clear under Division 5 of the *Native Vegetation Regulations 2017*. The NVC must be satisfied that as a result of the loss of vegetation from the clearance that an SEB will result in a positive impact on the environment that is over and above the negative impact of the clearance.

ACHIEVING AN SEB

Indicate how the SEB will be achieved by ticking the appropriate box and providing the associated information:

☐ Establish a new SEB Area on land owned by the proponent.

☐ Use SEB Credit that the proponent has established. Provide the SEB Credit Ref. No. _____

☐ Apply to have SEB Credit assigned from another person or body. The application form needs to be submitted with this Data Report.

☐ Apply to have an SEB to be delivered by a Third Party. The application form needs to be submitted with this Data Report.

☒ Pay into the Native Vegetation Fund.

PAYMENT SEB

If a proponent proposes to achieve the SEB by paying into the Native Vegetation Fund, summary information must be provided on the amount required to be paid and the manner of payment:

To fulfil the SEB obligation under the current plan, a payment of $36,812.31 plus an administration fee of $2,024.68 totalling $38,836.98 is required.

7. Appendices

Appendix 1. Bushland, Rangeland or Scattered Tree Vegetation Assessment Scoresheets associated with the proposed clearance and SEB Area (to be submitted in Excel format)

Landscapes Region	**N&Y**	**Total Biodiversity Score**	205.93
Mean Annual Rainfall (mm)	505	**Total SEB Points required**	54.50
Economies of Scale factor	0.5	**Payment $ (GST exclusive)**	**$36,812.31**
		Admin fee (GST inclusive)	**$2,024.68**
IBRA Association	**Barossa**	**Total SEB $ required**	**$38,836.98**

Tree Species	Number of Trees (total)	Number of trees (proposed removed)	Number of trees (proposed pruning)	Total SEB Points required	Payment in NV Fund (GST Exclusive)	Administration fee (GST Inclusive)	Total
Eucalyptus leucoxylon ssp leucoxylon	64	19	1	29.56	$19,964.45	$1,098.04	$21,062.49
Callitris preissii	25	7	0	12.44	$8,404.42	$462.24	$8,866.66
Eucalyptus odorata	25	4	0	12.50	$8,443.44	$464.39	$8,907.83
0	0	0	0	0.00	$0.00	$0.00	$0.00

Attachment 1

Tree No.	Species description)	Number of trees in a clump (enter 1 for individual trees)	Height (m)	Diameter at 1m above ground level (cm)	Dieback %	Number of Hollows			Suitability for fauna threatened species				Threatened sp.	Remnancy IBRA Assoc. % veg remaining	Loss Factor	Species	Fauna habitat Score	Threatened flora score	Biodiversity score (Max 15) (Score per tree)	Total biodiversity score	SEB Points Req.	Total SEB Payment $
									Number of species				Tree species is; R = Rare V = Vulnerable E = Endangered									
						Small	Medim	Large	Uncommon	NP&W Act - Rare	NP&W Act - Endangered or Vulnerable (exclude EBPC Spp)	EPBC Listed spp.										
1	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	17.0	101.18	10				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	**1.4**	**0**	4.26	4.26	0.00	$0.00
2	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	14.0	96.49	80				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	**1.4**	**0**	1.33	1.33	1.39	$988.29
3	*Callitris preissii*	1	10.0	41.68	5				12	2	2			7	0.0	Callitris preissii	**1.4**	**0**	2.39	2.39	0.00	$0.00
4	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	16.0	49	10				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	**1.4**	**0**	2.24	2.24	0.00	$0.00
5	*Callitris preissii*	1	12.0	48	10				12	2	2			7	0.0	Callitris preissii	**1.4**	**0**	3.63	3.63	0.00	$0.00
6	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	12.0	82	70				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	**1.4**	**0**	1.19	1.19	0.00	$0.00
7	*Callitris preissii*	1	9.0	48	10				12	2	2			7	0.0	Callitris preissii	**1.4**	**0**	2.24	2.24	0.00	$0.00
8	*Callitris preissii*	1	9.0	41.18	10				12	2	2			7	0.0	Callitris preissii	**1.4**	**0**	2.10	2.10	0.00	$0.00
9	*Callitris preissii*	1	9.0	48	5				12	2	2			7	0.0	Callitris preissii	**1.4**	**0**	2.32	2.32	0.00	$0.00
10	*Eucalyptus odorata*	3	5.0	23	60				12	2	2			7	0.0	Eucalyptus odorata	**1.4**	**0**	0.28	0.85	0.00	$0.00
11	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	17.0	67	10				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	**1.4**	**0**	3.48	3.48	3.65	$2,588.18
12	*Eucalyptus odorata*	1	2.0	46	90				12	2	2			7	1.0	Eucalyptus odorata	**1.4**	**0**	0.24	0.24	0.25	$175.21
13	*Callitris preissii*	1	9.0	34	25				12	2	2			7	1.0	Callitris preissii	**1.4**	**0**	1.23	1.23	1.29	$912.81
14	*Callitris preissii*	1	9.0	38	15				12	2	2			7	1.0	Callitris preissii	**1.4**	**0**	1.92	1.92	2.02	$1,429.93
15	*Callitris preissii*	1	9.0	42	10				12	2	2			7	1.0	Callitris preissii	**1.4**	**0**	2.12	2.12	2.22	$1,575.77
16	*Eucalyptus odorata*	1	10.0	41	40				12	2	2			7	0.0	Eucalyptus odorata	**1.4**	**0**	1.93	1.93	0.00	$0.00
17	*Callitris preissii*	1	10.0	45	10				12	2	2			7	0.0	Callitris preissii	**1.4**	**0**	2.38	2.38	0.00	$0.00
18	*Eucalyptus odorata*	1	10.0	47.21	5				12	2	2			7	0.0	Eucalyptus odorata	**1.4**	**0**	3.30	3.30	0.00	$0.00
19	*Callitris preissii*	1	9.0	29	5				12	2	2			7	0.0	Callitris preissii	**1.4**	**0**	1.29	1.29	0.00	$0.00
20	*Callitris preissii*	1	9.0	30	5				12	2	2			7	0.0	Callitris preissii	**1.4**	**0**	1.32	1.32	0.00	$0.00
21	*Callitris preissii*	4	9.0	30.68	5				12	2	2			7	0.0	Callitris preissii	**1.4**	**0**	1.34	5.35	0.00	$0.00
22	*Callitris preissii*	1	6.0	33	15				12	2	2			7	0.0	Callitris preissii	**1.4**	**0**	0.64	0.64	0.00	$0.00
23	*Callitris preissii*	1	8.0	40.5	5				12	2	2			7	0.0	Callitris preissii	**1.4**	**0**	1.97	1.97	0.00	$0.00
24	*Callitris preissii*	1	6.0	25	10				12	2	2			7	0.0	Callitris preissii	**1.4**	**0**	0.55	0.55	0.00	$0.00
25	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	24.0	147	5				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	**1.4**	**0**	8.32	8.32	0.00	$0.00
26	*Eucalyptus odorata*	1	14.0	47.51	10				12	2	2			7	0.0	Eucalyptus odorata	**1.4**	**0**	4.03	4.03	0.00	$0.00
27	*Callitris preissii*	1	10.0	45	60				12	2	2			7	0.0	Callitris preissii	**1.4**	**0**	1.23	1.23	0.00	$0.00
28	*Callitris preissii*	1	9.0	46	15				12	2	2			7	0.0	Callitris preissii	**1.4**	**0**	2.12	2.12	0.00	$0.00
29	*Eucalyptus odorata*	1	8.0	38	40				12	2	2			7	1.0	Eucalyptus odorata	**1.4**	**0**	1.12	1.12	1.17	$830.78
30	*Callitris preissii*	1	9.0	44	5				12	2	2			7	1.0	Callitris preissii	**1.4**	**0**	2.24	2.24	2.35	$1,666.26
31	*Callitris preissii*	1	5.0	44	10				12	2	2			7	1.0	Callitris preissii	**1.4**	**0**	1.10	1.10	1.15	$816.46
32	*Callitris preissii*	1	9.0	43	5				12	2	2			7	1.0	Callitris preissii	**1.4**	**0**	2.22	2.22	2.33	$1,650.28
33	*Callitris preissii*	1	6.0	33	5				12	2	2			7	1.0	Callitris preissii	**1.4**	**0**	1.04	1.04	1.09	$773.12
34	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	8.0	56.84	5				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	**1.4**	**0**	1.24	1.24	1.30	$923.89
35	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	8.0	41	5				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	**1.4**	**0**	1.04	1.04	1.10	$776.76

Attachment 1

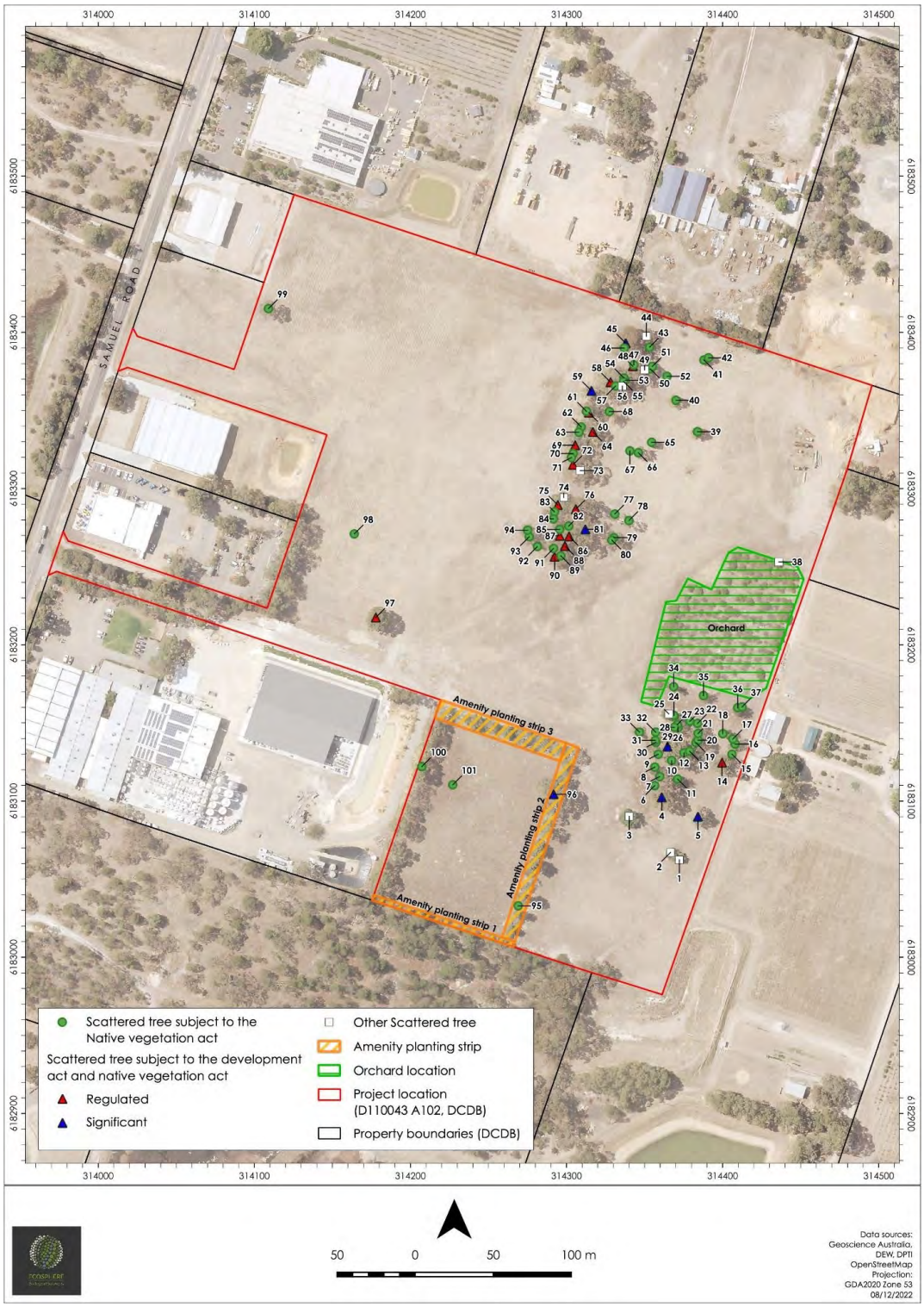
Tree No.	Species description)	Number of trees in a clump (enter 1 for individual trees)	Height (m)	Diameter at 1m above ground level (cm)	Dieback %	Number of Hollows			Suitability for fauna threatened species				Threatened sp.	Remnancy IBRA Assoc. % veg remaining	Loss Factor	Species	Fauna habitat Score	Threatened flora score	Biodiversity score (Max 15) (Score per tree)	Total biodiversity score	SEB Points Req.	Total SEB Payment $
									Number of species				Tree species is: R = Rare V = Vulnerable E = Endangered									
						Small	Medim	Large	Uncommon	NP&W Act - Rare	NP&W Act - Endangered or Vulnerable (exclude EBPC Spp)	EPBC Listed spp.										
36	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	6.0	31	5				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	1.4	0	0.49	0.49	0.51	$364.40
37	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	7.0	30	5				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	1.4	0	0.51	0.51	0.54	$379.42
38	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	20	5.0	15	10				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	0.28	5.53	0.00	$0.00
39	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	18.0	117.44	10				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	4.76	4.76	0.00	$0.00
40	*Eucalyptus odorata*	1	13.0	45	10				12	2	2			7	0.0	Eucalyptus odorata	1.4	0	3.95	3.95	0.00	$0.00
41	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	3.0	10	0				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	0.23	0.23	0.00	$0.00
42	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	17.0	77.23	5				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	3.93	3.93	0.00	$0.00
43	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	7.0	25.61	5				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	0.46	0.46	0.00	$0.00
44	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	7.0	17	5				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	0.36	0.36	0.00	$0.00
45	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	2.0	6	0				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	1.4	0	0.18	0.18	0.19	$134.09
46	*Eucalyptus odorata*	1	10.0	35	15				12	2	2			7	0.0	Eucalyptus odorata	1.4	0	2.09	2.09	0.00	$0.00
47	*Eucalyptus odorata*	1	9.0	40.46	80				12	2	2			7	0.0	Eucalyptus odorata	1.4	0	0.62	0.62	0.00	$0.00
48	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	15.0	48.3	5				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	2.20	2.20	0.00	$0.00
49	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	15.0	57	5				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	2.39	2.39	0.00	$0.00
50	*Eucalyptus odorata*	1	17.0	82	5				12	2	2			7	1.0	Eucalyptus odorata	1.4	0	6.54	6.54	6.87	$4,869.19
51	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	10.0	110	20		2	3	13	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	1.4	0	3.93	3.93	4.13	$2,927.21
52	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	12.0	67	60				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	1.11	1.11	0.00	$0.00
53	*Eucalyptus odorata*	1	7.0	56.87	40				12	2	2			7	0.0	Eucalyptus odorata	1.4	0	1.26	1.26	0.00	$0.00
54	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	14.0	44	5				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	2.00	2.00	0.00	$0.00
55	*Eucalyptus odorata*	1	5.0	50	90				12	2	2			7	0.0	Eucalyptus odorata	1.4	0	0.39	0.39	0.00	$0.00
56	*Eucalyptus odorata*	1	11.0	73.54	20				12	2	2			7	0.0	Eucalyptus odorata	1.4	0	4.10	4.10	0.00	$0.00
57	*Eucalyptus odorata*	1	13.0	62.08	30				12	2	2			7	1.0	Eucalyptus odorata	1.4	0	4.02	4.02	4.22	$2,990.43
58	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	9.0	35.74	5				12	2	2			7	0.6	Eucalyptus leucoxylon ssp leucox	1.4	0	0.99	0.99	0.63	$443.77
59	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	9.0	43	5				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	1.4	0	1.13	1.13	1.19	$841.61
60	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	5.0	14	5				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	1.4	0	0.28	0.28	0.30	$211.65
61	*Eucalyptus odorata*	1	10.0	66.1	30				12	2	2			7	0.0	Eucalyptus odorata	1.4	0	3.30	3.30	0.00	$0.00
62	*Eucalyptus odorata*	1	13.0	62.37	20				12	2	2			7	0.0	Eucalyptus odorata	1.4	0	4.29	4.29	0.00	$0.00
63	*Eucalyptus odorata*	1	10.0	28	15				12	2	2			7	0.0	Eucalyptus odorata	1.4	0	1.36	1.36	0.00	$0.00
64	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	17.0	91.29	10				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	4.09	4.09	0.00	$0.00
65	*Eucalyptus odorata*	1	15.0	77	5				12	2	2			7	0.0	Eucalyptus odorata	1.4	0	6.34	6.34	0.00	$0.00

Attachment 1

Tree No.	Species description)	Number of trees in a clump (enter 1 for individual trees)	Height (m)	Diameter at 1m above ground level (cm)	Dieback %	Number of Hollows			Suitability for fauna threatened species				Threatened sp.	Remnancy IBRA Assoc. % veg remaining	Loss Factor	Species	Fauna habitat Score	Threatened flora score	Biodiversity score (Max 15) (Score per tree)	Total biodiversity score	SEB Points Req.	Total SEB Payment $
									Number of species				Tree species is: R = Rare V = Vulnerable E = Endangered									
						Small	Medim	Large	Uncommon	NP&W Act - Rare	NP&W Act - Endangered or Vulnerable (exclude EBPC Spp)	EPBC Listed spp.										
66	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	18.0	94.5	5				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	4.47	4.47	0.00	$0.00
67	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	12.0	32	5				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	1.4	0	1.09	1.09	1.14	$810.81
68	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	13.0	43	10				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	1.4	0	1.36	1.36	1.42	$1,009.48
69	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	12.0	39	5				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	1.4	0	1.27	1.27	1.33	$943.62
70	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	5.0	16.4	5				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	1.4	0	0.31	0.31	0.32	$227.46
71	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	18.0	101.08	10				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	4.45	4.45	0.00	$0.00
72	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	15.0	38	10				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	1.40	1.40	0.00	$0.00
73	*Eucalyptus odorata*	3	12.0	43.57	30				12	2	2			7	0.0	Eucalyptus odorata	1.4	0	2.57	7.72	0.00	$0.00
74	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	6.0	48.6	80				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	0.33	0.33	0.00	$0.00
75	*Eucalyptus odorata*	1	7.0	33.12	40				12	2	2			7	0.0	Eucalyptus odorata	1.4	0	0.59	0.59	0.00	$0.00
76	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	17.0	89	10				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	4.05	4.05	0.00	$0.00
77	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	18.0	88	10				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	4.21	4.21	0.00	$0.00
78	*Eucalyptus odorata*	1	13.0	74.25	5				12	2	2			7	0.0	Eucalyptus odorata	1.4	0	6.20	6.20	0.00	$0.00
79	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	6.0	43	20				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	0.55	0.55	0.00	$0.00
80	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	17.0	95	15				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	4.02	4.02	0.00	$0.00
81	*Callitris preissii*	1	4.0	47.37	90				12	2	2			7	0.0	Callitris preissii	1.4	0	0.32	0.32	0.00	$0.00
82	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	6.0	13	5				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	0.30	0.30	0.00	$0.00
83	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	8.0	28	5				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	1.4	0	0.52	0.52	0.54	$385.18
84	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	8.0	51.62	10				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	1.4	0	1.13	1.13	1.18	$838.49
85	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	18.0	109.59	10				12	2	2			7	0.0	Eucalyptus leucoxylon ssp leucox	1.4	0	4.61	4.61	0.00	$0.00
86	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	20.0	86.63	5				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	1.4	0	4.71	4.71	4.94	$3,505.92
87	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	3.0	5.83	0				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	1.4	0	0.20	0.20	0.21	$145.97
88	*Eucalyptus leucoxylon ssp leucoxylon (see map)*	1	17.6	57	5				12	2	2			7	1.0	Eucalyptus leucoxylon ssp leucox	1.4	0	3.38	3.38	3.55	$2,516.47



Appendix 2. Significant and Regulated Trees within the project area.


314000
314100
314200
314300
314400
314500
6183500
6183400
6183300
6183200
6183100
6183000
6182900
SAMUEL ROAD
Orchard
Amenity planting strip 3
Amenity planting strip 2
Amenity planting strip 1
Scattered tree subject to the Native vegetation act
Scattered tree subject to the development act and native vegetation act
Regulated
Significant
Other Scattered tree
Amenity planting strip
Orchard location
Project location (D110043 A102, DCDB)
Property boundaries (DCDB)
50 0 50 100 m
Data sources: Geoscience Australia, DEW, DPTI OpenStreetMap
Projection: GDA2020 Zone 53
08/12/2022



Appendix 3. Flora Species List

Scientific Name	Common Name	Date of Last Record
Acacia acinacea	Wreath Wattle	29/11/2019
Acacia calamifolia	Wallowa	15/11/2002
Acacia calamifolia (NC)	Wallowa	15/11/2002
Acacia euthycarpa	Wallowa	29/11/2019
Acacia hakeoides	Hakea Wattle	19/07/2022
Acacia iteaphylla	Flinders Ranges Wattle	30/06/2000
Acacia myrtifolia	Myrtle Wattle	29/11/2019
Acacia paradoxa	Kangaroo Thorn	4/11/2019
Acacia pendula	Weeping Myall	21/03/2001
Acacia pycnantha	Golden Wattle	19/07/2022
Acacia retinodes	Wirilda	27/12/2008
Acacia retinodes var. (NC)	Silver Wattle	4/06/2002
Acacia sp.	Wattle	29/11/2019
Acacia spinescens	Spiny Wattle	4/04/2011
Acaena echinata	Sheep's Burr	19/07/2022
Acrotriche affinis	Ridged Ground-berry	1/04/2004
Agave americana var. (NC)	Century Plant	17/04/2002
Aira cupaniana	Small Hair-grass	1/08/2004
Aira sp.	Hair-grass	1/04/2004
Allium sp.		19/07/2022
Allium triquetrum	Three-cornered Garlic	2/10/2014
Allocasuarina pusilla	Dwarf Oak-bush	21/03/1997
Allocasuarina sp.	Sheoak/Oak-bush	29/11/2019
Allocasuarina verticillata	Drooping Sheoak	29/11/2019
Amyema miquelii	Box Mistletoe	19/07/2022
Anthosachne scabra	Native Wheat-grass	19/07/2022
Apodasmia brownii	Coarse Twine-rush	31/03/2013
Arctotheca calendula	Cape Weed	19/07/2022
Aristida behriana	Brush Wire-grass	1/08/2004
Arthropodium fimbriatum	Nodding Vanilla-lily	10/01/2017
Arthropodium strictum	Common Vanilla-lily	19/07/2022
Arundo donax	Giant Reed	17/04/2002
Asparagus asparagoides (NC)	Bridal Creeper	4/06/2002
Asparagus asparagoides f.	Bridal Creeper	19/07/2022
Asparagus asparagoides f. asparagoides	Bridal Creeper	19/07/2022
Asparagus declinatus		7/08/2014
Asperula conferta	Common Woodruff	19/07/2022
Asphodelus fistulosus	Onion Weed	21/03/2001
Asteriscus spinosus	Golden Pallensis	1/08/2004
Atriplex sp.	Saltbush	29/11/2019
Austrostipa blackii	Crested Spear-grass	10/01/2017
Austrostipa curticoma	Short-crest Spear-grass	1/08/2004
Austrostipa densiflora	Fox-tail Spear-grass	22/02/2018



Scientific Name	Common Name	Date of Last Record
Austrostipa drummondii	Cottony Spear-grass	14/11/1996
Austrostipa elegantissima	Feather Spear-grass	19/07/2022
Austrostipa flavescens	Coast Spear-grass	14/11/1996
Austrostipa mollis	Soft Spear-grass	31/03/2013
Austrostipa nodosa	Tall Spear-grass	31/03/2013
Austrostipa pilata	Prickly Spear-grass	1/11/2007
Austrostipa semibarbata	Fibrous Spear-grass	31/03/2013
Austrostipa setacea	Corkscrew Spear-grass	14/11/1996
Austrostipa sp.	Spear-grass	19/07/2022
Austrostipa tenuifolia		30/11/2005
Avellinia festucoides	Avellinia	14/11/1996
Avena barbata	Bearded Oat	19/07/2022
Avena fatua	Wild Oat	25/11/2011
Avena sp.	Oat	15/10/2002
Banksia marginata	Silver Banksia	15/11/2002
Blennospora drummondii	Dwarf Button-flower	14/11/1996
Bothriochloa macra	Red-leg Grass	25/11/2011
Brachyloma ericoides ssp.	Brush Heath	14/11/1996
Brachyloma ericoides ssp. ericoides	Brush Heath	31/03/2013
Brachypodium distachyon	False Brome	20/09/2018
Brachyscome ciliaris var. subintegrifolia		1/08/2004
Brachyscome perpusilla	Tiny Daisy	20/09/2018
Brassica sp.		13/01/2004
Brassica tournefortii	Wild Turnip	1/08/2004
Briza maxima	Large Quaking-grass	20/09/2018
Briza minor	Lesser Quaking-grass	1/08/2004
Bromus diandrus	Great Brome	29/11/2019
Bromus diandrus (NC)	Great Brome	13/01/2004
Bromus hordeaceus ssp. hordeaceus	Soft Brome	4/11/2019
Bromus rubens	Red Brome	1/08/2004
Bromus sp.	Brome	1/11/2006
Bulbine bulbosa	Bulbine-lily	31/03/2013
Bulbine sp.	Bulbine-lily	29/08/2018
Bursaria spinosa ssp.	Bursaria	20/08/2018
Bursaria spinosa ssp. spinosa	Sweet Bursaria	19/07/2022
Caesia calliantha	Blue Grass-lily	20/08/2018
Caladenia sp.	Spider-orchid	31/03/2013
Caladenia tentaculata	King Spider-orchid	3/10/2019
Calandrinia sp.	Purslane/Parakeelya	31/03/2013
Callistemon rugulosus	Scarlet Bottlebrush	29/11/2019
Callistemon sp.	Bottlebrush	17/11/1999
Callitris gracilis	Southern Cypress Pine	10/01/2017
Calocephalus citreus	Lemon Beauty-heads	19/07/2022
Calostemma purpureum	Pink Garland-lily	20/08/2018



Scientific Name	Common Name	Date of Last Record
Calotis hispidula	Hairy Burr-daisy	20/09/2018
Calytrix tetragona	Common Fringe-myrtle	31/03/2013
Carduus tenuiflorus	Slender Thistle	1/08/2004
Carex sp.	Sedge	29/11/2019
Carpobrotus modestus	Inland Pigface	30/06/2000
Carpobrotus sp.	Pigface	21/05/2002
Cassinia arcuata	Drooping Cassinia	20/09/2018
Cassinia arcuata (NC)	Drooping Cassinia	7/08/2014
Cassytha pubescens	Downy Dodder-laurel	12/06/1995
Cassytha sp.	Dodder-laurel	30/06/2000
Cenchrus clandestinus	Kikuyu	25/03/2004
Cenchrus longisetus	Feather-top	17/09/2002
Cenchrus longispinus	Spiny Burr-grass	31/03/2013
Cenchrus setaceus	Fountain Grass	17/11/1999
Centaurea calcitrapa	Star Thistle	21/03/2002
Centaurea solstitialis	St Barnaby's Thistle	21/03/2002
Centaurium erythraea	Common Centaury	1/08/2004
Centaurium sp.	Centaury	14/11/1996
Centaurium tenuiflorum	Branched Centaury	10/01/2017
Centrolepis cephaloformis ssp. cephaloformis	Cushion Centrolepis	14/11/1996
Centrolepis strigosa ssp. strigosa	Hairy Centrolepis	14/11/1996
Cerastium glomeratum	Common Mouse-ear Chickweed	14/11/1996
Chamaecytisus palmensis	Tree Lucerne	7/08/2014
Cheilanthes austrotenuifolia	Annual Rock-fern	20/09/2018
Cheilanthes sp.	Rock-fern	10/01/2017
Cheiranthera alternifolia	Hand-flower	1/11/2006
Chenopodium album	Fat Hen	21/05/2002
Chenopodium desertorum ssp.	Desert Goosefoot	20/09/2018
Chenopodium desertorum ssp. desertorum	Frosted Goosefoot	1/08/2004
Chloris truncata	Windmill Grass	1/11/2006
Chorizandra enodis	Black Bristle-rush	1/08/2004
Chrysanthemoides monilifera ssp. monilifera	Boneseed	20/08/2018
Chrysocephalum apiculatum	Common Everlasting	31/03/2013
Chrysocephalum apiculatum (NC)	Common Everlasting	1/11/2006
Chrysocephalum semipapposum	Clustered Everlasting	19/07/2022
Clematis microphylla	Old Man's Beard	19/07/2022
Clematis microphylla var. microphylla (NC)	Old Man's Beard	1/11/2006
Convolvulus erubescens (NC)	Australian Bindweed	27/11/2002
Convolvulus remotus	Grassy Bindweed	1/08/2004
Convolvulus sp.	Bindweed	21/05/2002
Conyza bonariensis	Flax-leaf Fleabane	21/05/2002
Correa sp.	Correa	29/11/2019
Cotoneaster simonsii	Cotoneaster	4/06/2002
Craspedia variabilis	Billy-buttons	31/03/2013



Scientific Name	Common Name	Date of Last Record
Crassula colligata ssp.		20/09/2018
Crassula colorata var.	Dense Crassula	1/08/2004
Crassula colorata var. acuminata	Dense Crassula	14/11/1996
Crassula colorata var. colorata	Dense Crassula	14/11/1996
Crassula decumbens var. decumbens	Spreading Crassula	20/09/2018
Crassula sieberiana ssp. tetramera (NC)	Australian Stonecrop	14/11/1996
Crassula sp.	Crassula/Stonecrop	20/08/2018
Crassula tetragona ssp. robusta	Crassula	17/04/2002
Cymbonotus preissianus	Austral Bear's-ear	29/08/2018
Cynara cardunculus ssp. flavescens	Artichoke Thistle	19/07/2022
Cynodon dactylon (NC)	Couch	13/01/2004
Cynodon dactylon var.	Couch	29/11/2019
Cynodon dactylon var. dactylon	Couch	31/03/2013
Cynosurus cristatus	Crested Dog's-tail Grass	25/11/2011
Cynosurus echinatus	Rough Dog's-tail Grass	1/11/2006
Cyperaceae sp.	Sedge Family	4/11/2019
Cyperus gymnocaulos	Spiny Flat-sedge	29/11/2019
Cyperus sp.	Flat-sedge	4/11/2019
Cytisus scoparius	English Broom	22/05/2002
Dactylis glomerata	Cocksfoot	19/07/2022
Danthonia sp. (NC)	Wallaby-grass	13/01/2004
Daucus glochidiatus	Native Carrot	20/09/2018
Daviesia arenaria	Sand Bitter-pea	31/03/2013
Daviesia benthamii ssp. (NC)	Spiny Bitter-pea	1/08/2004
Daviesia benthamii ssp. humilis (NC)	Mallee Bitter-pea	1/08/2004
Daviesia brevifolia	Leafless Bitter-pea	21/03/1997
Dianella brevicaulis/revoluta var.	Black-anther Flax-lily	21/03/1997
Dianella longifolia var. grandis	Pale Flax-lily	31/03/2013
Dianella revoluta var.		1/11/2006
Dianella revoluta var. revoluta	Black-anther Flax-lily	19/07/2022
Dichondra repens	Kidney Weed	1/08/2004
Dillwynia hispida	Red Parrot-pea	31/03/2013
Dillwynia sericea	Showy Parrot-pea	31/03/2013
Dittrichia graveolens	Stinkweed	1/11/2006
Dodonaea viscosa ssp.	Sticky Hop-bush	29/11/2019
Dodonaea viscosa ssp. spatulata	Sticky Hop-bush	31/03/2013
Drosera glanduligera	Scarlet Sundew	14/11/1996
Drosera peltata (NC)	Pale Sundew	14/11/1996
Drosera whittakeri	Scented Sundew	19/07/2022
Drosera whittakeri ssp. (NC)		1/08/2004
Echinopogon ovatus	Rough-beard Grass	31/03/2013
Echium plantagineum	Salvation Jane	19/07/2022
Ehrharta calycina	Perennial Veldt Grass	31/03/2013
Ehrharta longiflora	Annual Veldt Grass	29/11/2019



Scientific Name	Common Name	Date of Last Record
Ehrharta sp.	Veldt Grass	4/11/2019
Einadia nutans ssp.	Climbing Saltbush	20/09/2018
Einadia nutans ssp. nutans	Climbing Saltbush	10/01/2017
Enchylaena tomentosa var.	Ruby Saltbush	19/07/2022
Enchylaena tomentosa var. tomentosa	Ruby Saltbush	22/05/2002
Enneapogon nigricans	Black-head Grass	27/11/2002
Eragrostis barrelieri	Pitted Love-grass	11/06/2015
Eragrostis curvula	African Love-grass	1/05/2016
Eragrostis minor	Small Stink-grass	1/08/2004
Erodium botrys	Long Heron's-bill	1/08/2004
Erodium cicutarium	Cut-leaf Heron's-bill	20/09/2018
Erodium sp.	Heron's-bill/Crowfoot	19/07/2022
Eucalyptus behriana	Broad-leaf Box	4/04/2011
Eucalyptus camaldulensis ssp.	River Red Gum	29/11/2019
Eucalyptus camaldulensis var. camaldulensis (NC)	River Red Gum	30/06/2000
Eucalyptus cladocalyx (NC)	Sugar Gum	21/03/2002
Eucalyptus gracilis	Yorrell	4/06/2002
Eucalyptus incrassata	Ridge-fruited Mallee	4/06/2002
Eucalyptus leptophylla	Narrow-leaf Red Mallee	15/11/2002
Eucalyptus leptophylla (NC)	Narrow-leaf Red Mallee	15/11/2002
Eucalyptus leucoxylon ssp.	South Australian Blue Gum	29/11/2019
Eucalyptus leucoxylon ssp. leucoxylon	South Australian Blue Gum	31/03/2013
Eucalyptus leucoxylon ssp. pruinosa	Inland South Australian Blue Gum	19/07/2022
Eucalyptus odorata	Peppermint Box	19/07/2022
Eucalyptus odorata (NC)	Peppermint Box	4/04/2011
Eucalyptus socialis ssp.	Beaked Red Mallee	29/11/2019
Eucalyptus sp.		29/11/2019
Euphorbia drummondii (NC)		1/08/2004
Euphorbia terracina	False Caper	17/11/1999
Eutaxia microphylla	Common Eutaxia	1/11/2006
Eutaxia microphylla var. microphylla (erect) (NC)	Common Eutaxia	14/11/1996
Exocarpos cupressiformis	Native Cherry	20/09/2018
Foeniculum vulgare	Fennel	9/12/2009
Fraxinus angustifolia ssp. angustifolia	Narrow-leaved Ash	2/10/2014
Freesia leichtlinii	Freesia	20/08/2018
Fumaria capreolata	White-flower Fumitory	9/12/2009
Galium aparine	Cleavers	9/12/2009
Galium divaricatum	Slender Bedstraw	14/11/1996
Galium gaudichaudii (NC)	Rough Bedstraw	14/11/1996
Galium migrans (NC)	Loose Bedstraw	1/08/2004
Galium murale	Small Bedstraw	20/09/2018
Gazania linearis	Gazania	17/09/2002
Gazania sp.	Gazania	31/03/2013
Geranium sp.	Geranium	20/09/2018



Scientific Name	Common Name	Date of Last Record
Gladiolus undulatus	Wild Gladiolus	29/11/2019
Glycyrrhiza glabra	Liquorice	9/12/2009
Gnaphalium indutum ssp. indutum	Tiny Cudweed	14/11/1996
Gomphocarpus cancellatus	Broad-leaf Cotton-bush	25/03/2004
Gonocarpus elatus	Hill Raspwort	10/01/2017
Goodenia blackiana	Native Primrose	20/09/2018
Goodenia paradoxa	Spur Velleia	14/11/1996
Goodenia pinnatifida	Cut-leaf Goodenia	19/07/2022
Gramineae sp.	Grass Family	29/11/2019
Grevillea ilicifolia ssp.	Holly-leaf Grevillea	1/08/2004
Grevillea ilicifolia var. ilicifolia (NC)	Holly-leaf Grevillea	22/05/2002
Grevillea lavandulacea ssp. lavandulacea	Spider-flower	31/03/2013
Grevillea lavandulacea var. (NC)	Spider-flower	21/03/1997
Grevillea lavandulacea var. lavandulacea (NC)	Spider-flower	30/06/2000
Hackelia suaveolens	Sweet Hound's-tongue	14/11/1996
Hakea rostrata	Beaked Hakea	21/03/1997
Hakea rugosa	Dwarf Hakea	31/03/2013
Hardenbergia violacea	Native Lilac	20/09/2018
Helichrysum leucopsideum	Satin Everlasting	1/11/2006
Helminthotheca echioides	Ox-tongue	29/11/2019
Hibbertia exutiacies	Prickly Guinea-flower	14/11/1996
Hibbertia riparia (NC)	Guinea-flower	21/03/1997
Hibbertia sp.	Guinea-flower	7/08/2014
Hibbertia virgata	Twiggy Guinea-flower	15/11/2002
Holcus lanatus	Yorkshire Fog	1/08/2004
Hordeum glaucum	Blue Barley-grass	15/10/2002
Hordeum sp.		19/07/2022
Hordeum sp. (NC)	Barley-grass	29/11/2019
Hydrocotyle callicarpa	Tiny Pennywort	14/11/1996
Hypericum perforatum ssp. veronense	St John's Wort	1/08/2004
Hypochaeris glabra	Smooth Cat's Ear	20/09/2018
Hypochaeris radicata	Rough Cat's Ear	1/11/2006
Hysterobaeckea behrii	Silver Broombush	31/03/2013
Iridaceae sp.		10/01/2017
Iris albicans	Flag Iris	31/03/2013
Iris germanica	Flag Iris	4/11/2019
Iris germanica (NC)	Flag Iris	22/05/2002
Iris sp.	Iris	13/01/2004
Isoetes drummondii ssp. drummondii	Plain Quillwort	9/10/1996
Isolepis marginata	Little Club-rush	14/11/1996
Juncus capitatus	Dwarf Rush	14/11/1996
Juncus subsecundus	Finger Rush	1/11/2006
Kennedia prostrata	Scarlet Runner	31/03/2013
Kunzea pomifera	Muntries	31/03/2013



Scientific Name	Common Name	Date of Last Record
Lactuca serriola (NC)	Prickly Lettuce	21/03/2001
Lactuca serriola f.	Prickly Lettuce	29/11/2019
Lagenophora gunniana	Coarse Bottle-daisy	20/08/2018
Lagurus ovatus	Hare's Tail Grass	1/04/2004
Leontodon rhagadioloides	Cretan Weed	20/09/2018
Lepidium africanum	Common Peppercress	19/07/2022
Lepidosperma canescens	Hoary Rapier-sedge	1/07/2002
Lepidosperma carphoides	Black Rapier-sedge	31/03/2013
Lepidosperma concavum (NC)	Spreading Sword-sedge	1/04/2004
Lepidosperma curtisiae	Little Sword-sedge	31/03/2013
Lepidosperma hispidulum	Spreading Sword-sedge	31/03/2013
Lepidosperma sp.	Sword-sedge/Rapier-sedge	30/06/2000
Lepidosperma viscidum	Sticky Sword-sedge	1/11/2006
Leptomeria aphylla	Leafless Currant-bush	31/03/2013
Leptorhynchos squamatus ssp. squamatus	Scaly Buttons	1/11/2006
Leptospermum myrsinoides	Heath Tea-tree	31/03/2013
Levenhookia dubia	Hairy Stylewort	20/09/2018
Lichen sp.		14/11/1996
Linum marginale	Native Flax	1/11/2006
Lolium rigidum	Wimmera Ryegrass	27/11/2002
Lolium sp.	Ryegrass	29/11/2019
Lomandra collina	Sand Mat-rush	31/03/2013
Lomandra densiflora	Soft Tussock Mat-rush	23/08/2022
Lomandra juncea	Desert Mat-rush	31/03/2013
Lomandra leucocephala ssp. robusta	Woolly Mat-rush	22/05/2002
Lomandra micrantha ssp.	Small-flower Mat-rush	10/01/2017
Lomandra micrantha ssp. micrantha	Small-flower Mat-rush	31/03/2013
Lomandra multiflora ssp. dura	Hard Mat-rush	19/07/2022
Lomandra nana	Small Mat-rush	19/07/2022
Lomandra sororia	Sword Mat-rush	31/03/2013
Lomandra sp.	Mat-rush	1/08/2004
Lycium ferocissimum	African Boxthorn	19/07/2022
Lysiana exocarpi ssp. exocarpi	Harlequin Mistletoe	7/08/2014
Lysimachia arvensis	Pimpernel	20/09/2018
Maireana brevifolia	Short-leaf Bluebush	1/08/2004
Maireana enchylaenoides	Wingless Fissure-plant	19/07/2022
Maireana rohrlachii	Rohrlach's Bluebush	21/03/2002
Malva parviflora	Small-flower Marshmallow	19/07/2022
Marrubium vulgare	Horehound	31/03/2013
Medicago polymorpha	Burr-medic	29/11/2019
Medicago sp.	Medic	16/11/1999
Melaleuca lanceolata	Dryland Tea-tree	29/11/2019
Melaleuca sp.	Tea-tree	17/11/1999
Microseris walteri	Yam Daisy	20/09/2018



Scientific Name	Common Name	Date of Last Record
Microtis frutetorum		14/11/1996
Microtis sp.	Onion-orchid	31/03/2013
Moenchia erecta	Erect Chickweed	1/08/2004
Moraea flaccida	One-leaf Cape Tulip	31/03/2013
Moraea setifolia	Thread Iris	1/08/2004
Moss sp.		14/11/1996
Neurachne alopecuroidea	Fox-tail Mulga-grass	1/11/2006
Not naturalised in SA sp.		13/01/2004
Oenothera stricta ssp. stricta	Common Evening Primrose	31/03/2013
Olea europaea ssp.	Olive	29/11/2019
Olea europaea ssp. europaea	Olive	31/03/2013
Olearia decurrens	Winged Daisy-bush	21/03/2001
Olearia pannosa ssp. pannosa	Silver Daisy-bush	28/09/2010
Onopordum acaulon	Horse Thistle	4/06/2002
Opuntia sp.		7/08/2014
Opuntia sp. (NC)	Prickly Pear	21/03/2002
Oxalis perennans	Native Sorrel	19/07/2022
Oxalis perennans/exilis	Native Oxalis	20/09/2018
Oxalis pes-caprae	Soursob	19/07/2022
Ozothamnus retusus	Notched Bush-everlasting	29/08/2018
Ozothamnus sp.	Bush-everlasting	21/03/2002
Palmae sp.	Palm Family	29/11/2019
Panicum capillare var. brevifolium	Witch-grass	1/08/2004
Panicum decompositum var. decompositum	Native Millet	13/01/2004
Panicum effusum var. effusum	Hairy Panic	25/11/2011
Panicum sp.	Panic/Millet	31/03/2013
Parapholis incurva	Curly Ryegrass	14/11/1996
Paspalum dilatatum	Paspalum	13/01/2004
Pauridia glabella var. glabella	Tiny Star	29/08/2018
Pauridia vaginata var. vaginata	Yellow Star	7/08/2014
Pentameris airoides ssp. airoides	False Hair-grass	14/11/1996
Pentameris pallida	Pussy Tail	1/08/2004
Petrorhagia dubia	Velvet Pink	10/01/2017
Phalaris aquatica	Phalaris	29/11/2019
Phalaris sp.	Canary Grass	1/08/2004
Phoenix canariensis	Canary Island Palm	4/11/2019
Phoenix dactylifera	Date Palm	17/04/2002
Phragmites australis	Common Reed	17/04/2002
Phyllopodium cordatum		14/11/1996
Pimelea humilis	Low Riceflower	31/03/2013
Pimelea stricta	Erect Riceflower	1/11/2006
Pinus halepensis	Aleppo Pine	10/01/2017
Pinus radiata	Radiata Pine	22/05/2002
Pinus sp.	Pine	4/11/2019



Scientific Name	Common Name	Date of Last Record
Piptatherum miliaceum	Rice Millet	29/11/2019
Plantago lanceolata var.	Ribwort	1/08/2004
Plantago lanceolata var. lanceolata	Ribwort	14/11/1996
Plantago sp.	Plantain	20/09/2018
Poa bulbosa	Bulbous Meadow-grass	20/09/2018
Poa crassicaudex	Thick-stem Tussock-grass	1/08/2004
Polygonum aviculare	Wireweed	4/11/2019
Polygonum aviculare (NC)	Wireweed	21/05/2002
Populus sp.	Poplar	21/05/2002
Prunus dulcis	Almond	4/11/2019
Prunus sp.	Plum	27/11/2002
Psilurus incurvus	Bristle-tail Grass	14/11/1996
Pterostylis biseta	Two-bristle Greenhood	18/10/2019
Pterostylis biseta (NC)	Two-bristle Greenhood	14/11/1996
Pterostylis sp.	Greenhood	20/08/2018
Ptilotus erubescens	Hairy-tails	31/03/2013
Ptilotus spathulatus	Pussy-tails	10/01/2017
Pultenaea largiflorens	Twiggy Bush-pea	10/01/2017
Pultenaea tenuifolia	Narrow-leaf Bush-pea	31/03/2013
Ranunculus sessiliflorus var. sessiliflorus	Annual Buttercup	1/08/2004
Rapistrum rugosum ssp. rugosum	Turnip Weed	4/06/2002
Rhagodia parabolica	Mealy Saltbush	21/03/2002
Rhamnus alaternus	Blowfly Bush	19/07/2022
Romulea minutiflora	Small-flower Onion-grass	2/10/2014
Romulea rosea var. australis	Common Onion-grass	31/03/2013
Romulea sp.	Onion-grass	19/07/2022
Rosa canina	Dog Rose	17/04/2002
Rosa sp.	Wild Rose/Briar	27/11/2002
Rubus sp.	Blackberry	1/08/2004
Rumex acetosella	Sorrel	31/03/2013
Rumex conglomeratus	Clustered Dock	1/11/2006
Rumex crispus	Curled Dock	19/07/2022
Rumex dumosus	Wiry Dock	1/08/2004
Rumex sp.	Dock	4/11/2019
Rytidosperma auriculatum	Lobed Wallaby-grass	1/08/2004
Rytidosperma caespitosum (NC)	Common Wallaby-grass	1/11/2006
Rytidosperma erianthum	Hill Wallaby-grass	1/08/2004
Rytidosperma fulvum	Leafy Wallaby-grass	31/03/2013
Rytidosperma geniculatum	Kneed Wallaby-grass	1/08/2004
Rytidosperma setaceum	Small-flower Wallaby-grass	4/04/2011
Rytidosperma sp.	Wallaby-grass	19/07/2022
Salsola australis	Buckbush	4/06/2002
Salvia verbenaca var.	Wild Sage	19/07/2022
Salvia verbenaca var. verbenaca	Wild Sage	14/11/1996



Scientific Name	Common Name	Date of Last Record
Santalum acuminatum	Quandong	20/08/2018
Scabiosa atropurpurea	Pincushion	1/08/2004
Scaevola albida	Pale Fanflower	20/08/2018
Schinus molle	Pepper-tree	13/01/2004
Schoenus apogon	Common Bog-rush	1/08/2004
Schoenus breviculmis	Matted Bog-rush	1/08/2004
Senecio glossanthus (NC)	Annual Groundsel	30/06/2000
Senecio pinnatifolius var. lanceolatus	Variable Groundsel	31/03/2013
Senecio quadridentatus	Cotton Groundsel	20/09/2018
Senna artemisioides ssp. petiolaris		17/04/2002
Senna artemisioides ssp. X coriacea	Broad-leaf Desert Senna	21/03/2002
Setaria verticillata	Whorled Pigeon-grass	21/05/2002
Sisymbrium officinale	Hedge Mustard	21/03/2001
Solanum nigrum	Black Nightshade	1/08/2004
Solenogyne dominii	Smooth Solenogyne	1/08/2004
Sonchus oleraceus	Common Sow-thistle	19/07/2022
Sonchus oleraceus (NC)	Common Sow-thistle	17/04/2002
Sonchus sp.	Sow-thistle	16/11/1999
Sorghum halepense	Johnson Grass	17/04/2002
Sparaxis tricolor	Tricolor Harlequin Flower	20/09/2018
Stackhousia sp.	Candles	20/09/2018
Stellaria media	Chickweed	14/11/1996
Stenanthera conostephioides	Flame Heath	31/03/2013
Stuartina muelleri	Spoon Cudweed	20/09/2018
Styphelia humifusa	Cranberry Heath	20/08/2018
Teucrium racemosum	Grey Germander	1/08/2004
Themeda triandra	Kangaroo Grass	1/11/2006
Thysanotus patersonii	Twining Fringe-lily	20/09/2018
Trachymene pilosa	Dwarf Trachymene	14/11/1996
Tribulus terrestris	Caltrop	31/03/2013
Tricoryne elatior	Yellow Rush-lily	14/11/1996
Trifolium angustifolium	Narrow-leaf Clover	19/07/2022
Trifolium arvense var. arvense	Hare's-foot Clover	4/11/2019
Trifolium campestre	Hop Clover	10/01/2017
Trifolium glomeratum	Cluster Clover	1/08/2004
Trifolium scabrum	Rough Clover	10/01/2017
Trifolium sp.	Clover	29/11/2019
Trifolium subterraneum	Subterranean Clover	1/08/2004
Triglochin centrocarpum (NC)	Dwarf Arrowgrass	14/11/1996
Ulex europaeus	Gorse	13/01/2004
Veronica persica	Persian Speedwell	1/08/2004
Vicia sativa ssp.	Common Vetch	1/11/2006
Vicia sativa ssp. sativa	Common Vetch	31/03/2013
Vicia sp.	Vetch	19/07/2022



Scientific Name	Common Name	Date of Last Record
Vinca major	Blue Periwinkle	29/11/2019
Vitis vinifera	Grape Vine	27/11/2002
Vittadinia cervicularis var. cervicularis	Waisted New Holland Daisy	1/08/2004
Vittadinia cuneata var.	Fuzzy New Holland Daisy	1/08/2004
Vittadinia gracilis	Woolly New Holland Daisy	1/11/2006
Vittadinia sp.	New Holland Daisy	10/01/2017
Vulpia bromoides	Squirrel-tail Fescue	14/11/1996
Vulpia fasciculata	Sand Fescue	14/11/1996
Vulpia myuros f.	Fescue	17/11/1999
Vulpia myuros f. myuros	Rat's-tail Fescue	14/11/1996
Vulpia sp.	Fescue	10/01/2017
Wahlenbergia gracilenta	Annual Bluebell	20/09/2018
Wahlenbergia stricta ssp. stricta	Tall Bluebell	14/11/1996
Walwhalleya proluta (NC)	Rigid Panic	1/08/2004
Watsonia meriana cv. Bulbillifera (NC)	Bulbil Watsonia	21/03/2002
Wurmbea dioica ssp. dioica	Early Nancy	29/08/2018
Wurmbea sp.	Nancy	20/08/2018
Yucca gloriosa	Yucca	17/04/2002
Zaluzianskya divaricata	Spreading Night-phlox	20/09/2018



Appendix 4. Fauna Species List

Scientific Name	Common Name	Date of Last Record
Acanthiza chrysorrhoa	Yellow-rumped Thornbill	3/01/2018
Acanthiza nana	Yellow Thornbill	26/10/2016
Anas gracilis gracilis	Grey Teal	26/10/2016
Anthochaera carunculata	Red Wattlebird	18/10/2019
Anthochaera chrysoptera chrysoptera	Little Wattlebird (mainland SA)	9/02/2012
Artamus cyanopterus	Dusky Woodswallow	26/10/2016
Cacatua sanguinea gymnopis	Little Corella	13/10/2017
Carduelis carduelis britannica	European Goldfinch	16/11/2017
Cincloramphus mathewsi	Rufous Songlark	26/10/2016
Climacteris picumnus picumnus	Brown Treecreeper	18/10/2019
Colluricincla harmonica	Grey Shrikethrush	3/01/2018
Coracina novaehollandiae	Black-faced Cuckooshrike	15/01/2018
Corcorax melanorhamphos	White-winged Chough	18/10/2019
Corvus mellori	Little Raven	16/11/2017
Crinia signifera	Common Froglet	13/11/2005
Ctenotus spaldingi	Eastern Striped Skink	24/02/2017
Dacelo novaeguineae novaeguineae	Laughing Kookaburra	3/01/2018
Dicaeum hirundinaceum hirundinaceum	Mistletoebird	26/10/2016
Egretta novaehollandiae	White-faced Heron	16/11/2017
Eolophus roseicapilla	Galah	16/11/2017
Fulica atra australis	Eurasian Coot	26/10/2016
Gambusia holbrooki	Eastern Gambusia	18/03/2018
Geopelia cuneata	Diamond Dove	9/02/2012
Geopelia placida placida	Peaceful Dove	16/11/2017
Glossopsitta concinna	Musk Lorikeet	18/10/2019
Grallina cyanoleuca cyanoleuca	Magpielark	1/02/2018
Gymnorhina tibicen	Australian Magpie	1/02/2018
Hemiergis decresiensis	Three-toed Earless Skink	24/02/2017
Lepus europaeus	European Brown Hare	29/08/2018
Lerista bougainvillii	Bougainville's Skink	23/02/2017
Limnodynastes dumerilii	Banjo Frog	23/02/2017
Limnodynastes tasmaniensis	Spotted Marsh Frog	13/11/2005
Litoria ewingii	Brown Tree Frog	13/11/2005
Macropus fuliginosus	Western Grey Kangaroo	29/08/2018
Manorina melanocephala	Noisy Miner	3/01/2018
Melithreptus gularis	Black-chinned Honeyeater	28/11/2003
Menetia greyii	Dwarf Skink	23/02/2017
Merops ornatus	Rainbow Bee-eater	26/10/2016
Microcarbo melanoleucos melanoleucos	Little Pied Cormorant	26/10/2016
Morethia obscura	Mallee Snake-eye	23/02/2017
Neobatrachus pictus	Burrowing Frog	28/10/2016
Ocyphaps lophotes lophotes	Crested Pigeon	3/01/2018
OLIGOCHAETA sp.	oligichaete worms	22/05/2008
Oryctolagus cuniculus	Rabbit (European Rabbit)	29/08/2018
Pachycephala rufiventris rufiventris	Rufous Whistler	26/10/2016
Pardalotus striatus substriatus	Striated Pardalote	18/10/2019
Passer domesticus domesticus	House Sparrow	15/01/2018
Phaps chalcoptera	Common Bronzewing	18/10/2019
Philypnodon grandiceps	Big-headed Gudgeon	18/03/2018
Phylidonyris novaehollandiae	New Holland Honeyeater	15/01/2018
Platycercus elegans	Crimson Rosella	18/10/2019



Scientific Name	Common Name	Date of Last Record
Pogona vitticeps	Central Bearded Dragon	21/02/2017
Pomatostomus superciliosus	White-browed Babbler	18/10/2019
Psephotus haematonotus	Red-rumped Parrot	15/09/2020
Psephotus haematonotus haematonotus	Red-rumped Parrot (eastern SA except NE)	10/01/2017
Pseudocheirus peregrinus	Common Ringtail Possum	24/11/2019
Pseudonaja textilis	Eastern Brown Snake	21/02/2017
Ptilotula penicillata	White-plumed Honeyeater	18/10/2019
Rhipidura leucophrys leucophrys	Willie Wagtail	3/01/2018
Stagonopleura guttata	Diamond Firetail	28/02/2019
Sturnus vulgaris vulgaris	Common Starling	18/10/2019
Tachyglossus aculeatus	Short-beaked Echidna	10/10/2016
Taeniopygia guttata castanotis	Zebra Finch	3/01/2018
Threskiornis molucca molucca	Australian White Ibis	23/04/2020
Tiliqua rugosa	Sleepy Lizard	23/02/2017
Tiliqua scincoides	Eastern Bluetongue	26/10/2016
Tinca tinca	Tench	18/03/2018
Trichosurus vulpecula	Common Brushtail Possum	29/08/2018
Turdus merula merula	Common Blackbird	3/01/2018
Tyto javanica delicatula	Eastern Barn Owl	10/10/2016
Vulpes vulpes	Fox (Red Fox)	10/01/2017
Zosterops lateralis	Silvereye	16/11/2017

Appendix 5. Scattered Tree Photos



Tree 1



Tree 2





Tree 3





Tree 4



Tree 5



Tree 6



Tree 7



Tree 8



Tree 9



Tree 10



Tree 11



Tree 12



Tree 13



Tree 14



Tree 15



Tree 16



Tree 17



Tree 18



Tree 19



Tree 20



Tree 21



Tree 22



Tree 23



Tree 24



Tree 25



Tree 26



Tree 27



Tree 28



Tree 29



Tree 30



Tree 31



Tree 32



Tree 33



Tree 34



Tree 35



Tree 36



Tree 37



Tree 38



Tree 39



Tree 40



Tree 41



Tree 42



Tree 43



Tree 44



Tree 45



Tree 46



Tree 47



Tree 48



Tree 49



Tree 50



Tree 51



Tree 52



Tree 53



Tree 54



Tree 55



Tree 56



Tree 57



Tree 58



Tree 59



Tree 60



Tree 61



Tree 62



Tree 63



Tree 64



Tree 65



Tree 66



Tree 67



Tree 68



Tree 69



Tree 70



Tree 71



Tree 72



Tree 73



Tree 74



Tree 75



Tree 76



Tree 77



Tree 78



Tree 79



Tree 80



Tree 81



Tree 82



Tree 83



Tree 84



Tree 85



Tree 86



Tree 87



Tree 88



Tree 89



Tree 90



Tree 91



Tree 92



Tree 93



Tree 94



Tree 95



Tree 96



Tree 97



Tree 98



Tree 99



Tree 100



Tree 101



Tree 102 (Amenity Planting 1)



Tree 103 (Amenity Planting 2)



Tree 104 (Amenity Planting 3)



LUCID CONSULTING AUSTRALIA

MEMORANDUM

To:	Future Urban		
Attention:	Jason Cattonar		
From:	Martin Stone	Reference:	LCE24497-001
Project Name:	Nuri Traders - 102 Samuel Road, Nuriootpa		
Subject:	Visual Lighting Advice	Date:	17/01/2023

In response to Future Urban's request for an assessment against the relevant carpark lighting standards and obtrusive lighting requirements, we provide the following analysis.

The project scope includes external vehicle access ways and an outdoor car park facility that complies with the Australian Standard requirements.

1. **The Relevant Standards**

   The Australian Standards that are considered for the design/installation are as follow:

   - AS/NZS1158.3.1:2020 – Lighting for roads and public spaced Pedestrian area (Category P) lighting – Performance and design requirement
   - AS/NZS 4282:2019 – Control of the obtrusive effects of outdoor lighting

2. **Illumination Requirements Analysis:**

   The Australian Standard AS/NZS 1158.3.1 sets design category selection criteria for the parking space. There are 3 different levels of lighting requirements for outdoor car parking facilities which are designated as PC1, PC2, and PC3 where PC1 is the highest and PC3 is the lowest. The selection criteria consider two factors to determine which lighting design requirements category best applies. The two factors are:

   - Night-time vehicles and pedestrian movement volume.
   - The fear of crime.

   Based on our understanding of the project and surrounding environs, we believe that the most suitable category for the outdoor parking facility is PC3 which is the lowest lighting requirements.

   The lighting requirements for an AS/NZS 1158.3.1 category PC3 design are:

   - Average horizontal illuminance level of 3.5 lux achieved at floor level.
   - Minimum horizontal illuminance level of 0.7 lux achieved at floor level.
   - Horizontal uniformity of 8 (defined as Max illuminance/Average illuminance).

3. **Obtrusive Lighting Requirements Analysis:**

   The design is required to comply with is AS/NZS 4282:2019 for obtrusive lighting requirements which specifies several potential effects of an outdoor lighting installation; however, the relevant effect for this installation will be the 'Effect on Resident' as explained in Clause 2.4.1:

   Clause 2.4.1 specifies the following technical factors as reasons for potential obtrusive lighting issue:

- *The illumination from a spill light being obtrusive, particularly where the light enters habitable rooms. This is measured by calculating illuminance on vertical surfaces where the spill light is expected to come from (ie a window in a bedroom).*
- *The direct view of bright luminaires from a normal viewing direction causing annoyance or discomfort. This is measured by the maximum luminous intensity of the luminaires utilised for the design.*
- *Changing in luminance due to effects of moving tress or signage with changing content (ie adverts signages).*

Categories are outlined for the installation areas into 'Environmental Zones' as explained in Table 3.1 in AS4282:2019 standard with requirements that need to be complied with. Based on our assessment, this location would qualify as area A2 which is an area of "Low District Brightness" such as sparsely inhabited semi-rural or rural areas.

Table 3.2 in AS/NZS 4282:2019 specifies Maximum Values of Light Technical Parameters for the different environmental zones.

Zone A2 requires a maximum direct illuminance of 5 lux during the non-curfew hours and maximum of 1 lux during the curfew hours at the building line of potentially affected dwelling/s for compliance with AS/NZS 4282:2019. These values are quite low but are unlikely to be exceeded by the installation given the required lighting level for the carpark is only 3.5 lux and as no residential dwellings are in the immediate proximity of any site boundaries.

Based on the information presented above, it is our opinion that the proposed external lighting for the Nuri Traders development at 102 Samuel Road, Nuriootpa will not cause any significant issues to nearby residents.

Regards,

Martin Stone



Associate

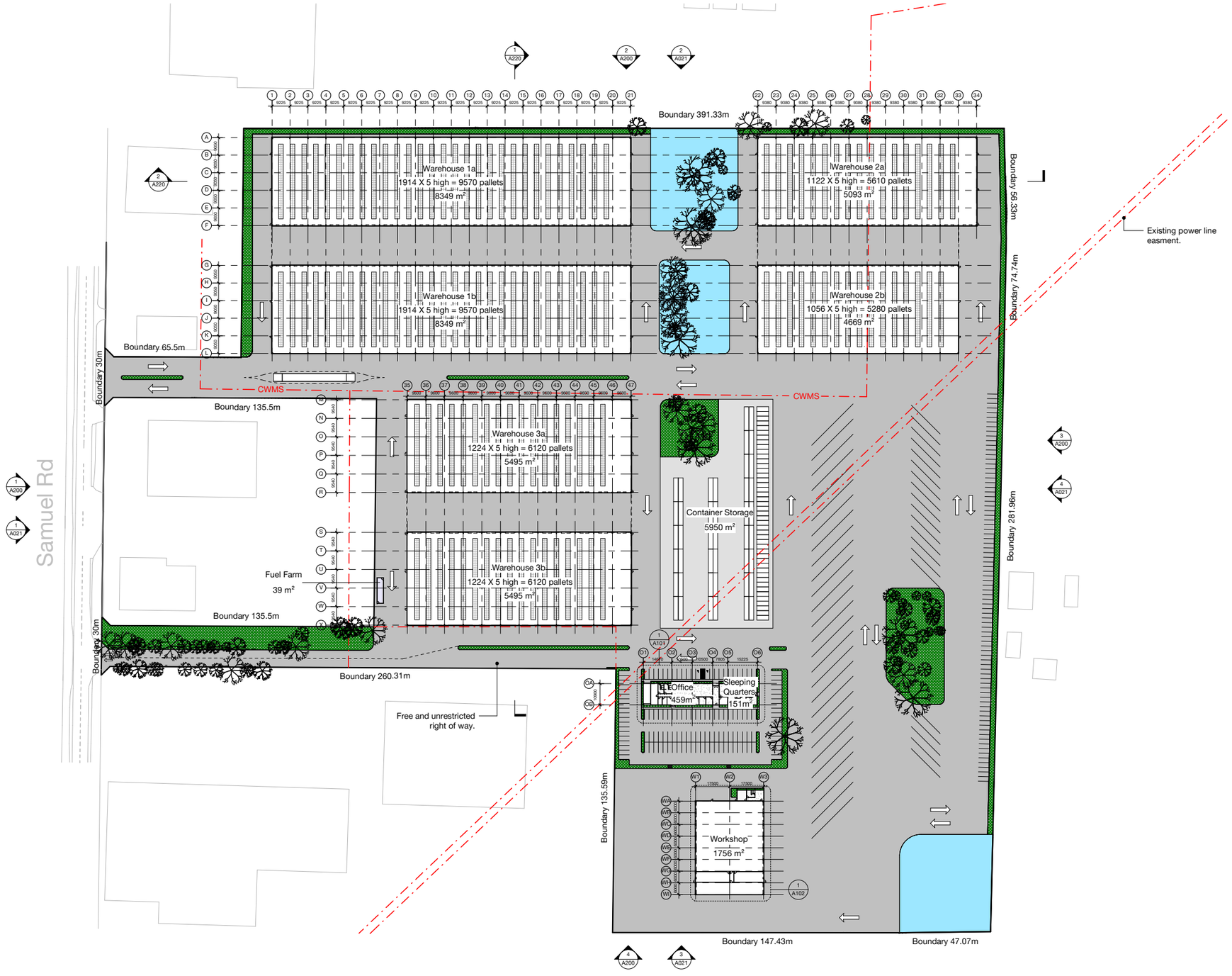
Attachment 1

A1 Sheet Size

Warehouse Areas

Name	Area
Warehouse 1a	8349 m²
Warehouse 1b	8349 m²
Warehouse 2a	5093 m²
Warehouse 2b	4669 m²
Warehouse 3a	5495 m²
Warehouse 3b	5495 m²
Workshop	1756 m²
Office	459 m²
Sleeping Quarters	151 m²

Rev	Date	Description	Chk
1	12/12/22	Planning	DS
2	13/12/22	Planning	TW
3	16/12/22	Planning	TW
4	20/12/22	Planning	TW



General Notes:

Do not scale drawings

All dimensions are in millimeters unless noted otherwise

All dimensions shall be verified on site before proceeding with the works

Client

Jaytex Constructions

Consultant

Startari
47 Wright Street,
Adelaide 5000
+61 413 533 151
studio@startari.com

Project

Nuriootpa Traders

Address

Lot 102 Samuel Rd,
Nuriootpa SA 5355

Title

Overall Ground Floor Plan

Date	Drw	Apr	Scale
16/12/22	JY	DS	1 : 1000

Number 143 A100 Rev 4

© Startari 2022

Jason Cattonar

From: Jordan Hunt
Sent: Wednesday, 25 January 2023 12:53 PM
To: Tomasz.Owczarek@sa.gov.au
Cc: NoReply@dit.sa.gov.au; Daniel.Luscombe@sa.gov.au; Jason Cattonar; Matthew Moss
Subject: Easement Application 1170546: [Nuriootpa Traders Pty Ltd] [1/74 Pirie Street] [Nuriootpa]
Attachments: 2023.01.24 - SW pipe alignment.pdf

Hi Tomasz,

In response to your email below, please find attached an updated easement plan which indicates the alternative pipe alignment and dimensions.

If you have any questions, please feel free to contact me.

Kind regards,

JORDAN HUNT
Senior Consultant

FUTURE URBAN

M. 0409 393 096
E. jordan@futureurban.com.au
W. www.futureurban.com.au
A. Level 1, 74 Pirie Street, Adelaide, SA, 5000

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From: Owczarek, Tomasz (DIT) <Tomasz.Owczarek@sa.gov.au>
Sent: Friday, January 20, 2023 11:26:44 AM
To: NoReply@dit.sa.gov.au <NoReply@dit.sa.gov.au>; Jason Cattonar <jason@futureurban.com.au>
Cc: Luscombe, Daniel (DIT) <Daniel.Luscombe@sa.gov.au>
Subject: RE: Easement Application 1170546: [Nuriootpa Traders Pty Ltd] [1/74 Pirie Street] [Nuriootpa]

OFFICIAL: Sensitive

Hello Jason

I confirm we received your application for the grant of easement affecting Commissioner of Highways land being CT 5855/612 / CT 5143/713.

Easement Application Process is as follows:
The application needs to go through a circularisation process for the necessary comments and approvals.
DPTI does charge a minimum fee of $5000+GST for all easement applications. A valuation for the easement is also undertaken and if that valuation is higher than $5000 then the valuation +GST will become the fee.
Please provide the dimensions of the easement; length, width and the area.

In order to gain approval, we need to obtain a valuation of the impacts of the easements so we will require further detail in order for the valuer to assess.
Your company must provide a plan for easement and an easement grant suitable for lodging in the LTO.

Please note the DIT proposed path for the easement (following the boundaries).

Regards

Tomasz Owczarek (he, him)
Strategic Land Use Officer
Across Government Services – Property Directorate

Government of South Australia
Department for Infrastructure and Transport

T 8 71332 2454
Kaurna Country
83 Pirie St, Adelaide • GPO Box 1533, Adelaide SA 5001 • DX 171

The Department for Infrastructure and Transport acknowledges the Traditional Custodians of the Country throughout South Australia and recognises their continuing connection to land and waters. We pay our respects to the diversity of cultures, significance of contributions and to Elders past, present and emerging.

We are committed to creating a diverse and inclusive culture where everyone is valued and respected.

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-----Original Message-----
From: NoReply@dit.sa.gov.au <NoReply@dit.sa.gov.au>
Sent: Wednesday, 11 January 2023 12:59 PM
To: DIT:Easement Applications <DPTI.EasementApplications@sa.gov.au>
Subject: Easement Application 1170546: [Nuriootpa Traders Pty Ltd] [1/74 Pirie Street] [Nuriootpa]

Name : Nuriootpa Traders Pty Ltd
Contact Name (if different) : Future Urban Pty Ltd Street address : 1/74 Pirie Street Suburb : Adelaide Post Code : 5001 Email address : jason@futureurban.com.au Contact phone : 0409393096 Type of Easement : Adjoining land owner (appurtenant to your land) Purpose of Easement : Drainage (stormwater) Purpose of Easement - Other :
Street Address : 1-7 Tolley Road
Suburb/Location : Nuriootpa
Parcel identification (if available) : CT 5855/612 / CT 5143/713 Details of Easement : Stormwater Pipe through DIT land to connect into Council Stormwater System Upload plan : Stormwater connection plans.pdf, type application/pdf, 2.8 MB Operational rail :
If rail, is it Metropolitan or Non-metropolitan :
Marine :
Road :
Not known :
Other : Other
Other (Please advise) : Appears to be associated/used in association with the existing KSI saw mill

From:	Kylie Falkenberg
To:	Development
Cc:	Mr Ian Falkenberg (Client)
Subject:	[EXTERNAL] Development Number 2204 3062.
Date:	Thursday, 2 February 2023 1:29:03 PM
Attachments:	Representation on Application Form signed by Di Falkenberg on 1 February 2023.pdf Representation on Application Form Signed by Ian Falkenberg on 1 February 2023.pdf

CAUTION: This Message originated outside your organization. Treat all attachments and hyperlinks with suspicion.

Dear Sir / Madam
We refer to Development Number 22043062.
On behalf of Mr Ian Falkenberg & Ms Diane Falkenberg, please find *attached* herewith a copy of each parties' respective Representation on Application – Performance Assessed Development Form.
Could you please confirm receipt of the same.
Regards,

Kylie Falkenberg
Partner
LLB/LP

BRIAN DEEGAN LAWYERS
CRIMINAL • FAMILY • COMMERCIAL • WILLS & ESTATES

Deegan Lawyers Pty Ltd ABN 59 637 859 306
Adelaide:
657 Portrush Road, Glen Osmond, South Australia PO Box 128 Glen Osmond, South Australia 5064
Barossa Valley:
Shop 5, 7 Gawler Street, Nuriootpa, South Australia PO Box 348 Nuriootpa, South Australia, 5355

P (08) 8338 1248 E admin@deeganlawyers.com **F** (08) 8338 7458 **W deeganlawyers.com.au**
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REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	Nuriootpa Traders Pty Ltd C/- Future Urban
Development Number:	22043062
Nature of Development:	Construction of integrated storage and transport facility comprising storage and warehousing buildings, ancillary offices, workers' accommodation, truck workshop, container storage area, weighbridge, fuel storage, retaining walls and fencing and associated hardstand, car parking and manouevring areas, stormwater basis and landscaping.
Zone/Sub-zone/Overlay:	
Subject Land:	Lot 102 Samuel Road, Nuriootpa, SA 5355
Contact Officer:	Assessment Panel at The Barossa Council
Phone Number:	08 8563 8444
Close Date:	02/02/2023

My name*: Diane Falkenberg	My phone number: 0447 471 158
My postal address*: PO Box 80, Nuriootpa, SA 5355	My email:

** Indicates mandatory information*

My position is:

- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☒ I oppose the development

Government of South Australia
Department for Trade and Investment

The specific reasons I believe that planning consent should be refused are:

1. The size, nature and 24/7 operation of the facility does not fit with the character of the other businesses along Samuel Road and neighbouring landowners. Trucking facilities of this size, ought to be located in closer proximity to the major highway (Sturt Highway).

2. Noise Pollution. The increased noise levels from the trucks and distribution activities may disturb the peace and quality of life for the residents in surrounding properties. The development proposal indicates a substantial volume of trucks coming and going at all hours from the facility. That noise, along with the sounds of engines idling, loading and unloading activities, can result in excessive noise levels.

3. Light Pollution. The facility may disrupt the natural darkness of the night, affecting the ambience and quality of life for locals in the area. The emission of bright lights may interfere with sleep patterns, reducing the quality of sleep for local residents, which may subsequently lead to health concerns. The bright lights may also affect the sleep patterns of farm animals, affecting their health and productivity.

4. Traffic Congestion. The facility will undoubtedly lead to increased traffic on the roads, making it more difficult and dangerous for vehicles, particularly on Samuel Road and Greenock Road. The congestion will also impact upon Falkenberg Road and the neighbouring estates, which are already impacted during peak school traffic times (due to the location of Redeemer Lutheran School). This will increase congestion, causing longer commute times and higher levels of air pollution for the local residents.

   The increased traffic may also restrict or limit access to other businesses within the area, including but not limited to the service station on the corner of Samuel and Greenock Roads, as well as other businesses along Samuel Road.

   Significant review of the current usage of Samuel Road should be undertaken as part of any application process. Samuel Road currently experiences congestion throughout the day.

5. Risk of Accidents - The risk of accidents, including traffic accidents and spills that can harm the environment and human health is significantly increased.

   The corner of Samuel and Greenock Roads already present a considerable hazard for motorists, with a large amount of motor vehicle accidents occurring in this location. The increase volume of trucks in this area poses a greater danger to motorists and pedestrians, including the risk of severe injury or death. Notably, this intersection is close to a local school, child-care, and aged care facility, which presents a risk to vulnerable members of the community.

6. Environmental Impact – The facility may emit pollutants that can contaminate the soil, air and water and negatively impact the health of crops and livestock in surrounding properties.

   The facility will also contribute to the destruction of a large number of trees to make way for the proposed development, which is concerning as substantial tree planting has occurred on my property to enhance the rural nature of the area.

7. Storm Water Management – There are concerns regarding storm water management in the south eastern corner of this development which borders my property and is titled "southern basin".

8. Property Value Decline – The proximity of the facility may reduce the value of my property, making it difficult to refinance or sell in the future, leading to financial difficulties.

9. Aesthetic Impact – The construction and operation of the facility can impact the natural beauty of the surrounding area, disrupting the rural landscape and affecting the overall aesthetic appeal of the area. Furthermore, the increased truck traffic on local roads can be unattractive and create an industrial atmosphere, detracting further from the rural character of the area. I note that Samuel Road is a connector to many local tourist attractions, including but not limited to the Seppeltsfield Road wineries and Maggie Beer Farm Shop.

10. Health Concerns – The emissions and pollutants from the vehicles and facility may pose heath risks to other landowners and their families, including but not limited to respiratory issues, headaches, etc.

11. Odour Pollution – The facility and vehicles will release unpleasant odours that may impact the air quality for landowners and their families.

12. Infrastructure Damage – The increase of heavy vehicles may cause significant wear and tear on roads and other infrastructure, as well as road erosion, leading to increased maintenance and repair costs.

    It appears that no consideration has been given to an adequate "buffer zone" between the proposed development and neighbouring properties in order to minimise some of the abovementioned concerns.

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
  - Click here to enter text. [*list any accepted or deemed-to-satisfy elements of the development*].

I: ☒ wish to be heard in support of my submission*

☐ do not wish to be heard in support of my submission

By: ☒ appearing personally

☒ being represented by the following person: Kylie Falkenberg

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: D.J Falkenberg Date: 1 February 2023

Return Address: Assessment Panel at The Barossa Council or

Email: development@barossa.sa.gov.au or

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

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Kylie Falkenberg
Partner
LLB/LP

BRIAN DEEGAN LAWYERS

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Barossa Valley:
Shop 5, 7 Gawler Street, Nuriootpa, South Australia PO Box 348 Nuriootpa, South Australia, 5355

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REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

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Zone/Sub-zone/Overlay:	
Subject Land:	Lot 102 Samuel Road, Nuriootpa, SA 5355
Contact Officer:	Assessment Panel at The Barossa Council
Phone Number:	08 8563 8444
Close Date:	02/02/2023

My name*: Ian Falkenberg	My phone number: 0408 858 457
My postal address*: PO Box 386, Nuriootpa, SA 5355	My email: falkilcp@zentelecom.net.au

** Indicates mandatory information*

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Government of South Australia
Department for Trade and Investment

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[attach additional pages as needed]

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- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
  - Click here to enter text. *[list any accepted or deemed-to-satisfy elements of the development].*

I: ☒ wish to be heard in support of my submission*

☐ do not wish to be heard in support of my submission

By: ☒ appearing personally

☒ being represented by the following person: Kylie FalkenbergClick here to enter text.

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: 

Date: 1 February 2023

Return Address: Assessment Panel at The Barossa Council or

Email: development@barossa.sa.gov.au or

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

Teusner

Teusner & Page Pty Ltd
95 Samuel Rd
NURIOOTPA, S.A., 5352.
ABN: 73 101 212 784

Assessment Manager
The Barossa Council
43-51 Tanunda Road
Nuriootpa SA

Via the PlanSA Portal

1 January 2023

To the Assessment Manager,

Re: Response to Public Notification – Development Application ID 22043062

Teusner Wines (**Teusner**) neighbours the subject land of the proposed development by Nuriootpa Traders Pty Ltd (**the Applicant**) to the south along Samuels Road. Teusner also holds a right of access easement over the subject land, being the southern laneway between the two sites. There are four access points that Teusner uses along the southern laneway that are integral to our operation of business and cannot be impeded.

In principle, Teusner Wines does not object to the Applicant's proposal subject to the following issues being fully addressed. Additionally, we request the Planning Conditions be placed on any consented development.

Sleeping Quarters:

The proposal includes sleeping quarters for The Applicant employees. The Council should consider whether it is appropriate for sleeping quarters to be placed on site, which is in the middle of the Strategic Employment Zone. The Strategic Employment Zone PO 1.1 provides:

> *Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to* ***unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses*** (our emphasis).

The majority of the proposed use of the Applicant's site is clearly high-impacting land use as envisaged by the Strategic Employment Zone. However, we are concerned that onsite sleeping quarters may 'impede the use of land' for landowners such as Teusner Wines, should they wish to develop future impact-generating uses, that would create additional noise on top of what is generated on the Applicant's site.

We note that the Acoustic Report prepared by Resonate under Appendix 3 of the Public Notification Documents does not consider the impact of noise on employees sleeping onsite. If Council is willing to entertain the inclusion of onsite sleeping quarters, consideration should be given to future impact-generating uses in the Strategic Employment Zone.

Telephone: +61 (08) 8562 4147
Email : todd@teusner.com.au

Teusner

Teusner & Page Pty Ltd
95 Samuel Rd
NURIOOTPA, S.A., 5352.
ABN: 73 101 212 784

Additionally, before Council considers the merits of this development application, the acoustic report should be updated to confirm that the siting and design of the sleeping quarters scan withstand the maximum permitted noise in the Strategic Employment Zone, particularly from the Teusner site.

We request that the Development Application be deferred until Council receives an updated Acoustic Report that addresses the sleeping quarters issue.

Septic Tank Line:

Teusner has a septic tank pipeline running through the Applicant's site. The Applicant's development proposal should have regard to this pipeline and ensure it is not damaged.

Following resolution of the sleeping quarters issue, if Council were to consent to the proposal, Teusner requests that the following reserve matters / planning conditions are mandated:

- Given the proposed increased use of the southern laneway, that it is a condition that the Applicant hard seal the laneway to prevent surface erosion.
- Given that the only access Teusner has to their site is through the southern laneway, that it is a condition that a construction management plan accounts for the fact that Teusner must have access to the southern laneway at all times throughout construction.
- An updated detailed Stormwater Management Plan be provided prior to issuing development approval that specifically takes into consideration the increased use and stormwater flow associated with the southern laneway. Additionally, that the grading of the southern laneway and the heavy vehicle carparking in the current Stormwater Management Plan are actioned.
- An updated Traffic Management Plan that takes into consideration the specific access needs of Teusner Wines in relation to its rights of access on the southern laneway, and the combined traffic impact of Teusner Wines and the Applicant light vehicles using this laneway. Additionally, that the proposed median strip proposed on the southern laneway be removed.
- A Landscape Management Plan by a qualified landscape architect is prepared that details location and species of plants. Additionally, installation of a 3-metre-wide landscape area that accommodates a solid landscaping screen of at least 3-5 metres high between the interface of Teusner and The Applicant boundaries.
- If sleeping quarters are acceptable to council and supported by the updated Acoustic Report that the recommendations of the acoustic report are reinforced as planning conditions.
- The Applicant be required to identify any underground infrastructure associated with the Teusner Wines and ensure it is not damaged.

Telephone: +61 (08) 8562 4147
Email : todd@teusner.com.au

Teusner

Teusner & Page Pty Ltd
95 Samuel Rd
NURIOOTPA, S.A., 5352.
ABN: 73 101 212 784

I do not want to unnecessarily delay the processing of this development application and therefore at this stage, I don't want to appear before the Council Assessment Panel. However, I would appreciate a direct response to the issues raised in this letter from Council and/or the Applicant.

Should the Assessment Manager have any questions regarding our submission, please contact Todd Riethmuller

Yours sincerely,

Todd Riethmuller
Ph 0418743766

Telephone: +61 (08) 8562 4147
Email : todd@teusner.com.au

FUTURE URBAN

Level 1, 74 Pirie Street
Adelaide SA 5000
PH: 08 8221 5511
W: www.futureurban.com.au
E: info@futureurban.com.au
ABN: 71 651 171 630

February 9, 2023

Aaron Curtis
Manager Development Services
Barossa Council
Online via: SA Planning Portal

Dear Aaron,

RE: RESPONSE REPRESENTATIONS / RFI RESPONSE

We act for the Nuriootpa Traders Pty Ltd ('Applicant').

We note that 3 representations were submitted during the notification period. We have reviewed the 3 representations and of these we note:

- 2 representors, Ian and Dian Falkenberg (address unknown) oppose the development.
  - » the written submissions are duplicates in content; and
  - » both wish to be heard in support of their submission.
- 1 representor, Teusner & Page Pty Ltd ('Teusner'), do not object to the proposal.
  - » resolution is sough in relation to various traffic, stormwater and acoustic matters either through the provision of additional information of the inclusion of conditions to the planning consent.

The concerns raised by the representations include (*summarised and paraphrased*).

<u>Falkenbergs</u>

- Landscape character
- Amenity (noise, light spill, and visual)
- Traffic safety
- Environmental and health impacts
- Stormwater management including odours;
- Property value decline
- Damage to infrastructure

<u>Teusner</u>

- Encumbering of Teusner operations due to potential noise impacts upon the proposed sleeping quarters;
- Relocation of the existing Septic Line and damage to Council Infrastructure; and
- Impacts upon the existing right of way which services the adjoining Teusner site.

Our response to the concerns raised is set out below.

Landscape Character

Concerns have been raised by the Falkenbergs in relation to the impacts the proposed development will have on the landscape character of the Barossa Valley Character Preservation District .

As a starting point, we refer to Section 7(1) of the *Character Preservation (Barossa Valley) Act 2012* ('CP Act') which states:

(1) The following character values of the district are recognised:

(a) the rural and natural landscape and visual amenity of the district;

(b) the heritage attributes of the district;

(c) the built form of the townships as they relate to the district;

(d) the viticultural, agricultural and associated industries of the district;

(e) the scenic and tourism attributes of the district.

(My emphasis)

It is clear, to my reading of the CP Act, that the *character value* is expressly attributed to "*associated industries*" which should be taken to include the built form character typically associated with industrial land uses, in addition to the natural landscape features.

We further note that Section 7(2) of the CP Act states:

(2) The character values of the district are relevant to—

(a) assessing the special character of the district; and

(b) the policies to be developed and applied by any state planning policy and the Planning and Design Code under the Planning, Development and Infrastructure Act 2016 in relation to the district.

(My emphasis)

Having considered the above, we suggest that the plain intention of the CP Act is to inform and underpin the statutory policy framework of the development assessment regime and to ensure that development within the Character Preservation District continues to uphold its expressly defined character values.

Such being the case, we turn to the Planning and Design Code ('Code') for guidance as to where development, particularly higher impacting development such as industry, is envisaged. As identified in our original planning report, the site is located at the fringe of the Nuriootpa Township, is wholly contained within the Strategic Employment Zone which envisages *higher impacting land uses* including various forms of industry, including transport distribution. The Strategic Employment Zone adjoins the Infrastructure Zone to the west, the Employment Zone to the north and the Rural Zone to the east and north west.

Based on our assessment of the Code's spatial application of land use zoning, the proposal is sited in precisely the location that is envisaged by the Code, which, is required through Section 7(2) of the CP Act to include policies that uphold character values of the district.

Amenity Impacts

When assessing the amenity impacts regard must be had to the existing amenity of the locality, which in this instance, includes the interface with the Employment Zone to the North, Samuel Road, a number of other non-residential land uses, and several residential uses of which are all contained within the Strategic Employment Zone.

When assessing amenity impacts of a proposal, the Environment, Resources and Development Court ('Court') confirmed, in *Sanford & Ors v The Corporation of the City of Marion & Anor* [2013] SAERDC 42, that found the level of expected amenity in any area (i.e. a dwelling in non-residential zone) must have regard to the circumstances of the locality, namely the proximity of non-residential zones and the nature of uses, both existing and sought, by the relevant zone. Citing the judgment in *Lanzilli Holdings Pty Ltd v Campbelltown City Corporation* (9182) SASR 81, a matter involving the establishment of a furniture factory in a Light Industry Zone and opposite a Residential Zone, Jacobs J noted:

> *"... The amenity of such a locality is not to be measured by the standards appropriate to a solely residential zone, and the amenity and convenience of those who choose to live on the very boundary of the light industrial zone ought not necessarily to be regarded as the appropriate standard of amenity and convenience for the locality as a whole."*

We acknowledge the concerns raised by the representors in respect to amenity, however, having regard to the existing amenity of the locality, it is our assessment that the proposed use of the site for an integrated storage and transport facility will not result in unreasonable amenity impacts on existing residences within the Strategic Employment Zone. Importantly we note that:

- The existing amenity of the locality includes Samuel Road (a road maintained by the Light Regional Council which is gazetted for B Double trucks), the interface between the Employment Zone ('Zone'), a number of residential uses (within the Strategic Employment Zone) and a number of existing non-residential land uses;
- Performance Outcome ('PO') 1.1 of the Strategic Employment Zone envisages:
  - "Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like…":
- Potential impacts arising from the use can and will be appropriately managed and mitigated, for example through such measures as:
  - Noise – proposed acoustic treatments are confirmed by acoustic engineers, Resonate to appropriately minimise noise emissions in compliance with the *Environment Protection (Noise) Policy 2007*;
  - Lighting – directing or shielding lighting away from residential properties to achieve compliance with *Australian Standard 4282 – The Control of the obtrusive effects of outdoor lighting* ("AS 4282');
  - Visual amenity – generous landscaping areas throughout the site, but particularly around the perimeter, which will include a range of medium and tall tree species together with other effective screening vegetation.

In relation to the ongoing control of light spill, we suggest that the relevant authority may impose a condition of consent that obligates the applicant to comply with AS 4282. We confirm that the Applicant is willing to accede to such a condition being imposed.

Environmental Impacts

Two of the representors have raised concerns with environmental impacts, specifically noise, odour, removal of vegetation and the potential for future site contamination caused by the proposed use of land.

Removal of vegetation

In relation to the removal of existing trees, we first note that while the site does contain trees, existing trees are mostly contained in small clusters through the site with the majority of existing vegetation being various grass and weed species.

To that end, the Applicant has carefully considered the natural landscape features of the site, and in particular, the cluster of native vegetation located near the northern boundary. As such, the proposal has been designed retain important clusters of trees and has intends to improves the visual aesthetic of the site through the provision of high-quality landscaping around the site perimeter, particularly where the site interfaces with existing residences.

Moreover, the Native Vegetation Council was formally referred the proposal as part of the assessment process and confirmed, by granting a Native Vegetation Clearance Approval that they have no objections to the proposed of clearance.

Site Contamination and stormwater quality

It is noted that the Falkenbergs raised concerns in relation to the potential for future site contamination and impacts upon water quality. In order to ensure site contamination is avoided and that the existing watercourse is not impacted, the following measures are proposed for implementation:

- All stormwater runoff generated from the site will be treated prior to discharging into the existing watercourse in accordance with EPA requirements.
- Stormwater from the re-fuelling area will be treated prior to discharging into the remaining site proposed infrastructure, and subsequently into the water course. The surface gradients surrounding the area are designed to establish a surface 'bund' to prevent un-treated flows from entering the stormwater infrastructure further downstream. Treatment is proposed to be achieved by an OceanProtect ESK Oil/Water separator at the outlet of the re-fuelling area.
- Stormwater quality will be managed within the dams by incorporating a bio-retention component using an OceanProtect Filterra system. This system incorporates the appropriate flora and subsoils that will treat runoff from the hardstand areas prior to discharging into the outlet pipe and subsequently to the water course.

Furthermore, an analysis of the performance of the proposed methods of treatment for the remainder of the site will be undertaken using MUSIC during the detailed design phase. The analysis will ensure that the proposal achieves the EPA's stormwater quality targets.

Odour and Air Emissions Impacts

In relation to the potential for odour and air emissions associated with heavy vehicles accessing the site, we again note that the Strategic Employment Zone envisages *"Higher impacting land uses"* and as such, we anticipate the level of impact generated by the proposal will be commensurate with the levels that are anticipated within this zone.

Civil engineering firm MLEI provide confirmation that the stormwater detention dams will predominately remain dry at all times other than during a major storm event. Therefore, we considered that it is unlikely that the adjoining owners will be subjected to odour impacts as a result of stagnant water.

Furthermore, we note the legislative powers imbued to local government under the *Local Nuisance and Litter Control Act 2017*, provides appropriate tools to investigate and resolve complaints in relation to local nuisance such as odours and air quality. Notwithstanding, the applicant is committed to adopt on-site management protocols to ensure diesel smoke emissions are appropriately managed and achieve best practice.

Noise Impacts

In relation to concerns about excessive noise, Resonate, a well-respected and suitably qualified firm of acoustic engineers has undertaken a noise assessment for the proposed development. In supplementation to the original acoustic report, Resonate have provided an additional statement appended in Appendix 1, confirming that:

- The predicted noise levels from the development will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007.*
- The proposed sleeping quarters will incorporate acoustic treatments to the building facades, roof, external doors and windows such that internal noise levels will be acceptable for prevention of sleep disturbance (for example the internal noise levels specified in AS/NZS 2017:2016 'Recommended design sound levels and reverberation times for building interiors'). This will ensure that existing activities on the Teusner site, and indeed the Applicant's site, are not impacted or encumbered.

It is therefore considered that the facility has been appropriately designed to minimise adverse impacts, avoid unreasonable interference on reasonable amenity, and will not detrimentally affect the locality by way of noise, thereby achieving the relevant development policies of the Code relating to Interface between Land Uses.

Traffic impacts

In response to two of the representors concerns in relation to traffic congestion and potential for increased traffic incidents, suitably qualified and respected traffic engineering firm CIRQA have provided a separate response. The Cirqa response is appended in Appendix 2, and specifically addresses the representors concerns.

As part of their response, CIRQA confirm that:

- Samuel Road would not technically be referred to as 'congested' and will continue to function well within the capacity of a two-lane road. Similarly, Greenock Road is classed as a sub-arterial road and accommodates in the order of 6,400 vpd and, again, the predicted traffic volumes are well within the roads maximum capacity.
- In respect to Falkenburg Road and its adjacent residential estates, there would be limited traffic distribution associated with the proposed development to these roads (other than associated with staff residing in these areas). There would be no need for commercial vehicles associated with the proposal to utilise Falkenburg Road nor the adjacent 'estate' side streets.
- Of particular note, any Restricted Access Vehicles (such as B-Doubles) associated with the site will need to utilise the gazetted RAV route via Samuel Road and Moppa Road South

(to/from the north) or Seppeltsfield Road (to/from the south). Such vehicles would not utilise Falkenburg Road, the 'estate' side streets nor the intersection of Falkenburg Road with Greenock Road.

  - » There will be negligible impact on traffic safety on these roads as a result of the proposal.

- The Light Regional Council has received approval for a Black Spot Program funding application for the construction of a roundabout at the intersection of Samuel Road and Greenock Road. Such a treatment would significantly improve safety at the intersection and also reduce average delays for vehicles undertaking movements at it. The roundabout treatment would also increase capacity of the intersection and easily accommodate the predicted traffic volumes associated with the proposal.

In relation to the matters expressed by Teusner, CIRQA have make the following traffic impact assessment:

- The proposed southern access and circulation road connection has been altered from the originally lodged arrangement (including removal of the median treatment previously identified as requested by Teusner). The access arrangements (and associated detailed design) will ensure that the right-of-way and associated access to/from the Teusner site is retained.
- An additional impact analysis has been prepared for the subject site's access points. For the southern access point, the modelling has been based on the forecast distribution of movements associated with the Nuriootpa Traders facility (as per the original traffic report) plus a forecast of traffic generation associated with the Teusner site. For conservatism, the Teusner volumes were based on the standard rate applied for industrial use and all movements assigned to one access point (whereas, in reality, a proportion are distributed to the another Teusner access point further south).
- The forecast volumes for the two Nuriootpa Traders' access points (including the forecast Teusner movements at the southern access) have been modelled utilising SIDRA intersection analysis software.
- The modelling confirms that all movements at the shared access point with Teusner will have a Level of Service of 'A' (the highest level of service)' including through-bound movements with little queuing or delay for any turning movement. Similarly, all movements at the northern (commercial vehicle) access will all have a Level of Service of 'A' (including through movements on Samuel Road) with the exception of the right-in movement which is forecast to have a Level of Service 'B' (still well within acceptable levels). The results indicate that there would be minimal impact on existing conditions at the access points and that volumes associated with the site (as well as Teusner's site) are easily accommodated.

Property Values

While the concerns of representors in relation to property values are acknowledged, perceived diminution in property values are not relevant to the assessment of the application. This assertion has also not been supported by empirical evidence.

RESPONSE TO COUNCIL'S REQUEST FOR INFORMATION

In relation to Council's requests for information, we have included headings that summarise the Council's query, with a response outlined below each heading.

1. Requirement for an Infrastructure Agreement

    - The Applicant has engaged with Light Regional Council and is committed to securing an appropriate mechanism to negotiate, fund and complete the required public road and stormwater infrastructure upgrades.

2. Clarification in respect to Stormwater Engineering:

    - MLEI has provided an updated stormwater engineering report and management plan which has addressed the outstanding concerns raised by the Council.
    - MLEI confirmed in the report that the proposal will include a new stormwater pipe which extends the existing 450mm Council pipe within Samuel Road within an easement around the northern border of the site. This pipe will allow road runoff to be diverted to the proposed discharge point within the development.
    - The calculations and catchment plans have been amended to reflect the updated layout. The imprevious sruface/roof areas have been designed to adopted f=1.0 and landcaped areas to adopt F=0.0.
    - The pre-development peak flow values were determined using drains models, with an amended model being provided with reflects the updated site layout.
    - A detailed site works plan has been provded which includes the extent of earthworks and site grading. The porecise details and location of the Council stormwater pipe will be provided during the detailed design stage.

3. CWMS Requirements

    - The site plan has been updated to indicate and include revised siting of the existing CWMS line and also indicates the CWMS line being located within a 3m wide easement.
    - In respect to the general CWMS requirements, our client is comfortable with a condition or Reserved Matter being applied in respect to:
        - » the replacement of all existing drains which traverse the site as well as the installation of a new connection point.
        - » The development being connected to the Nuriootpa Common Waste Management System (CWMS).

4. Site Contours and Heights of Retaining Walls

    We have enclosed a copy of the contour survey for Council's consideration. Furthermore, we have enclosed an updated civil site works plan which has been revised so as include landscaped batter in lieu of retaining walls, with the proposal now only including the construction of two boundary retaining walls, adjacent the northern boundary and eastern boundary of the site. All other retaining walls are internal and are located a substantial distance from site boundaries.

It is noted that the northern boundary retaining wall has a height ranging from 0.28m to 1.72m, and that the eastern boundary retaining wall has a height ranging from 0.,38 metres to 2.24 metres. Each of these walls will require cut, therefore they will not be visible from outside the site.

5. Landscaping and Character Considerations

- Ecosphere Ecological Solutions confirmed that the existing trees will not be negatively impacted by the function of the proposed detention basin. Furthermore, this aspect was also considered by the Native Vegetation Council, who were satisfied that the trees would not be impacted. Additionally, MLEI have confirmed that the trees will not conflict with the function of the stormwater management solution.

- The overall design of the proposed development has also been revised so as to include additional onsite landscaping, with the selection of this landscaping having involved commentary from Ecosphere Ecological Solutions. The total extent of landscaping onsite now comprises 14% of the site area which exceeds the 10% standard outcome by 40%. The landscaping is considered to further enhance the overall visual amenity of the site and appropriately mitigate landscape character impacts.

- If the Council is not satisfied with the landscaping as proposed, our client would be comfortable with a condition or Reserved Matter being applied in respect to a detailed landscaping plan being provided.

6. Onsite Lighting

- LUCID Consulting Australia were engaged to provide a supporting memorandum which outlines the relevant Australian Standards for Lighting. All external lighting will be designed to not cause nuisance by way of light spill and that any lighting for the development accords with the *Australian Standard 4282 – The Control of the obtrusive effects of outdoor lighting.* Lighting will primarily be attached to buildings so as to effectively light the site of the proposed development. The Applicant is willing to accede to a condition of consent that requires all site lighting to be designed and installed so as to meet Australian Standard 4282.

- It is noted that any proposed lighting towers will be applied for separately in the event they are required.

7. Onsite Vehicle Movements

- The following additional plans have been provided by CIRQA, demonstrating safe and effective vehicle and pedestrian movements onsite:
  - » Turn Path Assessment – 26.0m B-Doubles
  - » Turn Path Assessment – 19.0m Semi-Trailers
  - » Turn Path Assessment – General Vehicles
  - » Pedestrian Access
- At this stage, Applicant does not intend to permit refridgerated vehicles to enter the site and is willing to accede to a condition that states as such.

8. Other Approvals

- Prior to construction commencing onsite, the Applicant will engage in discussions with KSI Saw Mills in respect to the current onsite encroachment.
- Additionally, we understand that Light Regional Council have provided technical comments to Council in relation to the traffic impacts on Samuel Road. In support of this advice, we have submitted a Section 221 permit to the Light Regional Council for the installation of the Access Points.
- We confirm that an easement application has been lodged with the Commissioner of Highways ('CoH'). The CoH has provided confirmation that they are supportive of the new easement through their land at ADDRESS.
- The overall design of the proposal has been revised to ensure no encroachments will occur within the existing SA Power Networks ('SAPN') easement. Furthermore, it is noted that the container storage area will be limited to single level stacking in order to avoid encroachments upon the existing powerline. Prior to development occurring onsite, discussions will be held with SAPN for the relocation of any power poles or powerlines.

For the reasons outlined above, including that the development is an envisaged and appropriate use of land within the Strategic Employment Zone and will not unreasonably impact on the reasonable amenity of the locality, the proposal warrants planning consent.

Please contact me should you have any questions.

Yours sincerely,

Jason Cattonar
Associate Director

Appendix 1 *Plans and elevations*
Appendix 2 *Stormwater Concept Plan*
Appendix 3 *Vehicle Turn Paths and Pedestrian Movements*
Appendix 4 *Lighting Advice*
Appendix 5 *Acoustic Advice*
Appendix 6 *Native Vegetation Clearance Approval*
Appendix 7 *Commissioner of Highways correspondence*

Native Vegetation Council
81-95 Waymouth St, ADELAIDE SA 5000 | GPO Box 1047, ADELAIDE SA 5001
Ph| 08 8303 9777; email| nvc@sa.gov.au

DECISION NOTIFICATION
Native Vegetation Regulations 2017

Application Number: 2023/3012/960

To: Attn: Matthew Moss
Managing Director
Jaytex Construction
18-20 Kingston Avenue,
Richmond SA 5033

Mob: 0437 426 332 **Email:** matthew.moss@jaytex.com.au

Date Received; 03/01/2023
Date Registered: 18/01/2023

Applicant	Nuriootpa Traders Pty Ltd
Landholder	Industrial and Commercial Developments Pty Ltd
Purpose of application	Clearance is required for the construction of a transport distribution facility.
Description of native vegetation under application	**31 x scattered trees** within a mixed *Eucalyptus leucoxylon* ssp. *leucoxylon* (SA Blue Gum), *E. odorata* (Peppermint Box) and *Callitris gracilis* (Native Pine) Open Woodland over exotic grassland, including: • **20 x** *Eucalyptus leucoxylon* ssp. *leucoxylon* (SA Blue Gum); • **4 x** *Eucalyptus odorata* (Peppermint Box) • **7 x** *Callitris gracilis* (Native Pine)
Location of the application	Local Government Area: Barossa Council Parcel ID/Title ID: D110043 A102 CT6160/23 Hundred: Nuriootpa Location: Lot 102 Samuel Road, Nuriootpa SA 5355

Decision

The Native Vegetation Council has considered your application in accordance with the requirements of Regulation 12, Schedule 1; Clause 34 of the *Native Vegetation Regulations 2017*.

In respect of the application, you are informed that the Native Vegetation Council:

1. **Grants consent** to clearance of 31 x scattered trees in the area shown on the attached Decision Plan 2023/3012/960 for the purpose specified in this decision.

Reason for Decision:

The clearance of native vegetation meets the requirements of Native Vegetation Regulation 12, Schedule 1; Clause 34.

Government of South Australia

Conditions of approval

This approval is subject to the conditions specified below. These conditions have been imposed to ensure that the impacts on native vegetation and biodiversity from approved clearance is adequately minimised and mitigated:

1. No clearance to occur until Development Approval has been obtained under the *Planning, Development and Infrastructure Act 2016* (including Building Rules Consent where required).
2. Clearance to be confined to the 31 scattered trees as shown on the attached Decision Plan 2023/3012/960, and in the submitted report: *Native Vegetation Clearance Data Report, Nuriootpa Traders Transport Distribution Warehouse Development,* prepared by Andrew Sinel, dated 17/01/2023;
3. The applicant must ensure that only native vegetation approved for removal in accordance with this decision is removed. Prior to clearance commencing, the applicant must advise all persons undertaking the vegetation removal or working on site, of all relevant conditions of approval and associated statutory requirements.
4. Prior to clearance commencing, the applicant must define the area and trees approved for clearance with markings, barriers, pegs, flags or temporary fencing. The markings, barriers, pegs, flags or temporary fencing must remain in place, in good condition and clearly visible, for the period in which clearance is occurring;
5. The applicant will within three (3) months of the decision date, relocate hollow limbs from those trees granted conditional consent, to the limbs of trees elsewhere on the site. All relocated hollows are to be a minimum of 50 cm long, and attached (where possible) at least four metres above the ground;
6. Infrastructure construction is undertaken in a way that machinery, vehicle movement and material laydown areas are restricted to the approved clearance area, existing tracks or areas devoid of native vegetation;
7. When undertaking any clearing or other activity authorised under this approval, the applicant or anyone acting on their behalf must take the following steps to minimise the risk of the introduction and spread of weeds and dieback (Phytophthera):
    - clean earth-moving machinery of soil and vegetation prior to entering and leaving the area to be cleared;
    - ensure that no known Phytophthera or weed-affected soil, mulch, fill or other material is brought into the area to be cleared;
    - restrict the movement of machines and other vehicles to the limits of the areas to be cleared;
    - where Phytophthera is known or likely to occur within the area of clearance, to minimise any spread, avoid machinery movement when or in areas where soils are wet or muddy;
8. Any excavation or fill material surplus to the requirements of the development must be disposed of such that it will not:
    - adversely impact on native vegetation;
    - contribute to erosion or sedimentation;
    - facilitate the spread of pest plant and pathogenic material;
9. Payment of $38,836.98 ($36,812.31 (GST exclusive) and $2,024.68 for administration – GST inclusive) to the Native Vegetation Fund, and is to be made within one month of invoice date. (Note the invoice will be sent once the attached form 'Decision Notification acknowledgement' is signed and returned);

    Note: It is understood that landscaping will be undertaken by the applicant on the site of the clearance area, which is additional to the SEB payment. The applicant should ensure the landscaping

is undertaken successfully, with particular regard to regular watering while plants are young, and weeding, for a period until the vegetation is sufficiently established;

10. Non-compliance with any of the conditions of this approval must be reported to the Native Vegetation Council as soon as practical after the non-compliance being detected, but must be within a maximum of seven days. The report must include details of the nature of the breach, the location and extent of the breach and the actions taken and associated timing for completion of those actions, to address the breach;
11. No clearance is to occur until the attached form, "Decision Notification Acknowledgement", is signed and returned to confirm that the applicant and anyone else who is a party to the agreement, understand and will comply with the decision, including all the associated conditions;
12. Members of the NVC or a person who is an authorised officer under the Act may at a reasonable time enter the property of the landowner for the purpose of assessing and recording any matter relevant to this consent. A person undertaking such an assessment may be assisted by other suitable persons. Any such inspection will only be taken after there has been an attempt to contact the landowner.
13. The applicant must adequately inform any prospective purchaser, lessee or occupier of the land affected by conditions in this consent, of the relevant conditions.

Expiry date of approval

The approval to clear native vegetation in accordance with this decision ceases after 2 years from the decision date.

Signature	
Name	Andrew Groom
Position	**DELEGATE TO NATIVE VEGETATION COUNCIL**
Date	25/01/2023 (Decision Date)

Notes

1. **Effect of Consent**
   This Decision Notification grants consent under the *Native Vegetation Act 1991* only and does not imply approval under any other legislation. It is the responsibility of the landowner to obtain all relevant approvals for any proposed development. This includes any approval that might be required in relation to the Commonwealth *Environment Protection & Biodiversity Conservation Act 1999*.

2. **Conditions**
   Please note that these conditions are an integral part of the consent and are legally binding under the *Native Vegetation Act 1991* and *Native Vegetation Regulations 2017*. Should **any** clearance occur in accordance with this decision, the conditions are enforceable in full.

   Any conditions of consent are binding on and enforceable against the person granted the approval, any current and future owners of the land, any occupier of the land and any person who acquires the benefit of the clearance.

3. **Amended decisions**

   Where a decision is amended, all previous versions of the decision are null and void.

   If an application to amend a decision will substantially alter the nature of the original application or conditions of approval, the Native Vegetation Council may require a new application be submitted.

4. **SEB Areas**
   All areas established as a condition of consent to provide a significant environmental benefit, whether through revegetation, management or protection of an area of native vegetation, are protected in perpetuity under the *Native Vegetation Act 1991*. No clearance of native vegetation within these areas can occur without the consent of the Native Vegetation Council.

5. **Monitoring**
   The Native Vegetation Council undertakes a program of monitoring of conditions attached to any clearance consent. As part of this program, the landowner may be contacted by an officer of Department to arrange inspections. Should it be evident that the conditions have not be applied with in full, the landholder will be informed in writing of the nature of breach of the conditions and given an opportunity to comply with the conditions. However, if the breach of the conditions is substantial, ongoing or irreversibly, then the Council may take compliance actions under Section 31 of the *Native Vegetation Act 1991*.

6. **Use of cleared vegetation**
   Native vegetation authorised for clearance under a Decision Notification may be a useful resource, as a source of seed for local revegetation projects, for woodcraft purposes or providing hollows for relocation. Please consider notifying any local seed collection groups to offer them the opportunity of collecting seed at the time of clearance, and making any timber from the cleared trees available for woodcraft or hollow relocation.

- 5 -

DECISION NOTIFICATION ACKNOWLEDGEMENT

Application Number: **2023/3012/960** **Nuriootpa Traders Pty Ltd**
Transport distribution facility
Lot 102 Samuel Rd, Nuriootpa SA

The applicant, and all parties to the decision, have received a copy of the Decision Notification (decision date 23/01/2023) are fully aware and will comply with the decision and all the attached conditions.

Name of applicant: MICHAEL CHARD
NURIOOTPA TRADERS P/L

Signature of applicant or seal of Company and authorised signatory, including the signature of any other parties to the decision:

.....

.....

.....

.....

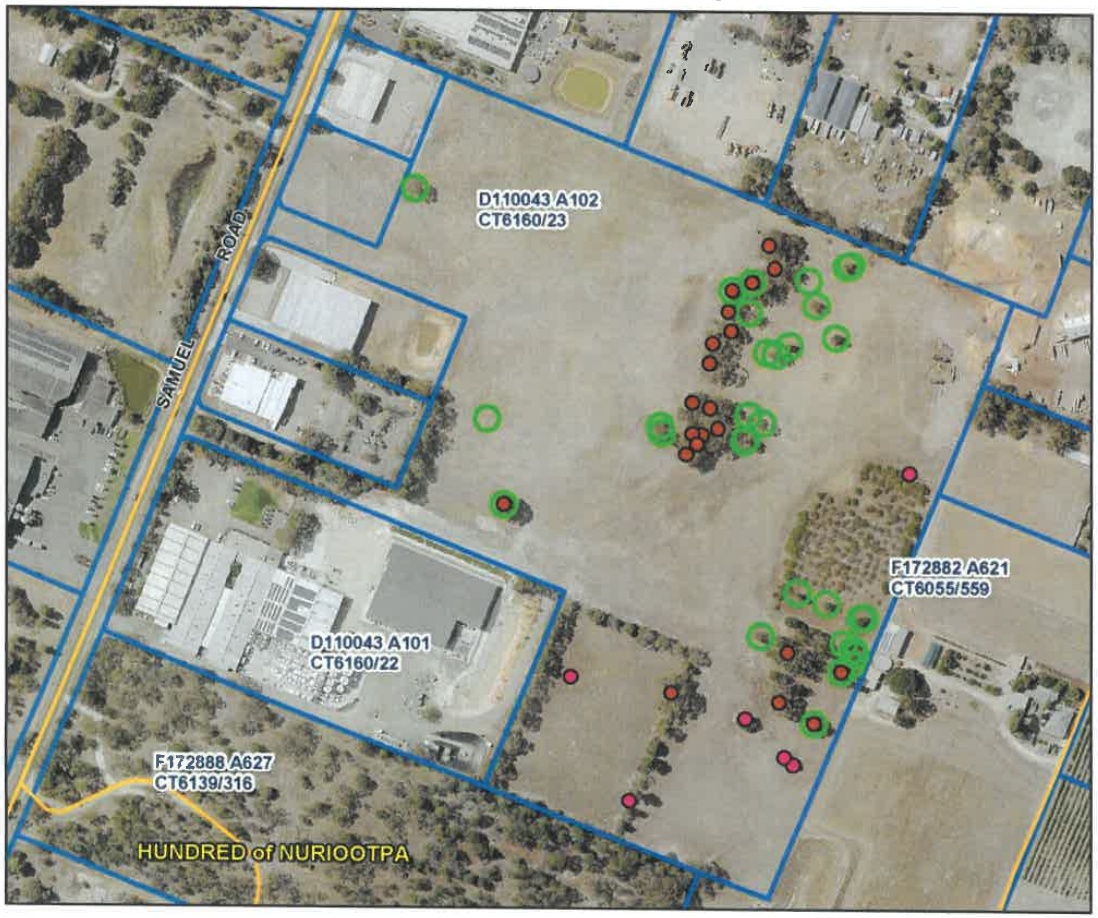
Date : 27.01.2023

Note: *Sign and return this form by post or email to:*

Send to: **Native Vegetation Branch**
C/o
Department for Environment and Water
GPO Box 1047 Adelaide SA 5001

Email: sharon.gillam@sa.gov.au

Native Vegetation Clearance Application
Nuriootpa Traders P/L - 102 Samuel Rd Nuriootpa



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Scale: 1:3600

Government of South Australia
Department for Environment and Water

DECISION PLAN

TO FORM PART OF THE DECISION OF THE NATIVE VEGETATION COUNCIL

APPLICATION NO. 2023/3012/960

HUNDRED of NURIOOTPA

Parcel & Title:
D110043 A102 CT6160/23

Conditional Consent
(31 x scattered trees)

Property/Section Boundary

Road

Significant/Regulated trees

Non-native trees to be removed

Produced for: Native Vegetation Council
By: Native Vegetation Branch
Department for Environment and Water

Imagery: Latest_Imagery_ImageMapSA

Date: 23/01/2023
Version: 01
Datum: GDA2020

NVO: SG

Delegate, Native Vegetation Council

Decision Date: 25/01/2023

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From: Marie Thom
To: Marie Thom
Subject: FW: Nuri Traders DA 22043062 - comments from Light Regional Council
Date: Tuesday, 14 February 2023 11:54:37 AM
Attachments: image001.png
image004.png
image005.emz
image007.png
image008.png
image011.png
image013.png
image016.png
image019.png
image021.png
image022.png
image025.png
image026.png
image009.emz
image015.png

From: Lisa Sapio [redacted]>
Sent: Tuesday, 14 February 2023 11:29 AM
To: Jason Cattonar <jason@futureurban.com.au>
Cc: Matthew Moss <matthew.moss@jaytex.com.au>; Jamie Cooper <jcooper@nuritraders.com.au>; Aaron Curtis [redacted]>; Jordan Hunt <jordan@futureurban.com.au>; Michelle Marijnen [redacted]
Subject: [EXTERNAL] RE: Nuri Traders DA 22043062 - comments from Light Regional Council

CAUTION: This Message originated outside your organization. Treat all attachments and hyperlinks with suspicion.

Hello Jason

Thankyou for your email and I confirm that on behalf of the Light Regional Council that given Nuriootpa Traders (NT) are prepared to enter into an Infrastructure Agreement and address all the maters raised in my earlier correspondence then we are satisfied with the imposition of a Reserve Matter on a DNF that requires NT to enter into the agreement prior to the issuing of a Building Consent or Development Authorisation. Aaron Curtis can resolve the hold point in regard to the Reserve Matter (ie prior to BRC or development authorisation). Furthermore, I confirm that all works and costs associated to meet the Council's requirements (including relocation of infrastructure where necessary) will be undertaken by the Applicant.

Regards

Lisa Sapio | Manager - Development Services

Light Regional Council
Email: [redacted]
Tel:
Postal:

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From: Jason Cattonar <jason@futureurban.com.au>
Sent: Monday, February 13, 2023 5:10 PM
To: Lisa Sapio [redacted]
Cc: Matthew Moss <matthew.moss@jaytex.com.au>; Jamie Cooper <jcooper@nuritraders.com.au>; Aaron Curtis [redacted] Jordan Hunt <jordan@futureurban.com.au>
Subject: RE: Nuri Traders DA 22043062 - comments from Light Regional Council
Importance: High

Hi, Lisa.

Thanks again for the meeting this afternoon to discuss the various infrastructure requirements of the LRC.

On behalf of the Applicant, I confirm that:

Stormwater

- No stormwater is being discharged into Samuel Road, all runoff is to be directed to the east via a new easement as agreed with Barossa Council
- The existing stormwater pipe within the Samuel Road road reserve is to remain and is proposed to be connected into a new diversion pipe through the site to the same connection point as mentioned above.
- The pipe extension will facilitate pre-development runoff only.

Road Abuttals Samuel Road
The Applicant confirms their commitment to enter into an infrastructure agreement with LRC to secure the necessary funding and delivery of the required public road upgrades.

It is our understanding that the LRC and Barossa Council are satisfied that the requirement to enter into a deed agreement with LRC can be applied as a reserved matter to the planning consent, if granted by the Barossa CAP.

I trust this assists.

Kind regards,

JASON CATTONAR
Associate Director

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From: Aaron Curtis [redacted]
Sent: Thursday, 9 February 2023 8:59 AM
To: Jason Cattonar <jason@futureurban.com.au>; Jordan Hunt <jordan@futureurban.com.au>
Cc: Matthew Moss <matthew.moss@jaytex.com.au>; Jamie Cooper <jcooper@nuritraders.com.au>
Subject: FW: Nuri Traders DA 22043062 - comments from Light Regional Council

Hi Jason and Jordan,

Please see below comments from Light Regional Council in respect to the proposal.

Light Regional Council have requested that their requirements are adopted as conditions of consent and that an infrastructure deed is entered into between Light Regional Council and Nuriootpa Traders, prior to Planning Consent. I've indicated to Light Regional Council that we would forward the comments to you for your consideration and response. If you are in acceptance with the conditions/requirements, then we would propose to condition such as part of the Planning Consent. However, we would not be in a position to mandate an Infrastructure Deed as a condition of consent as we are mindful that we are not a party to this agreement and that it would need to be negotiated between the parties.

As we are working to a tight timeframe, I will need your response to the comments by early next week at the latest, noting that we are expecting receipt of your response to the representations and our previous information request by close of business today.

Please do not hesitate to contact me if you would like to discuss.

Regards

Aaron Curtis
Manager Development Services

[redacted]

From: Lisa Sapio [redacted]
To: Aaron Curtis <[redacted]>
Subject: [EXTERNAL] Nuri Traders DA 22043062

CAUTION: This Message originated outside your organization. Treat all attachments and hyperlinks with suspicion.

Hello Aaron

Thank you for providing the opportunity to supply comments regarding the proposed development by Nuri Traders. The following comments primarily relate to stormwater, road abuttals, road upgrades and vehicle access.

Stormwater

Light Regional Council staff advise that the development is not to discharge any stormwater runoff onto Samuel Road.

Samuel Road has a rolling topography, and several low points exist that hold stormwater. These low points need to be drained out, to prevent major ponding adjacent Samuel Road. The proposed heavy vehicle access point is located within one of the low points and therefore there is currently an existing 300mm DIA pipe crossing the road and discharging towards this property. This stormwater is predevelopment stormwater flow which is following the natural topography and should remain. If this pipe is removed or blocked, it will cause ponding and possible flooding over this section of Samuel Road. This runoff cannot be diverted elsewhere.

The applicant shall take into account the stormwater connection and connect it to the property's internal stormwater system. If this pipe needs to be relocated to suit the entrance this should be acceptable subject to the Light Regional Council's approval.

(image below- low point adjacent proposed entrance)

The Light Regional Council is currently in the process of assessing two development applications that include allotments directly across from the Nuri Traders site. There would be three upstream developments that would contribute to predevelopment flow into this stormwater pipe. They would discharge predevelopment stormwater flows into the swale on the western side of Samuel Road. These include two proposed developments and the existing Tarac site.

Tarac technologies have a basin in the north eastern corner of their property (18 Samuel Road). The development was approved in 2005 with supporting documentation stating that the runoff captured in the front basin will be pumped to the basin at the rear of their site and then into the basins at NPEC. The basin at the front of the property has an approximate 3.26 ML with a catchment area of 19,974 m² and the basin at the rear has a capacity of 7.12 ML with a catchment area of 13,592m². The development assessment report stated that stormwater would be retained on site and re-used for irrigation and collected and transferred to the TARAC distillation plant for re-processing. The discharge from this basin onto Samuel Road is only likely to overflow in extreme weather events.

These 3 properties, (existing and proposed) will discharge into the swale on the eastern side of Samuel Road. This swale is used for infiltration and detaining before draining out via this stormwater pipe into this development. Nuri Traders will need to be informed, if the widening of Samuel Road is proposed which will impact the capacity of the swale, formalised stormwater upgrades are required and should form part of the access point upgrade.

Road Abuttals Samuel Road

Samuel Road is a gazetted freight route for B- Double vehicles (26.5m road, PBS Level 2A). This road forms an integral part of the freight route network in Nurioopta, as shown in Figure 1 below. All of these roads are currently gazetted for B-doubles, except for Sturt Highway which is gazetted for 42m Road Trains (Double road train, Type 1 or Level 3B). The newly constructed roundabout between Samuel, Stelzer and Seppeltsfield Road can only

accommodate B-double vehicles.

Funding has been sourced by the Light Regional Council to upgrade Greenock/Samuel /Moppa Road intersection to a roundabout. This roundabout will cater for B-doubles, but the check vehicle can accommodate a 36.2m A-Double on the freight route only. Sir Condor Laucke Way/Greenock Road checked for a 26m B-double, although currently only gazetted for a 19.0m semi-articulated heavy vehicle. Until this roundabout is constructed including any possible upgrades along Moppa Road, accommodating vehicles larger than B-doubles to join the Sturt Highway, a condition shall be applied to any planning consent that the largest vehicle to frequent the site shall be limited to B-doubles. Given Samuel Road is only gazetted to accommodate B-doubles, the Applicant should be made aware of this issue and the road can only accommodate B-doubles as part of the current application before the Barossa Council.

The traffic count conducted on Samuel Road by the Council, on 15 September 2021, indicated an AM/PM peak hour of 180 vph and 174 vph respectively in the week. It should be noted, this traffic is within the off-season for vintage, and it is likely that these volumes increase significantly within the vintage period. The percentage of heavy vehicles on Samuel Road is ±16%, which is higher than Thiele , Horrocks Highway and Barossa Valley Way. The majority of heavy vehicles are class 3 delivery vehicles, which is the expected size based on the neighbouring properties. As the Barossa Council would be aware, it is a well-used freight route within the area.

The trip generation growth rate on Samuel Road, based on historic data between April 2012 (vintage period) and September 2021 (non-vintage period) vehicle movements increased by 4% per annum for this time period. This high growth rate is due to the neighbouring industrial properties constructed within this period. It is expected that the traffic growth rate will reduce to normal growth rates for this area, unless this route is gazetted for higher-order heavy vehicles as suggested by the Cirqa Traffic and Parking Report.

The traffic report from *CIRQA, dated 20 Dec 2022, revision* 1, predicted trip generation of 195 AM peak and 193 PM peak period trips which would be 60% heavy vehicles either entering or exiting the development. Based on the traffic counts of 180 AM peak trips and the estimated AM peak trips of 195 generated by this development as per the Traffic Report, this development will double the AM and PM peak trips on this road. The Traffic Report indicates 98 trip movements at access (N), are all heavy vehicle movements. This results in more than 33% of heavy vehicle trips on Samuel Road in AM peak period. A similar scenario will apply to PM peak period. (Existing HV - 29+new HV)/(Existing +new trips) This will impact the road functionality and road condition substantially.

The report stated that 40% (24) of the vehicles entering would come from the south. These vehicles need to stop on Samuel Road and wait for a gap clearance from the southbound traffic before entering the site.

Based on the *Austroads, Guide to Traffic Management Part 6: intersections, interchanges and Crossing Management*, both access points warrant a road treatment in the northbound direction, as shown on the graph below for the HV access point. The HV access point has a Q_m= 275 vph (AM), Q_R=24 vph. It is noted, this road is zoned for 50km/h, but due to being a rural freight road, the graph below is applicable as per the Austroads definition. Two treatments are suggested the Channelised Turning Treatment (CHR) or the Rural auxiliary lane (AU).

The geometry of this section of road should also be considered in terms of the possibility of rear-end-vehicle accidents. The vertical alignment of the undulating topography, the vast number of business and access points along this section of road and the heavy vehicle movements all contribute to a higher risk for rear-end-vehicle accidents. The sight distance from both sides is just within the recommended limits of sight distance.

A channelised intersection would be the preferred option, but due to the number of existing access points, and the distance between the existing and proposed access points, it would not be possible to include a channelised access point. A rural auxiliary lane turn treatment shall be provided by the Applicant to accommodate the development along with an upgrade of both access points. (Refer to figure below). The auxiliary lane should be a full-width lane including a 500mm shoulder. The widening of the road will affect public infrastructure such as the drainage swale and electrical poles. There is no streetlight on Samuel Road and it is considered that a minimum of one street light shall be provided at the heavy vehicle entrance point where it intersects with Samuel Road. This will improve visibility for users of Samuel Road and heavy vehicle drivers entering and exiting the site.

As mentioned previously, the number of heavy vehicles added to this section of the road will affect the pavement condition of this road. Currently, this section of road, from crest to crest is only a spray seal road and caters for the current traffic usage. The Applicant would be required to upgrade this section of road (crest to crest) to an asphalt surface which will accommodate the heavy vehicle turning movements into the site to prevent the road pavement from being damaged and failing due to the additional traffic that will be generated. It will be necessary for the Applicant to provide the Light Regional Council with a dilapidation report and a pavement design report supporting the added heavy vehicle movements on this section of the road, especially due to the turning movements. The pavement shall be designed to accommodate heavy vehicles including a level 3A (30.6m).

Access cross over

Due to the volume of traffic the general typical rural crossover as per the Infrastructure Guidelines SA, SD 240 would not suffice. The southern access point is currently in the form of a rural access road, which should be sufficient for the additional light vehicle movements in terms of geometrics.

The northern access points should be designed to accommodate heavy vehicles entering and exiting as per the Austroads Standard for heavy vehicle intersections. This will include longer tapering lengths and pavement design. These access points should be designed to accommodate the 30.6m (Level 3A) vehicles due to a possible future application to gazette this road to accommodate level 3A vehicles.

Assessment Recommendations in summary:

Stormwater

- The existing stormwater infrastructure beneath Samuel Rd shall be accommodated within the subject land, due to being predevelopment upstream surface flow and the natural flow path over the Nuri Traders property to the creek.
- Road treatments on Samuel Road will affect the existing swale on the western side and alteration to the swale system shall be accommodated within the intersection upgrades for the access points.

Road infrastructure

- Concept designs of both access intersections will need to be submitted to the Light Regional Council for approval and shall include a full width auxiliary lane with a 500mm shoulder on the western side of Samuel Road and any additional widening required for heavy vehicle southbound turning movements from Samuel Road.
- Any re-alignment of the infrastructure associated with widening Samuel Road, which might include stormwater swales, underground pipes, and electrical poles, will be at the cost of the developer and will require the approval of the Light Regional Council.
- A Dilapidation report of Samuel Road will be required to be provided to Light Regional Council prior to the commencement of any construction works on the subject land.
- A Pavement Design Report for upgrading Samuel Road to asphalt from crest-to-crest point will be required with works to be undertaken by the Applicant prior to occupation of the land and at the Applicants cost.
- Street lighting shall be installed at the junction of the proposed heavy vehicle access point and Samuel Road with all costs borne by the Applicant.

We trust that these comments are of assistance and seek to have the Barossa Council obtain a written agreement from the Applicant that all of the above matters are agreed to prior to the issuing of a planning consent and listed as conditions and an Infrastructure Deed is entered into between the Applicant and the Light Regional Council prior to the issuing of Development Authorisation.

Should you have any questions please contact me on 852 3200.

Regards

Lisa Sapio | Manager - Development Services

Light Regional Council
Email: [redacted]
Tel:
Postal:

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5. NEXT MEETING

Tuesday 7 March 2023 commencing at 5.00 pm

6. CLOSURE OF MEETING

The Presiding Member will declare the meeting closed.