

BAROSSA ASSESSMENT PANEL

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

Tuesday, 3 December 2024, commencing at 5.00 pm

Aaron Curtis
Assessment Manager



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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Applicant:	Kuol Baak from Peregrine Corporation on behalf of the Applicant OTR Pty Ltd
Representors:	Brett Beinke representing D and S Harrison Malcolm Simpkin Brett Beinke Vivian Castro
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1. WELCOME**2. ATTENDANCE****2.1 Present****2.2 Apologies****2.3 Absent****3. CONFIRMATION OF MINUTES****RECOMMENDATION**

That the minutes of the Barossa Assessment Panel meeting held on Tuesday 5 November 2024 be received and confirmed.

4. BUSINESS ARISING**5. 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.

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

6.1 23022220 - 5-9 Tanunda Road, 11 Tanunda Road, 13 Tanunda Road Nuriootpa and 1 Staehr Street Nuriootpa

APPLICANT:	Kuol Baak from Peregrine Corporation on behalf of the Applicant OTR Pty Ltd
REPRESENTORS:	Brett Beinke representing D and S Harrison Malcolm Simpkin Brett Beinke Vivian Castro

APPLICATION DETAILS

PROPOSAL	Demolition of building, construction of a carwash comprising three manual bays and one automatic bay, a dog wash, two vacuum bays, four EV charging bays, 6m Pylon sign, fencing, car parking, manoeuvring areas and landscaping, new access to Staehr Street and amendment to drive through, car parking and landscaping associated with Hungry Jacks fast food restaurant
APPLICANT	PC Infrastructure Pty Ltd
OWNER	OTR 314 Pty Ltd
APPLICATION NO	23022220
CERTIFICATE(S) OF TITLE	CT 6152/598 CT 6152/599 CT 5933/756 CT 5404/783
AREA	7,822 square metres
CURRENT USE	Retail fuel outlet, fast food establishment and former dwelling
PLANNING AND DEVELOPMENT CODE VERSION	Version 2023.16 – 9 September 2023
PLANNING AND DESIGN CODE EXTRACT LINK	Relevant Code Extract
ZONE	Employment
OVERLAYS	Character Preservation District (Township) Hazards (Flooding) Hazards (Bushfire - Urban Interface) (Urban Interface) Hazards (Flooding - Evidence Required) Major Urban Transport Routes Native Vegetation Prescribed Water Resources Area Traffic Generating Development Water Protection Area

APPLICATION TYPE	Code Assessed - Performance Assessed
PUBLIC NOTIFICATION	Notified – Sign on Land
REFERRALS	Commissioner of Highways
PREVIOUS APPLICATIONS	<u>5-9 Tanunda Road Nuriootpa</u> 960/59/1995 – Alteration to Petrol Station 960/126/1996 – Sign Construction 960/127/2001 – Automatic Car Wash and Vacuum Bays 960/1041/2003 – Petrol Filling Station/Shop Upgrade 960/399/2004 – Underground LPG Vessel 960/665/2004 - Canopy 960/975/2013 – Variation to Development Application 960/127/2001 – Extension of Hours of Operation for Carwash 960/286/2014 – Construction of a Replacement Pylon Sign, Blade Wall and Advertisement and Tank 960/656/2016 – Telecommunications Tower 35350/2024 – Replacement (of 7m high illuminated pylon) and refacing (along fascia partially illuminated) of existing advertisement signage <u>11 Tanunda Road</u> 960/3/1994 – Land Division 960/390/2002 -Take Away Food Outlet 960/772/2004 - Variation to Approved Take Away Food Outlet (Previous DA 960/390/2002) 960/864/2004 – Land Division 960/1096/2004 – Advertising Signage 960/231/2014 – Alterations to building façade and removal and replacement of fascia mounted signs to existing take away food outlet 960/232/2014 – Variation to Application 960/772/2004 – Variation to Approved Take Away Food Outlet (Previous DA 960/390/2002) 960/287/2014 – Advertising Sign – 8 metre high Pylon Sign 960/393/2014 – Signage – 6 metre high free standing pylon sign <u>13 Tanunda Road</u> 960/814/1999 – Business Signs
ASSESSING OFFICER	Paul Vivian (Planning Consultant)
RECOMMENDATION	That Planning Consent be GRANTED subject to Reserved Matters and Conditions

INTRODUCTION

The Applicant seeks Development Approval for the demolition of a building, construction of a carwash comprising three manual bays and one automatic bay, a dog wash, two vacuum bays, four EV charging bays, 6 metre Pylon sign, fencing, car parking, manoeuvring areas and landscaping, new access to Staehr Street and

amendment to drive through, car parking and landscaping associated with Hungry Jacks fast food restaurant at 13 Tanunda Road.

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 six representations were received, of which four representors have requested to be heard.

The representors primary concerns relate to adverse congestion, safety and traffic impacts on Staehr Street, amenity impacts from 24 hour operations of the car wash and related site activities, adverse impacts on local character and liveability and lack of community need for the proposed activities.

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.*

A statutory referral was undertaken to the Commissioner of Highways in respect to the proposed alterations to access to Tanunda Road and the referral response from the Commissioner of Highways confirms that they have no objection to the proposal.

The site is in an Employment Zone where a retail fuel outlet (comprising a number of composite uses including car washing, parking and EV charging) is an envisaged use.

An assessment of the proposal has taken place against the Planning and Design Code which has found that the proposal is in general compliance with the Desired and Performance Outcomes (POs). The proposed access onto Staehr Street (a local road) and the proposed 24 hour facility operation were tested by expert consultants who considered these elements comply with relevant Australian Standards and Planning and Design Code policies. Council staff raised initial concerns with elements of the application and amendments to the application have consequently taken place relating, amongst others, to internal circulation, landscaping, pylon height and Staehr Street crossover design. Taken together, they deliver an improved site outcome and interconnectedness between the existing and proposed uses. Local resident concerns to the use of Staehr Street for development associated traffic has been addressed by the applicant's traffic consultant. Likewise, adverse noise impacts from 24 hour operation of the car and dog wash facility has been tested by the applicant's noise consultant. Potential noise generation was found by the acoustic consultant to be compliant with relevant noise policy, however, there is concern regarding general amenity impact from unfettered night-time use of these facilities. The applicant has subsequently agreed to substantially reduce car wash operation to between 7.00 am to 9.00 pm, Monday to Friday, and 8.00 am to 5.00 pm, Saturday and Sunday.

On an overall assessment, it is considered that the proposal is an appropriate land use in the zone and the key amenity and transport related issues have been addressed by the applicant, as such Planning Consent is considered to be warranted, subject to recommended Reserved Matters and Conditions.

SITE AND LOCALITY

The site for the proposed development comprises land located at 5-9, 11 and 13 Tanunda Road and 1 Staehr Street, Nuriootpa, as shown in Certificates of Title Volumes CT 6152/598, CT 5933/756, CT 5404/783 and 6152/599.

The subject land is primarily rectangular in external form, however, comprises a series of angled boundary alignments at the rear (eastern boundaries) as it wraps around smaller adjoining properties to the east. The site fronts Tanunda Road to the west for a length of approximately 135 metres and has frontage to local roads to the north (New Road) and south (Staehr Street). The site has direct Tanunda Road street frontage with three existing access points having a combined width of just under 40 metres. The site also has three existing access points onto Staehr Road and a substantive access to New Road.

The site contains an existing OTR branded retail fuel outlet with the main canopy and building set at an obtuse angle to the street boundary, located at the northern end of the site. A single automatic car wash is located adjacent the main building immediately south. A Hungry Jacks fast food establishment is positioned to the south of the OTR facility separated by a narrow driveway and associated car parking. At the southern end of the site at the corner of Tanunda Road and Staehr Street there is a former dwelling that has previously been used for commercial purposes. There is a mature garden to the front containing large decorative boulders and a mix of mature vegetation. To the rear of this building there is a fenced off section that has been cleared of any structures and vegetation.

The land is relatively flat although there is a general rise of approximately 1.3 to 1.5 metres from the front northwestern corner to the southeastern corner. The most notable change in level occurs within the front yard of 1 Staehr Street where the large boulders have been utilised as retaining walls within a landscaped setting.

There is existing vegetation at 1 Staehr Street comprising a mix of native and exotic vegetation, plus garden beds within the OTR and Hungry Jacks sites. The percentage cover of vegetation across the site is currently less than 10%.

The locality is defined principally by visual reference, anticipated noise emissions from the proposed use and the traffic movements to and from the site using the local road network and connections to Tanunda Road.

As shown on **Figure 2**, the locality comprises Tanunda Road and the Nuriootpa Linear Reserve to the west, New Road in the north, Staehr Street extending to New Road to the east and the intersection of Tanunda Road and Railway Terrace/Old Mill Road to the south.

The visual locality is characterised principally by employment land north and south, open space to the west and residential (albeit interrupted by commercial activities) to the east along Staehr Street. The Employment Zone extends further beyond the rear of the site along Staehr Street and currently contains dwellings on the northern side (5 Staehr Street) and on the southern side, a dwelling (4-6 Staehr Street), large shedding (8 Staehr Street) and an access point to the Coates Nuriootpa site.

The adjoining allotment to the north facing Tanunda Road (on the opposite side of New Road) contains a solicitor's office plus residential properties facing New Road.

The adjoining allotment to the east of the existing OTR complex contains a funeral parlour (with a notable telecommunications tower visible to the rear). To the east of 1 Staehr Street there are residential properties on the northern side of the road. To the south across Staehr Street there is the Barossa Valley Medical and Specialist Centre. Staehr Street is primarily residential in nature other than for a light industry complex located at 19 Railway Terrace that extends through to Staehr Street.

Figure 1 below provides a Zone map and details of the locality of the site.

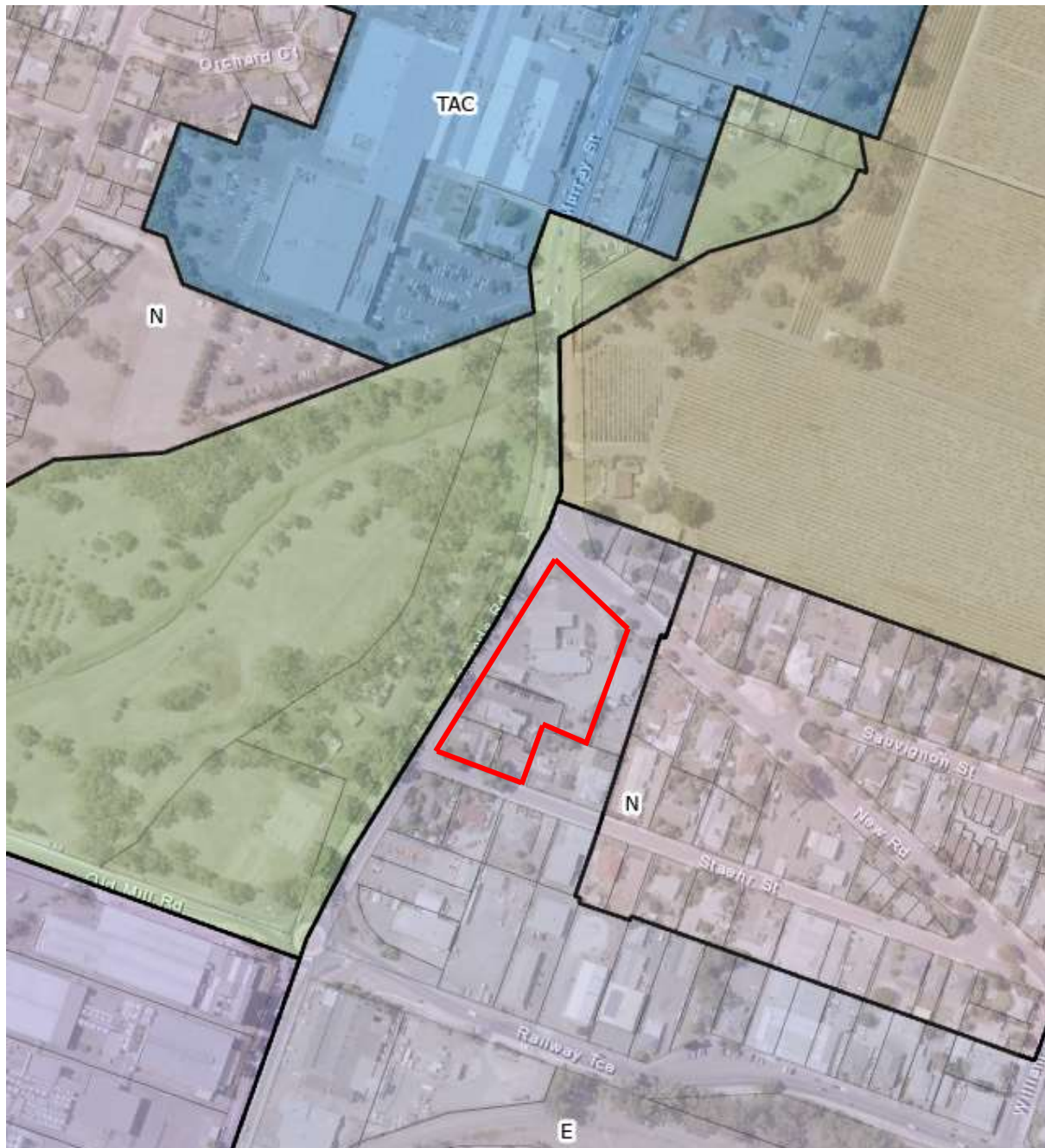


Figure 1: Zone Map

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

Site photos are provided in **Figure 4** to **Figure 22**.



Figure 2: Aerial – Locality, site in red, locality in blue



Figure 3: Aerial – Site



Figure 4: Site Photo – Looking east toward 13 Tanunda Road



Figure 5: Site Photo – Looking north-east towards the Hungry Jacks



Figure 6: Site Photo – Looking south-east towards the medical centre



Figure 7: Site Photo – looking south along Tanunda Road



Figure 8: Site Photo – Looking north-east towards site of the car wash



Figure 9: Site Photo – Looking east along Staehr Street



Figure 10: Site Photo – Looking north towards 13 Tanunda Road



Figure 11: Site Photo – looking west back towards Tanunda Road along Staehr Street



Figure 12: Site Photo – Looking north-east towards adjacent 5 Staehr Street



Figure 13: Site Photo – Looking north into the site of the car wash



Figure 14: Site Photo – Looking south-west towards 2 Staehr Street



Figure 15: Site Photo – Looking south towards 4-6 Staehr Street



Figure 16: Site Photo – Looking east along Staehr Street



Figure 17: Site Photo – Looking south into the access of the adjacent medical centre



Figure 18: Site Photo – Looking east towards the Hungry Jacks



Figure 19: Site Photo – Looking north-east towards the OTR and Hungry Jacks access



Figure 20: Site Photo – Looking south-west towards the adjacent reserve



Figure 21: Site Photo – Looking west towards the reserve carpark and playground



Figure 22: Site Photo – Looking north-west along Tanunda Road

PROPOSAL

The key elements of the proposal are:

Land uses and new built form

- Three manual carwash bays and one automatic carwash bay within a new building located adjacent the Staehr Street boundary.
- Two car vacuum bays sited back-to-back and positioned under a canopy adjacent the Staehr Street boundary.
- A dog wash enclosure located next to the Hungry Jacks building.

Advertisements

- Non-illuminated Happy Wash signage on the car wash plant building.
- A 6 metre pylon with back illumination signage panels incorporating 2 x 2.5 metre LED white fuel prices, to be installed near the corner of Staehr Street and Tanunda Road.

Vehicle parking, movement and access

- Increased on-site car parking with 19 extra spaces (including 4 EV charging stations).
- A new ingress/egress crossover to Staehr Street to the east of the site.
- Modification to the existing crossover from Tanunda Road to the Hungry Jacks.
- Internal reconfiguration of movement patterns, Hungry Jacks drive through car waiting bays, refuse areas and internal car wash entry and exit points.

Landscaping

- 1,236.75 sqm of landscaped area, retention of two existing trees at corner of Staehr Street and Tanunda Road and new plantings across the whole site.

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

APPLICATION TYPE

The site is located within the Employment Zone under the Planning and Design Code.

The application components are not assigned as a form of 'Accepted Development' under Table 1, 'Deemed to Satisfy' development under Table 2 of the Zone, or as a 'Restricted' form of development under Table 4. Therefore, the application is subject to the 'Performance Assessed' assessment pathway.

PUBLIC NOTIFICATION

The application was subject to public notification in accordance with Table 5 – Procedural Matters – Notification of the Employment Zone. The proposal did not achieve the relevant exemption as:

<i>Class of Development (Column A)</i>	<i>Exceptions (Column B)</i>
a) Any development involving any of the following (or of any combination of any of the following): b) a) consulting room b) light industry c) office d) motor repair station e) retail fuel outlet f) store g) warehouse.	c) Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.

Given the site is adjacent (within 60 metres) to a Neighbourhood Zone across Staehr Street that contains residential uses, the proposal does not meet the exception in Column B.

Since the proposed development spans the entire site and the applicant has included the car wash as an extension of existing operations, it has not been classified separately as a shop for public notification classification purposes. In the case of *Jahk Enterprises Pty Ltd ATF Jahk Trust v Assessment Panel of the Corporation of the City of Campbelltown [2023]*, the ERD Court found that a standalone car wash was best defined as a shop (specifically a personal services establishment). However, this classification applied to an independent facility unconnected to an existing retail fuel outlet. This site and proposal comprises an integrated use comprising the retail fuel outlet, fast food restaurant and the proposed car wash.

The table below provides details of the public notification process:

Representations: Six representations were received during the public notification period as follows:

- Sara Gleeson
- D and S Harrison
- Malcolm Simpkin
- Brett Beinke
- Vivian Castro
- Donna and Mirek McNally

No late representations were received.

Person wishing to be heard: Of the six representations received, four of the representors wish to be heard as follows:

- D and S Harrison represented by Brett Beinke
- Malcolm Simpkin
- Brett Beinke
- Vivian Castro

Applicant Kuol Baak from Peregrine Corporation on behalf of the Applicant OTR Pty Ltd wishes to appear to respond to the representations.

Time period for Public Consultation 26 September 2024 to 18 October 2024

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

Summary of Representations
Representor/s

Applicant's Response

- | | |
|--|--|
| <ul style="list-style-type: none"> • <i>Staehr Street is already congested with a mix of non-residential activities including GP clinic, a chiropractor and a printing business. This will increase traffic volumes in the street and is not acceptable in a quiet area.</i> | <ul style="list-style-type: none"> • <i>The resulting traffic volume on Staehr Street is anticipated to be low and not expected to have an appreciable impact on the existing traffic volumes on Staehr Street.</i> |
| <ul style="list-style-type: none"> • <i>Potential safety risk with additional driveway crossover onto Staehr Street. There should be no direct vehicle access point onto Staehr Street. General adverse traffic and pedestrian/cycling safety impacts due to increased traffic and movement generated from new development.</i> | <ul style="list-style-type: none"> • <i>Given the low volume of traffic we do not consider there to be a significant risk to pedestrians resulting from traffic associated with the car wash. There is expected to be a minor increase in traffic associated with the car wash, noting most of the traffic will be passing trade and is not anticipated to have an appreciable impact on risk or safety for cyclists or pedestrians along Tanunda Road.</i> |
| <ul style="list-style-type: none"> • <i>The proposal will have an adverse impact on driver visibility due to the</i> | <ul style="list-style-type: none"> • <i>Not specifically addressed in response</i> |

proposed 2.1 metre high acoustic screen fencing.

- There will be adverse noise impact from the car wash facility. What recourse do residents have if noise is too high?
- Based on the acoustic assessment, the facility has been designed such that it will not unreasonably impact the amenity of sensitive receivers, in accordance with the provisions of the South Australian Planning and Design Code.
- There is no demand for a car wash facility
- Whether the existing car wash adequately meets the needs of [the] town's population is a commercial consideration and it is neither a reason for granting Planning Consent nor a reason for refusing Planning Consent.
- The proposal will involve loss of a 100 year old Pepper Tree
- The existing Pepper tree is not native. The proposal leaves in place existing soft landscaping and proposes substantial additional soft landscaping.

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 Design Code, the application was referred to the Commissioner of Highways. The following response was received:

Commissioner of Highways	The Commissioner of Highways provided a referral response in December 2023 in general support of the proposal. The Commissioner of Highways raised concern with potential driver sightlines between vehicles turning from Tanunda Road onto Staehr Street due to siting of a transformer and other on-site equipment. In addition, the Commissioner of Highways requested greater separation and delineation between a relocated Tanunda Road access and proposed car wash exit (note: these earlier revisions have been addressed in later revisions of the site layout).
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	To seek that these concerns have been addressed, the Commissioner of Highways has directed a condition that a final access and car parking plan shall be submitted to the satisfaction of the Department for Infrastructure and Transport prior to grant of Building Consent. The Commissioner of Highways has not objected to the revised proposal which proposes modifications to the existing Hungry Jacks access and proposes a new access to Staehr Street. The Commissioner of Highways also does not object to the proposed illumination of the pylon sign subject to operational conditions being applied to minimise road safety impacts. The Commissioner of Highways has directed five conditions in total be placed onto a Planning Consent, if granted.
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A copy of the referral response is contained in **Attachment 4**.

Internal

The following internal advice has been received from staff:

Engineering Services	Engineering Services has reviewed the application documentation at a number of stages during the assessment process. Initial feedback identified issues with siting of the proposed car parking, internal circulation design needs, access and egress requirements for Tanunda Road, suitability of access onto Staehr Street, freight vehicle access and adequacy of landscaping. The applicant has liaised with Engineering Services to address their concerns from late 2023 to September 2024. Engineering Services now confirm that the proposed development (including access and traffic volumes onto Staehr Street) is acceptable subject to Reserved Matters in regards to an updated Civil and Siteworks Plan. Conditions are recommended in respect
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	<i>of car parking, drainage, earthworks, wastewater and stormwater management.</i>
Environmental Health	<i>A septic tank is proposed to be located on the site to manage wastewater from washing and related activities. No wastewater or trade waste application has been submitted at this time.</i> <i>A communal wastewater management system application is required pursuant to the SA Public Health Act 2011. The wastewater application must be accompanied by CWMS detailed design drawings for review. Provisions for management of trade waste also need to be provided, noting that trade waste is not permitted to the Council CWMS. In addition, pollution control measurements will need to be made and provided for review.</i>

ASSESSMENT

Please refer to the following link, the Planning and Design Code extract for this proposal, Version 2023.16, dated 9 September 2023.

<i>Planning and Design Code Extract Link</i>	<i>Relevant Code <u>Extract</u></i>
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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 Employment Zone envisages a range of commercial and business uses such as a retail fuel outlet, shop, motor repair station and other allied activities. A full and proper assessment of the application relating to design, proximity to sensitive receivers, character impacts, siting, stormwater management, amenity, access and traffic impacts has been undertaken.

Following changes to the size, design arrangement of the proposed buildings, circulation, car parking areas, landscaping, reduced car wash hours of operation and stormwater management, the proposal is considered acceptable and results in a better form of development noting proximity to nearby sensitive receivers. Council's Engineering Services Department are satisfied with impact on the road network, design of the access points and internal circulation and parking. Given all of the above, the proposal is 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 within the Nuriootpa township with has direct frontage to Tanunda Road. Adjoining development comprises the balance of the OTR retail fuel outlet, Hungry Jacks fast food restaurant, other commercial uses, public open space, residential, medical and consulting activities.

The proposed buildings and on-site works will not adversely impact the existing visual character of this part of Nuriootpa which is a focused employment precinct and the proposal will have an acceptable built form and appearance consistent with other modern commercial structures in the visual locality.

Given the location of the site there is limited impact on the rural and natural landscape.

Further discussion regarding this aspect 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 the headings:

Land Use

Employment Zone	
Desired Outcomes	
DO 1	<i>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.</i>
DO 2	<i>Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.</i>
Relevant Performance Outcomes/Designated Performance Features	
Land use and Intensity	
PO 1.1 <i>A range of employment-generating light industrial, service trade, motor repair and other compatible businesses servicing the local community that do not produce emissions that would detrimentally affect local amenity</i>	DTS/DPF 1.1 Development comprises one or more of the following: a) Advertisement b) Consulting room c) Indoor recreation facility d) Light industry e) Motor repair station f) Office g) Place of worship h) Research facility i) Retail fuel outlet j) Service trade premises k) Shop l) Store

	m) Telecommunications facility n) Training facility o) Warehouse.
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The proposed development comprises the addition of a car and dog wash facility to an existing OTR branded retail fuel outlet along with ancillary activities such as vacuum cleaning and electric vehicle charging.

In the supporting Planning Report, the applicant outlines that the proposed use will form part of the existing retail fuel outlet (ie. it is not a separately managed or a standalone facility) and is integrated with the existing OTR branded development. The applicant refers to the definition of a retail fuel outlet in the Planning and Design Code Land Use Definitions Table in Part 7 that specifically references this land use may include one or more of the following secondary activities:

- (c) *The washing and cleaning of motor vehicles;*
- (d) *The washing of other equipment or things including dogs and other pets;*
- (e) *The provision (on a paid or free basis) of facilities for charging electric vehicles;*

It is noted that the definition allows for a combination of secondary activities. The proposed activities clearly fall within the remit of these criterion and it is agreed that the proposed activities form part of anticipated elements of a retail fuel outlet offering.

DTS/DPF 1.1 specifically references a retail fuel outlet as a land use that supports the delivery of PO 1.1. On this basis, the proposed land use/form of development is considered to be appropriate.

Built form and character

<i>Built form and character</i>	
PO 2.1 <i>Development achieves distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.</i>	DTS/DPF 2.1 None are applicable.
PO 2.2 <i>Building facades facing a boundary of a zone primarily intended to accommodate residential development, public roads, or public open space incorporate design elements to add visual interest by considering the following:</i> <i>a) using a variety of building finishes</i> <i>b) avoiding elevations that consist solely of metal cladding</i> <i>c) using materials with a low reflectivity</i> <i>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.</i>	DTS/DPF 2.2 None are applicable.

The existing streetscape in the visual locality comprises a disparate mix of built form typologies and architectural styles befitting the diverse mix of land uses situated along the eastern side of the road. Most buildings are single storey in height with street setbacks allowing for front yard landscaping and/or car parking areas for commercial development. The standardised design language of the existing OTR and Hungry Jacks operated facilities plus associated pylon signage is a notable visual element in the locality.

The proposed development seeks the replacement of the former dwelling and associated landscaping (albeit retaining several established trees) and in its place construction of a car wash facility and associated built form elements. Council staff have negotiated the retention of the existing two mature trees in the front corner of the site and improvements to the size and quality of proposed landscaping.

The proposed car wash facility has a modest footprint and is generally an open structure that incorporates a mix of flat sheet cladding and simple support posts. The southwest elevation facing Staehr Street consists of concrete precast panels finished in a light grey colour. Material colour selection is theme based (with a bright yellow element), however, will not result in excessive reflection.

Commercial built form is well established along this section of Tanunda Road and the proposed development introduces similar branded design solutions as expected for the proposed form of development operated by OTR and Hungry Jacks.

Taking in context of the nature of the proposed development it is considered that the proposal does satisfy clauses PO 2.2 (a) to (c).

The south facing elevation of the enclosed car wash has a blank wall that would benefit from more design detail to better achieve PO 2.2 clause (d). Screen landscaping is proposed (plus a 2.1 metre acoustic fence), however, a Reserved Matter is recommended seeking a better design solution between elevation design, landscaping and fencing. There is an opportunity to deliver more visually interesting mix of fencing design, cladding materiality, colour selection, precast concrete treatment and/or artist patterning to improve the visual impact of the building elevation and fencing from Staehr Street.

Building height and setbacks

Building height and setbacks											
PO 3.1 Buildings are set back from the primary street boundary to contribute to the existing/emerging pattern of street setbacks in the streetscape.	DTS/DPF 3.1 Buildings setback from the primary street boundary in accordance with the following table: <table border="1"> <thead> <tr> <th>Development Context</th><th>Minimum setback</th></tr> </thead> <tbody> <tr> <td>There is an existing building on both abutting sites sharing the same street frontage as the side of the proposed building</td><td>The average setback of the existing buildings</td></tr> <tr> <td>There is an existing building on only one abutting site sharing the same street frontage as the side of the proposed building and the existing building is not on a corner site</td><td>The setback of the existing building</td></tr> <tr> <td>There is an existing building on only one abutting site sharing the same street frontage as the side of the proposed building and the existing building is on a corner site</td><td> (a) Where the existing building shares the same primary street frontage – the setback of the existing building (b) Where the existing building has a different primary street frontage – 5m </td></tr> <tr> <td>There is no existing building on either of the abutting sites sharing the same street frontage as the side of the proposed building</td><td>5m</td></tr> </tbody> </table> For the purposes of DTS/DPF 3.2: Building walls are no closer than 2m to the secondary street boundary:	Development Context	Minimum setback	There is an existing building on both abutting sites sharing the same street frontage as the side of the proposed building	The average setback of the existing buildings	There is an existing building on only one abutting site sharing the same street frontage as the side of the proposed building and the existing building is not on a corner site	The setback of the existing building	There is an existing building on only one abutting site sharing the same street frontage as the side of the proposed building and the existing building is on a corner site	(a) Where the existing building shares the same primary street frontage – the setback of the existing building (b) Where the existing building has a different primary street frontage – 5m	There is no existing building on either of the abutting sites sharing the same street frontage as the side of the proposed building	5m
Development Context	Minimum setback										
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There is no existing building on either of the abutting sites sharing the same street frontage as the side of the proposed building	5m										

	(a) the setback of an existing building on an abutting site to the street boundary that it shares with the site of the proposed building is to be measured from the closest building wall to that street boundary at its closest point to the building wall and any existing projection from the building such as a verandah, porch, balcony, awning or bay window is not taken to form part of the building for the purposes of determining its setback (b) any proposed projections such as a verandah, porch, balcony, awning or bay window may encroach not more than 1.5 metres into the minimum setback prescribed in the table
PO 3.2 Buildings are set back from a secondary street boundary to accommodate the provision of landscaping between buildings and the street to enhance the appearance of land and buildings when viewed from the street.	DTS/DPF 3.2 Building walls are no closer than 2 metres to the secondary street boundary.
PO 3.4 Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.	DTS/DPF 3.4 Building walls are set back at least 3m from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available.
PO 3.5 Building height is consistent with the form expressed in any relevant Maximum Building Height (Levels) Technical and Numeric Variation layer, and is otherwise generally low-rise to complement the established streetscape and local character.	DTS/DPF 3.5 Building height is not greater than: The following: a) in all other cases (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)) - 2 building levels up to a height of 9 metres. In relation to DTS/DPF 3.5, in instances where: b) more than one value is returned in the same field for DTS/DPF 3.5(a) refer to the Maximum Building Height (Levels) Technical and Numeric Variation layer or Maximum Building Height (Metres) Technical and Numeric Variation layer in the SA planning database to determine the applicable value relevant to the site of the proposed development. c) only one value is returned for DTS/DPF 3.1(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.

The proposed car wash building façade is set back 20.1 metres from the Tanunda Road boundary. This setback accommodates space for car parking, landscaping, vacuum bays, electric vehicle charging stations, and circulation space in front of the building, thereby making these features more visible to passing traffic.

The locality does not exhibit a consistent building alignment or orientation, either with adjacent properties within the site or further south along Staehr Street. The pattern of development in this area is not defined by reduced front setbacks, as observed in the main street of Nuriootpa. As a result, the proposed building placement does not detract from any existing or anticipated streetscape character and is deemed to reasonably satisfy PO 3.1.

The site also features a secondary frontage to Staehr Street, measuring approximately 54.3 metres. The proposed car wash building (Bay 4 that is enclosed) is located approximately 30 metres from the Tanunda Road/Staehr Street corner and 1 metre from the Staehr Street boundary.

The Landscaping Plan prepared by Oxigen incorporates a mix of shrubs in a narrow planting bed between the car wash building and the Staehr Street boundary. It is noted that the Acoustic Report recommends a 2.1 metre high fence also adjacent the building, such that landscaping would not be visible to the street. As mentioned above, a Reserved Matter is recommended to require further consideration of the treatments and design to this fence, the landscaping and interface with the car wash wall. Taking into account the relatively short length of the building comparative to the street frontage length and the inclusion of trees elsewhere on the site, the absence of large trees in this location is appropriate, given the limited space for plantings, but a better design outcome is desired.

The car wash building is set back from all external boundaries and incorporates internal circulation arrangements that facilitate vehicle access in alignment with PO 3.4.

All proposed structures, including the car wash building, are single-storey with a maximum height of approximately 7 metres. This satisfies PO 3.5, which permits a maximum height of 9 metres.

Further assessment of the proposed pylon is addressed in the Advertisement section.

POs 3.6 and 3.7 aim to minimise visual bulk and overshadowing impacts on residential development within a neighbourhood-type zone. The subject land is entirely within the Employment Zone, which extends both eastward and southward across Staehr Street, with no shared boundaries with a neighbourhood type zone. The closest residential property is located just under 60 metres to the southeast across Staehr Street and is well separated from the site, such that the proposal will not have any adverse visual bulk or shadow impact upon this property.

Nonetheless, compliance with the quantitative requirements set out in DTS/DPF 3.6 and 3.7 for the residential properties within the Employment Zone was undertaken. Given the large rear setback and single storey built form, the proposed buildings do not encroach on the building envelopes established under these policies.

Overall, the proposed building height and setbacks are considered to be acceptable.

Landscaping

<u>Landscaping</u>	
<i>PO 5.1</i> <i>Landscaping is provided to enhance the visual appearance of development when viewed from public roads and thoroughfares.</i>	<i>DTS/DPF 5.1</i> <i>Other than to accommodate 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, a landscaped area is provided within the development site:</i> <i>a) where a building is set back less than 3etresm from the street boundary - 1m wide or the area remaining between the relevant building and the street boundary where the building is less than 1m from the street boundary.</i> <i>or</i> <i>b) in any other case - at least 1.5 metre wide.</i>
<i>PO 5.2</i> <i>Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.</i>	<i>DTS/DPF 5.2</i> <i>Landscape areas comprise:</i> <i>a) not less than 10 percent of the site</i> <i>b) a dimension of at least 1.5 metres.</i>

The Landscaping Plan identifies proposed new planting along the front boundary of the site and either side of the exit driveway onto Staehr Street, plus a strip along the rear western boundary and pockets within the site. The proposed landscaping also extends across the entire site with up to 50 additional trees to be planted. Other selected plant species comprise a mix of ground covers and small sized shrubs to be planted in accordance with a nominated schedule.

A shortcoming of the proposal is that the proposed alteration to car parks on the northern side of the Hungry Jacks will result in the removal of established tree planting in the form of ornamental plums which line the northern side of the existing 90 degree car parks. The applicant has advised that removal is necessary in order to accommodate for the redesigned Hungry Jacks car park and to facilitate an improved car park and drive through for the Hungry Jacks, which accommodates for increased queue length for vehicles.

Council staff have negotiated for additional soft landscaping to be provided on the site to offset plantings to be removed and to provide for a high standard of landscaping presentation to the street. The negotiated outcome is considered to represent an improvement in the size and layout of existing and future landscaping compared to the original submission. The large planting bed adjacent the intersection of Tanunda Road and Staehr Street allows for the retention of two mature trees that will positively impact on streetscape appearance.

The proposed front boundary landscaping strip adjacent the new parking and electric vehicle charging space exceed 1.5 metres in width which accords with DTS/DPF 5.1. The site plan identifies 1,236 square metres of landscaped area or 15.8% of the site. This complies with DTS/DPF 5.2 (a).

The proposed landscaping provision has improved through negotiation and the net result will be over 500 more plants across the whole site and when fully mature will satisfactorily enhance the appearance of the site as sought by PO 5.1.

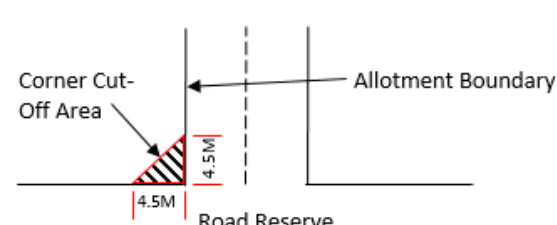
Advertisements

Advertisement	
PO 6.1 Freestanding advertisements are not visually dominant within the locality.	DTS/DPF 6.1 Freestanding advertisements: (a) do not exceed 6 metres in height above natural ground level (b) do not have a face that exceeds 8 sqm.

The proposed pylon size has been reduced from its original submission of 8 metres down to 6 metres. This ensures alignment with DTS/DPF 6.1 (a). The pylon is of a contemporary design used for retail fuel outlets with branding and petrol pricing information occupying the full face (both sides) of the structure. The total area of the face slightly exceeds 8 sqm however, is considered acceptable given the compliant overall height of the pylon and need to convey a range of pricing information for passing motorists. DTS/DPF 6.1 is considered to be satisfied.

Advertisements (General Development Policies)	
Desired Outcomes	
DO 1	Advertisements and advertising hoardings are appropriate to context, efficient and effective in communicating with the public, limited in number to avoid clutter, and do not create hazard
Relevant Performance Outcomes/Designated Performance Features	
Appearance	
PO 1.1 Advertisements are compatible and integrated with the design of the building and/or land they are located on.	DTS/DPF 1.1 Advertisements attached to a building satisfy all of the following: (a) are not located in a Neighbourhood-type zone (b) where they are flush with a wall: 1. if located at canopy level, are in the form of a fascia sign 2. if located above canopy level: A. do not have any part rising above parapet height B. are not attached to the roof of the building (c) where they are not flush with a wall: 1. if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure 2. if attached to a two-storey building: A. has no part located above the finished floor level of the second storey of the building B. does not protrude beyond the outer limits of any verandah structure below

	C. does not have a sign face that exceeds 1 sqm per side. (d) if located below canopy level, are flush with a wall (e) if located at canopy level, are in the form of a fascia sign (f) if located above a canopy: (i) are flush with a wall (ii) do not have any part rising above parapet height (iii) are not attached to the roof of the building. (g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure. (h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building. (i) where they are flush with a wall, do not, in combination with any other existing sign, cover more than 15% of the building facade to which they are attached.
PO 1.2 Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.	DTS/DPF 1.2 Where development comprises an advertising hoarding, the supporting structure is: (a) concealed by the associated advertisement and decorative detailing or (b) not visible from an adjacent public street or thoroughfare, other than a support structure in the form of a single or dual post design.
PO 1.3 Advertising does not encroach on public land or the land of an adjacent allotment.	DTS/DPF 1.3 Advertisements and/or advertising hoardings are contained within the boundaries of the site.
PO 1.5 Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.	DTS/DPF 1.5 None are applicable.
PO 2.1 Proliferation of advertisements is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.1 No more than one freestanding advertisement is displayed per occupancy.
PO 2.2 Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.	DTS/DPF 2.2 Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.
PO 2.3 Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.	Advertisements satisfy all of the following: (a) are attached to a building (b) other than in a Neighbourhood-type zone, where they are flush with a wall, cover no more than 15% of the building facade to which they are attached (c) do not result in more than one sign per occupancy that is not flush with a wall.

Advertising content	
PO 3.1 Advertisements are limited to information relating to the lawful use of land they are located on to assist in the ready identification of the activity or activities on the land and avoid unrelated content that contributes to visual clutter and untidiness.	DTS/DPF 3.1 Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.
Amenity impacts	
PO 4.1 Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.	DTS/DPF 4.1 Advertisements do not incorporate any illumination.
Safety	
PO 5.1 Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall are designed and located to allow for safe and convenient pedestrian access.	DTS/DPF 5.1 Advertisements have a minimum clearance of 2.5 metres between the top of the footpath and base of the underside of the sign.
PO 5.2 Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.	DTS/DPF 5.2 No advertisement illumination is proposed.
PO 5.3 Advertisements and/or advertising hoardings do not create a hazard to drivers by: 1. being liable to interpretation by drivers as an official traffic sign or signal 2. obscuring or impairing drivers' view of official traffic signs or signals 3. obscuring or impairing drivers' view of features of a road that are potentially hazardous (such as junctions, bends, changes in width and traffic control devices) or other road or rail vehicles at/or approaching level crossings.	DTS/DPF 5.3 Advertisements satisfy all of the following: (a) are not located in a public road or rail reserve (b) are located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram 
PO 5.5 Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.	DTS/DPF 5.5 Where the advertisement or advertising hoarding is: (a) on a kerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 0.6m from the roadside edge of the kerb. (b) on an underbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 5.5m from the edge of the seal. (c) on any other kerbed or unkerbed road, the advertisement or advertising hoarding is located a minimum of the following

	<i>distance from the roadside edge of the kerb or the seal:</i> (a) 110 km/h road – 14 metres (b) 100 km/h road – 13 metres (c) 90 km/h road – 10 metres (d) 70 or 80 km/h road - 8.5 metres
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The proposal comprises two primary advertisements – a 6 metre high freestanding pylon sign and a non-illuminated Happy Wash sign on the wall of the carwash plant building.

The proposed Happy Wash façade sign complies with DTS/DPF 1.1 (a), (b) and (f). The proposed sign projects slightly above the canopy of the adjoining car wash bays, however, is considered to sufficiently align with the intent of PO 1.1 and does not project above the plant building roof nor is it unduly oversized for what is expected in this form of commercial development.

The entire site inclusive of the Hungry Jacks and the existing retail fuel outlet has a street frontage of around 135 metres. There are two existing pylon signs and the application proposes an additional OTR branded pylon. While it is preferable to avoid an additional pylon sign it is considered, on balance, that this is acceptable having regard to the length of site frontage and nature of the three separate standalone but integrated uses. The siting of three pylons across an elongated streetscape in the Employment Zone is not considered excessive and the new sign arguably provides pricing information for motorists travelling toward the site along Tanunda Road. The pylon has an acceptable height and is relatively modest on overall bulk and scale. Arguably the applicant could propose a freestanding sign for the Happy Wash and argue pursuant to DTS/DPF 2.2 that there is not "*more than one freestanding advertisement displayed per occupancy*" with resultant little difference in number of freestanding advertisements.

The pylon sign will advertise activities related to the lawful use of the site as a retail fuel outlet and therefore complies with PO 3.1.

Light spill from the pylon and the proposed activities has been tested by TMK Engineers and determined to comply with the relevant Australian standard. The Commissioner of Highways has assessed the pylon sign in respect to illumination from a traffic safety and driver distraction perspective and is satisfied subject to inclusion of recommended conditions. The siting of the pylon on private land and being well setback from the Staehr Street corner complies with PO 5.5.

Character Preservation Overlay

Character Preservation District Overlay (in township)	
Desired Outcomes	
DO 1	<i>Recognise, protect and enhance the special character of Character Preservation Districts.</i>
DO 2	<i>The long term use of land outside of townships for primary production and associated value adding enterprises is assured and promoted.</i>
Relevant Performance Outcomes/Designated Performance Features	
Built Form and Character	
PO 2.2	DTS/DPF 2.2 <i>None are applicable.</i>

<i>Development contributes to and maintains the historic identity and character of townships through appropriate:</i> a) form b) scale c) siting d) design e) landscaping.	
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The site is located within the Nuriootpa township. Most Overlay policies focus on development outside of prescribed townships.

The subject land is in an Employment Zone comprising a mix of industrial, residential and commercial buildings. There is no consistent streetscape character in the visual locality and this section of Tanunda Road generally contains post World War 2 era development. The form and scale of the buildings and structures is consistent the neighbouring built form. Building design is in-keeping with modern commercial structures and the proposed landscaping and tree retention will partially soften its public appearance. The proposal accords with PO 2.2 and is not considered to adversely affect the special character of Character Preservation District as sought by DO 1.

Native Vegetation

Native Vegetation Overlay	
Desired Outcomes	
DO 1	<i>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</i>
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.

	(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: 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.	DTS/DPF 1.2 None are applicable.

The subject land is located within Nuriootpa and has been cleared of all native vegetation to facilitate previous development. The applicant has signed a declaration stating that no native vegetation is impacted.

A representor has raised objection regarding removal of the established Pepper Tree on the site. The Pepper Tree is not a protected specimen on the site and therefore can be removed.

This aspect of the development satisfies POs 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 damage to or compromise ongoing activities within buildings.	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: (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 flood plain. Council's Engineering Services Department have reviewed the proposal and have not raised concerns with the proposed floor levels or development subject to recommended conditions.

This aspect of the development satisfies PO 1.1.

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	
PO 1.1 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 PO 1.1 is met.

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 subject land rises from the front to the rear boundary with an approximate level change in the order of 1.3 metres to 1.5 metres. The proposal does not identify any significant earthworks required to ensure appropriate grading of car parking and circulation areas or the construction of buildings and structures.

The retention of soft landscaping and established trees adjacent to the Tanunda Road boundary ensures the transition between the main platform level and the footpath level can be preserved.

Overall, earthworks are limited and proposed earthworks satisfy PO 8.1.

Amenity Impacts

Interface between Land Uses									
Desired Outcomes									
DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.								
Relevant Performance Outcomes/Designated Performance Features									
General Land Use Compatibility									
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 None are applicable.								
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable.								
Hours of Operation									
PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to: a) the nature of the development b) measures to mitigate off-site impacts c) the extent to which the development is desired in the zone d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.	DTS/DPF 2.1 Development operating within the following hours: <table border="1"> <thead> <tr> <th>Class of Development</th><th>Hours of operation</th></tr> </thead> <tbody> <tr> <td>Consulting room</td><td>7.00 am to 9.00 pm, Monday to Friday 8.00 am to 5.00 pm, Saturday</td></tr> <tr> <td>Office</td><td>7.00 am to 9.00 pm, Monday to Friday 8.00 am to 5.00 pm, Saturday</td></tr> <tr> <td>Shop, other than any one or combination of the following: a) restaurant b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</td><td>7.00 am to 9.00 pm, Monday to Friday 8.00 am to 5.00 pm, Saturday and Sunday</td></tr> </tbody> </table>	Class of Development	Hours of operation	Consulting room	7.00 am to 9.00 pm, Monday to Friday 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 any one or combination of the following: a) restaurant b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	7.00 am to 9.00 pm, Monday to Friday 8.00 am to 5.00 pm, Saturday and Sunday
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Shop, other than any one or combination of the following: a) restaurant b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	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	DTS/DPF 3.1 North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June.								

b. other zones is managed to enable access to direct winter sunlight.	
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. for 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 2.5m) 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 the extent to which the solar energy facilities are already overshadowed.	DTS/DPF 3.3 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Commercial and Industrial Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers b) when sited outdoors, locating such areas as far as practicable from adjacent	DTS/DPF 4.2 None are applicable.

<i>sensitive receivers and zones primarily intended to accommodate sensitive receivers</i> <i>c) housing plant and equipment within an enclosed structure or acoustic enclosure</i> <i>providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.</i>	
Light spill	
<i>PO 6.1</i> <i>External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).</i>	<i>DTS/DPF 6.1</i> <i>None are applicable.</i>

The proposed development adjoins residential development situated within the Employment Zone and introduces an access point onto Staehr Street that could be utilised by all visitors to the subject site (including the Hungry Jacks and existing OTR facilities). Further east there are additional dwellings located within the adjacent Neighbourhood Zone. Noting the site's proximity relative to sensitive land uses, assessment has considered the relevant Interface between Land Uses General Development Policies of the Code.

An environmental noise assessment was prepared by Sonus for the proposed car wash facility, dog wash and vacuum bays. The assessment considered:

- On-site vehicle movements
- General car park activity
- Rubbish collection
- Mechanical plant serving the facility.

The assessment referred to previous measurements and observations for components of proposed car wash activity including:

- Both automatic and manual wash bays
- Plant rooms associated with car wash bays
- Use of vacuum units
- Dog wash activity
- Vehicle movements on site

The assessment considered noise levels from the closest sensitive receivers located to the east and south of the site along Staehr Road (all within the Employment Zone). Noise generation was assessed for two periods being day time (7.00 am to 10.00 pm) and night time (10.00 pm to 7.00 am).

PO 4.1 suggests that noise (excluding noise generated by music) should not unreasonably impact on the amenity of sensitive receivers. One way to achieve this outcome is to ensure that development is designed to satisfy the relevant *Environment Protection (Commercial and Industrial Noise) Policy criteria* (DPF 4.1). Sonus identify that *“the Policy provides the following goal noise levels to be achieved at sensitive receivers in the locality.*

- *An average noise level (Leq) of 55 dB(A) during the day (7.00 am to 10.00 pm); and,*
- *An average noise level (Leq) of 48 dB(A) during the night (10.00 pm to 7.00 am)."*

Sonus has not clarified the applicable zoning for the sensitive receivers in their report. Specifically, Sonus has not clearly identified that higher noise levels are permitted under the Policy within the Employment Zone than compared to developments adjacent to a Neighbourhood Zone.

The initial noise model test by Sonus for the proposed development indicated that without incorporating specific acoustic treatments to the site, the noise criteria under the *Environment Protection (Commercial and Industrial Noise) Policy* criteria are predicted to be exceeded at the closest sensitive receiver (located within the Employment Zone).

Therefore, Sonus retested their model incorporating installation of barrier acoustic walling along the southern and western boundaries and acoustic design treatments to the automatic car wash (bay 4) including:

- Installing doors to the entry of the automatic car wash bays, and acoustic absorption material to the underside of the roof
- Restricting the size of the automatic car wash doors
- Reducing the noise from any alarms as far as practical
- Ensuring all inspection points, grated trenches, etc. are correctly fixed.

With the above acoustic treatments in place the noise levels predicted at sensitive receivers will be no greater than 46 dB(A) during the day (7.00 am to 10.00 pm) and 43 dB(A) during the night (10.00 pm to 7.00 am). Sonus further applied a 5dB(A) penalty to the outcome to address modulation where background noise levels are low.

With the penalty, the predicted noise levels comply with the Policy. Sonus therefore consider that *"On this basis, it is predicted that the noise criteria determined in accordance with the Policy will be satisfied at all sensitive receivers. Where the Policy is satisfied, it is considered that all relevant Performance Outcomes of the Planning and Design Code will be satisfied"*.

It is considered that DTS/DPF 4.1 is met for the closest sensitive receivers in the Employment Zone, however, due to the proposed 24 hour operation of the car wash facility and general proximity to residential properties within Staehr Street, it was considered that a reduction in night time operation should be imposed in order to meet the intent of PO 4.1.

Based on further discussion, the applicant has advised that the proposal will limit car wash operating hours to 7.00 am to 9.00 pm, Monday to Friday, and 8.00 am to 5.00 pm, Saturday and Sunday. This can be controlled as a condition of Planning Consent, if granted. These hours of operation align with a 'shop' as outlined in DTS/DPF 2.1.

On this basis, it is considered that the proposed development complies with PO 4.1.

It is acknowledged that the retail fuel outlet operates on a 24 hour basis and this is not affected by the proposed development, including the existing automatic car wash.

Lighting

The proposal includes 24-hour operation and continuous site illumination during night-time hours. To address potential light spill, the applicant has submitted an obtrusive lighting assessment conducted by TMK Engineers. According to the assessment, their modelling predicts that external light spill will comply with the requirements of Australian Standards AS4282:2019 (Outdoor Lighting Obtrusive Effects) and AS1158.3.1 (Pedestrian Area Lighting).

This aspect of the development is considered to be acceptable, subject to condition.

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. (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.	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) 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.
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The subject site has access to mains water along Tanunda Road in accordance with PO 11.1.

Council's Environmental Health team note that a septic tank is proposed to be located on the site to manage wastewater from washing and related activities. No wastewater or trade waste application has been submitted at this time.

Council's Environmental Health officer has requested lodgement of an application and is satisfied that a Reserved Matter be applied requiring lodgement along with imposition of a standard condition requiring the ongoing connection to approved on-site wastewater disposal infrastructure pursuant to the *SA Public Health Act 2011*. This aspect of the development satisfies PO 12.1.

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 a. or b) not located within 6m of an intersection of 2 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	DTS/DPF 6.3

<i>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.</i>	<i>None are applicable.</i>
<i>PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.</i>	<i>DTS/DPF 6.4 None are applicable.</i>
<i>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.</i>	<i>DTS/DPF 6.5 None are applicable.</i>
<i>PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.</i>	<i>DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.</i>
<i>PO 6.7 On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.</i>	<i>DTS/DPF 6.7 None are applicable.</i>

The subject site has direct frontage to Tanunda Road and Staehr Street and contains multiple existing entry points onto both public roads. Tanunda Road is a state maintained road that carries in excess of 13,000 vehicles per day with Staehr Street is designated as a local road with a 2024 Annual Average Daily Traffic Volume of 338 vehicles per day. Both roads have a 50 km/h speed limit.

The applicant notes that there are known existing issues with queuing out to Tanunda Road from cars waiting at the Hungry Jacks drive through and also vehicles exiting the OTR and turning immediately into the Hungry Jacks site.

Site observations undertaken by the applicant's traffic consultant (SALT3) identified a peak period for the existing OTR and Hungry Jack's site between 5.15 pm and 6.15 pm where:

- A total of 29 vehicles entered the drive-thru during the observation period and 26 exited, with three vehicles remaining on site
- Very low traffic volumes along Staehr Street with only three vehicles entering and two vehicles exiting the street during this time.

The applicant has worked with Council's Engineering Services Department in relation to initial concerns with the proposed internal site layout, circulation routes, loading areas, car parking design and siting and design of the Staehr Street access point. In addition, the proposed drive-through lane for Hungry Jacks has been redesigned to allow for up to 10 cars to queue while waiting to be served, which is an increase upon the existing queue length. This is intended to resolve historic issues referenced above.

Following the redesign of the car parking, it is considered that:

- The circulation and parking areas are designed and constructed to allow adequate movement and manoeuvrability, considering the types of vehicles reasonably anticipated.

- The site can now accommodate the circulation of vehicles, freight and waste disposal trucks without posing a material risk of conflict with other users either within or outside the site.
- The Staehr Street and modified Tanunda Road access point are designed to achieve adequate sight distances for vehicles exiting the site.
- Turn path analysis demonstrates that two-way vehicle movement can occur at key circulation points within the site and vehicles can manoeuvre through the wash bays and exit the drive through in a forward direction. On site loading and truck movement has also been addressed to the satisfaction of Council's Engineering Services Department.

Based on a conservative time of 10 minutes for a basic wash, the traffic consultant estimates that the proposed car wash facility could generate a maximum of 48 movements in any given hour. Of this, approximately six vehicles are expected to enter the site via the proposed two-way access on Staehr Street.

For the Hungry Jack's restaurant, the traffic consultant considers that around 10% will enter the site from Staehr Street. This assumption is based on their experience with other developments that are primarily accessed from the arterial road (but also have a secondary street access) and review of the proposed layout. The traffic consultant considers the resulting traffic volumes on Staehr Street to be low and unlikely to have an appreciable impact on the existing traffic volumes on Staehr Street.

The assessment further considered that the proposed site layout offers a more direct exit via Tanunda Road instead of Staehr Street. The assessment noted that vehicles from Hungry Jacks are more likely to use the Tanunda Road exit as a more efficient exit point. Further, traffic traveling east on Staehr Street to access the site would likely come from the surrounding area and more likely exit onto Tanunda Road before entering Staehr Street.

Council's Engineering Services Department have reviewed the traffic assessment and do not dispute their findings or advise of any anticipated adverse impact on the local road network that conflicts with relevant Planning and Design Code policies.

The traffic assessment has also responded to representor concerns regarding traffic and pedestrian safety associated with the proposed changes to access onto Staehr Street as follows:

- Given the low volume of traffic anticipated using Staehr Street, we do not consider there to be a significant risk to pedestrians.
- Concerns regarding parking issues on Staehr Street are acknowledged but it is reinforced that resulting traffic associated with the car wash is low (and recognising that a narrow carriageway from increased parking tends to create a lower speed environment).
- The car wash is unlikely to be heavily used during peak traffic times; more common in evenings or weekends.
- The sight distance for vehicles exiting the car wash are unaffected by the proposed building wall.
- Staehr Street access is located 25 metres east of the Tanunda Road intersection and meets AS/NZS2890.1 requirements.
- Parked vehicles may obscure sight distance but this is typical for local roads and exists with other businesses in the locality.

- There is a low risk of accidents when exiting onto Staehr Street due to the low traffic volume and low approach speeds when fully parked.

Overall, the proposed access and manoeuvring arrangements are considered to be acceptable.

Car Parking

The proposed development provides a total of 19 additional car parking spaces, which includes two designated waiting bays for Hungry Jacks drive through customers and four parking bays for EV charging.

There is no applicable parking rate identified in *Table 1 – General Off-Street Vehicle Parking Requirements* within the General Development (Transport, Access, and Parking) for car wash and dog wash facilities.

The applicant's transport consultant notes that due to vehicles being parked within the wash bay while being washed, there would be no requirement to provide additional parking for the car wash facilities. Vehicles waiting to wash (should all bays be occupied) can park behind the wash bays. Therefore, no parking demand is generated from this element of the proposal.

Other on-site demand for car parking is generated from person(s) waiting to use the dog wash facility and the Hungry Jacks restaurant that now forms part of the integrated development on the subject land. The traffic consultant's assessment calculates a parking demand of one space for the dog wash facility and 11 car parks for existing seating at the Hungry Jacks restaurant. It is noted that the current Hungry Jacks is served by 17 car parks.

While there will be a reduction in car parks associated with the Hungry Jacks, there will be increased overall parking in nature of two spaces, inclusive of the four EV charging bays and two Hungry Jacks waiting bays.

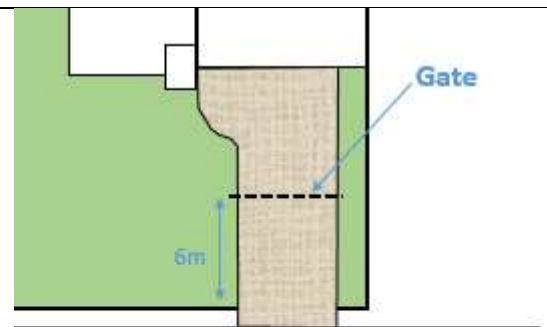
The proposed provision of 19 car parks exceeds the minimum parking rates prescribed in the Code and satisfies PO 5.1.

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

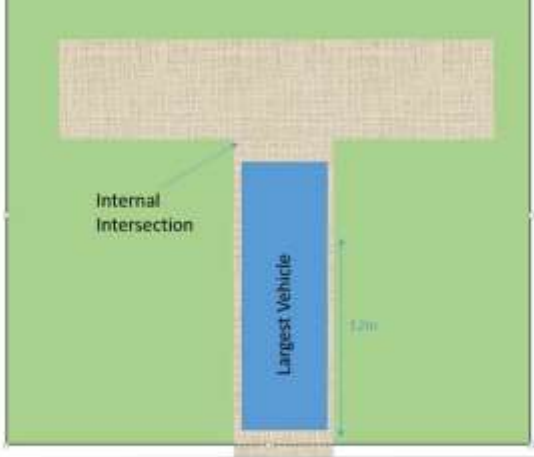
Major Urban Transport Routes Overlay

Major Urban Transport Routes Overlay (in township)	
Desired Outcomes	
DO 1	Safe and efficient operation of Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from Major Urban Transport Routes.
Relevant Performance Outcomes/Designated Performance Features	
Access - Safe Entry and Exit (Traffic Flow)	
PO 1.1 Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State Maintained Roads	DTS/DPF 1.1 An access point satisfies (a), (b) or (c): c) where the development will result in over 7 dwellings, or is a <u>non-residential land use</u> :

	i. it will not result in more than one access point servicing the development site ii. vehicles can enter and exit the site using left turn only movements iii. vehicles can enter and exit the site in a forward direction iv. vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees v. have a width of between 6 metres and 7 metres (measured at the site boundary), where the development is expected to accommodate vehicles with a length of 6.4 metres or less vi. have a width of between 6 metres and 9 metres (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 6.4 metres to 8.8 metres. vii. have a width of between 9 metres and 12 metres (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 8.8 metres to 12.5 metres. viii. provides for simultaneous two-way vehicle movements at the access; A. with entry and exit movements for vehicles with a length up to 5.2 metres vehicles being fully within the kerbside lane of the road - and B. with entry movements of 8.8 metres vehicles (where relevant) being fully within the kerbside lane of the road and the exit movements of 8.8 metres vehicles do not cross the centreline of the road.
PO 2.1 Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption of the functional performance of the road and maintain safe vehicle movements.	DTS/DPF 2.1 An access point in accordance with one of the following: a) will not service, or is not intended to service, more than 6 dwellings and there are no internal driveways, intersections, car parking spaces or gates within 6 metres of the access point (measured from the site boundary into the site) as shown in the following diagram:



- b) will service, or is intended to service, development that will generate less than 60 vehicle movements per day and:
- i. is expected to be serviced by vehicles with a length no greater than 6.4 metres
 - ii. there are no internal driveways, intersections, parking spaces or gates within 6 metres of the access point (measured from the site boundary into the site).
- c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day and:
- i. is expected to be serviced by vehicles with a length greater than a 6.4 metres small rigid vehicle.
 - ii. there are no internal driveways, intersections, parking spaces or gates within 6 metres of the access point (measured from the site boundary into the site).
 - iii. any termination of, or change in priority of movement within the main car park aisle is located far enough into the site so that the largest vehicle expected on-site can store fully within the site before being required to stop.
 - iv. all parking or manoeuvring areas for commercial vehicles are located a minimum of 12 metres or the length of the largest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram:

	
Access – Location (Spacing) - Existing Access Points	
PO 3.1 Existing access points designed to accommodate the type and volume of traffic likely to be generated by the development	DTS/DPF 3.1 An existing access point satisfies (a), (b) or (c): • it will not service, or is not intended to service, more than 6 dwellings • it is not located on a Controlled Access Road and will not service development that will result in a larger class of vehicle expected to access the site using the existing access • it is not located on a Controlled Access Road and development constitutes: • change of use between an office less than 500 sqm gross leasable floor area and a consulting room less than 500m² gross leasable floor area or vice versa • change in use from a shop to an office, consulting room or personal or domestic services establishment • change of use from a consulting room or office less than 250 sqm gross leasable floor area to shop less than 250 sqm gross leasable floor area • change of use from a shop less than 500 sqm gross leasable floor area to a warehouse less than 500 sqm gross leasable floor area • an office or consulting room with a gross leasable floor area less than 500 sqm.
Access - Stormwater	
PO 7.1 Access points designed to minimise negative impact on roadside drainage of water.	DTS/DPF 7.1 Development does not: a) decrease the capacity of an existing drainage point b) restrict or prevent the flow of stormwater to an existing drainage point and system.

Tanunda Road is identified as a Major Urban Transport Route in the Planning and Design Code.

The Commissioner of Highways has reviewed the proposed development and confirmed that it has no objection to the proposal. The Commissioner of Highways has directed five conditions be placed as a Condition of Consent, if granted. This includes relocation of a transformer that were considered a sightline impediment at access points (now relocated in final site layout).

Other Overlays

The following Overlays have been considered in the assessment of the proposed development but are not applicable given that:

Hazards (Bushfire – Urban Interface)

Site is located within Nuriootpa and does not adjoin land identified as General, Medium and High Bushfire Risk.

Prescribed Water Resources Area Overlay

The proposed development does not involve any activities listed in PO 1.1 and will not alter water use or change water supply arrangements for the existing activity.

CONCLUSION

The proposal involves the demolition of a building, construction of a carwash comprising three manual bays and one automatic bay, a dog wash, two vacuum bays, four EV charging bays, six metre Pylon sign, fencing, car parking, manoeuvring areas and landscaping, new access to Staehr Street and amendment to drive through, car parking and landscaping associated with the Hungry Jacks fast food restaurant.

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 six representations, four of which have requested to be heard.

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

The proposed development has sufficiently addressed relevant Planning and Design Code provisions relating to land use, design and landscaping, amenity impacts, transport and parking. The applicant has demonstrated that safe and reasonable access onto Staehr Street can be achieved (to the satisfaction of Engineering Services), has reduced the operating hours of the car wash (and demonstrated compliance with the EPA Noise Policy) and increased landscaping across the site, plus resolved internal movement issues some that are historical legacy problems associated with the Hungry Jacks drive through. The assessment has identified that the proposed development is reasonably consistent with the Desired Outcome and POs of the 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 Application No. 23022220 by OTR Pty Ltd to undertake “*Demolition of building, construction of a carwash comprising three manual bays and one automatic bay, a dog wash, two vacuum bays, four EV charging bays, 6m Pylon sign, fencing, car parking, manoeuvring areas and landscaping, new access to Staehr Street and amendment to drive through, car parking and landscaping associated with Hungry Jacks fast food restaurant at 5-9 Tanunda Road, 11 Tanunda Road, 13 Tanunda Road Nuriootpa and 1 Staehr Street Nuriootpa (CT 6152/598, CT6152/599, CT 5933/756, CT 5404/78) 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 following matter shall be reserved for further assessment, to the satisfaction of the Assessment Manager, prior to the granting of Development Approval:

- (1) The applicant shall lodge and have approved by the relevant authority an application to install a wastewater system pursuant to the provisions of the *South Australian Public Health Act 2011* and *South Australian Public Health (Wastewater) Regulations 2013*.

Note: An augmentation fee may be charged by Council for the connection of additional loads to the Nuriootpa CWMS, based on the need to construct additional treatment infrastructure to cater for the additional wastewater loads from the development/site.

- (2) Updated Civil and Siteworks Plan that reflects the final authorised layout for the development pursuant to Planning Consent Condition 1. The Civil and Siteworks Plan shall include detailed design of proposed alterations to existing underground stormwater infrastructure in Staehr Street, including side entry pit and pipework connecting to the side entry pit on the southern side of Staehr Street.

(3) Stormwater Management Plan evidencing that:

- Post-development peak rate of runoff from the site must not exceed the pre-development peak rate of runoff from the site or the maximum acceptable discharge to Council's infrastructure, whichever is the lesser;
- Detention shall be provided to limit the 5% AEP post-development peak discharge to the 5% AEP pre-development peak discharge from the site;
- The maximum point discharge to kerb and gutter for up to a 10% AEP event shall be 12L/sec; 1% AEP event shall be 20L/sec;
- Runoff shall be treated to achieve desired water quality levels consistent with the Environment Protection Authority's '*Stormwater Pollution Prevention Code of Practice for Local, State and Federal Government*'.

(4) The allotments described as 13 Tanunda Road and 1 Staehr Street (allotments 1 and 2, Deposited Plan D95608, shall be amalgamated into one allotment and evidence provided that such amalgamation has taken place.

(5) Final fencing design in respect to the identified acoustic fence and car wash wall (of bay 4) to Staehr Street referred in the Environmental Noise Assessment, prepared by Sonus, that incorporates improved design outcome for this fence and wall to Staehr Street, incorporating one or more of the following:

- Recessing of the 2.1 metres fence in from the boundary to enable landscaping to be presented to the street in front of the fence;
- Articulation of the fence and wall in form of varied materials, colours, finishes and/or artist patterning;
- Incorporating of plantings within the landscaping bed (adjacent Staehr Street) to achieve a mature height of at least 2 metres.

Council Conditions

(1) The development shall be undertaken in accordance with the following endorsed plans and documentation (as amended) accompanying Development Application No. 23022220 except where varied by the conditions listed below:

- Site Plan, ADS Architects, 18 September 2024;
- Elevation Plan 1, ADS Architects, 18 September 2024;
- Elevation Plan 2, ADS Architects, 18 September 2024;
- Landscape Plan, Oxigen, Issue 15.047.124 Issue E;
- Transport Impact Assessment, SALT3, 5 September 2024;
- Sonus Environmental Noise Assessment, S7757C1, May 2023;
- Lighting Assessment, TMK, 2305055, 29 May 2024.

(2) Prior to commencement of use, the car wash shall be connected and remain connected to an approved wastewater system to the reasonable satisfaction of Council, pursuant to the Reserved Matter.

(3) The development authorised herein shall operate between the following hours:

- (a) Monday to Friday: 7.00 am to 9.00 pm (inclusive)

- (b) Saturdays, Sundays and Public Holidays: 8.00 am to 5.00 pm (inclusive)
- (4) All external lighting must be in accordance with AS 4282:2019 'Outdoor Lighting Obtrusive Effects' so as to prevent any adverse effect on adjoining sensitive receivers.
- (5) Provision shall be made for appropriate storage and disposal of waste to the reasonable satisfaction of the Relevant Authority. All waste storage areas shall be screened from public view at all times.
- (6) Stormwater disposal systems must be fully installed prior to commencement of use in accordance with the Approved Civil and Siteworks Plan, approved by Council pursuant to the Reserved Matter. Adequate measures shall be deployed during construction to ensure the temporary disposal of surface or roof water does not affect neighbouring properties.
- (7) The detailed design of all internal footpaths and other publicly accessible areas within the site must comply with the requirements of the Disability Discrimination Act 1992.
- (8) Any noise generating activity undertaken at the site must be undertaken in accordance with the provisions of the *Environment Protection (Commercial and Industrial Noise) Policy 2023*, such that any resulting noise is not considered a nuisance, to the satisfaction of the Relevant Authority.
- (9) 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.
- (10) The car park and manoeuvring area shall be kept clear and unobstructed of buildings and structures at all times, so as to enable continual and ongoing use of these areas.
- (11) All car parking, driveways and manoeuvring areas shall comply with the requirements of Australian Standard 2890 Parking Facilities – Off-street car parking. All car parks shall be line-marked.
- (12) All car parking, driveways and vehicle manoeuvring areas (including driveway crossovers) shall be constructed and finished in bitumen, brick paving or concrete in accordance with approved engineering procedures, prior to commencement of use.
- (13) The landscaping depicted on the approved plans, pursuant to the Reserved Matter, shall be established, prior to commencement of use (as hereby approved) and shall be maintained and nurtured at all times thereafter, together with established vegetation proposed to be retained, with any diseased or dying plants replaced in a timely manner.

Commissioner of Highways Conditions

- (14) A final access and car parking plan shall be submitted to the satisfaction of the Department for Infrastructure and Transport prior to Building Consent being granted. All access and car parking shall be in accordance with this plan.
- (15) The access points shall be suitably signed and line-marked to reinforce the desired traffic flow.
- (16) All vehicles shall enter and exit the site in a forward direction.
- (17) Sightlines between the Tanunda Road/Staehr Road junction and the Staehr Road access shall be maximised. The transformer shall be located so that it does not impact on driver sightlines at the access points, the Tanunda Road/Staehr Road junction or between the Tanunda Road/Staehr Road junction and the Staehr Road access.
- (18) Stormwater run-off shall be collected on-site and discharged without impacting the integrity and safety of the adjacent roads. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.
- (19) Illuminated signage shall not flash, scroll, move or imitate a traffic control device in any way.
- (20) The LED fuel price signs, shall incorporate white LED on a black background only. These signs may change on an as-needs basis. The time taken for consecutive displays to change shall be no more than 0.1 second.
- (21) The LED signs affixed to the pylon sign shall be permitted to display one self-contained message every 45 seconds. The time taken for consecutive displays to change shall be no more than 0.1 second.
- (22) Signage shall not be permitted to operate in such a manner that could result in impairing the ability of a road user by means of high levels of illumination or glare. Accordingly, all illumination signs visible from the arterial road network shall be limited to a low level of illumination (ie. $< 150\text{Cd/m}^2$), except in the case of electronic signage, which shall be limited to the following stepped luminance levels:

Ambient Conditions	Sign Illuminance Vertical Component (Lux)	Sign Luminance (Cd/m²) Max
Sunny Day	40000	6300
Cloudy Day	4000	1100
Twilight	400	300
Dusk	40	150
Night	<4	150

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

- (24) Any floodlighting associated with the site shall be positioned and/or shielded so as to not produce glare or create a distraction for passing motorists on the abutting roads.

Advisory Notes

- (1) No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.
- (2) This consent or approval will lapse at the expiration of two years from its operative date, subject to the below or subject to an extension having been granted by the relevant authority.
- (3) Where an approved development has been substantially commenced within two years from the operative date of approval, the approval will then lapse three years from the operative date of the approval (unless the development has been substantially or fully completed within those three years (in which case the approval will not lapse).
- (4) Appeal rights – General rights of review and appeal exist in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.
- (5) Any variation of this approved development and/or the conditions of consent will require a separate request and approval by the relevant authority. Approval of this application does not necessarily imply that future requests for variations would be approved. Any future request will be assessed by having regard to the relevant rules and requirements in force at the time any request is lodged.
- (6) Any portion of Council's infrastructure damaged as a result of work undertaken within the development site or associated with the development shall be repaired/reinstated to Council's satisfaction at the developer's expense.
- (7) You are advised that construction or alteration of any footpath, kerb, gutter or crossover on Council land will require a permit, under the *Local Government Act 1999* from Council's Works and Engineering Services. It is illegal to undertake work on Council land without permission. If the existing entranceway (driveway cross-over) is to be removed it must be re-instated with kerb and gutter, including appropriate restoration of the footpath and verge, to Council's standard specification. Please contact Council's Works and Engineering Services to confirm the required standards. Driveway cross-overs which affect a pedestrian footpath should maintain the level of the footpath or be consistent with the proposed footpath levels in instances where the footpath has not been constructed. When final Development Approval is applied for this should be shown on the plans. Please note that construction is to be in accordance with the *Disability Discrimination Act* and relevant Australian Standards.

- (8) The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
- (9) Construction shall not take place on any Sunday or Public Holiday or after 7.00 pm or before 7.00 am on any other day, and all practicable steps must be taken during construction to minimise the impact of noise emissions on neighbouring properties.
- (10) The applicant is advised that this consent does not permit anyone to clear, remove limbs or trim native vegetation. 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 others determine the requirements that apply under the *Native Vegetation Act 1991*, <https://www.environment.sa.gov.au/topics/nativevegetation/interactive-guide> . Any specific queries regarding the clearance, removal, or trimming of native vegetation should be directed to the South Australian Native Vegetation Council. The applicant is advised that any proposal to clear, remove limbs or trim native vegetation should be undertaken after first notifying the Native Vegetation Council of intended works.
- (11) Any noise generating activity undertaken at the site must be undertaken in accordance with the provisions of the Environment Protection (*Commercial and Industrial Noise*) Policy 2007, and such that any resulting noise is not considered a nuisance, to the satisfaction of Council, including any existing infrastructure.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES

- Attachment 1 Application and Associated Documentation [↓](#) 
- Attachment 2 Representations Received [↓](#) 
- Attachment 3 Applicants Response to Representations [↓](#) 
- Attachment 4 Referral Response - Commissioner of Highways [↓](#) 

Development Locations

Location 1

Location reference

13 TANUNDA RD NURIOOTPA SA 5355

Title Ref

CT 6152/598

Plan Parcel

D95608 AL1

Additional Location Information

Site comprises two CTs

Council

THE BAROSSA COUNCIL

Zone Overlays

Zones

- Employment

Sub-zones

(None)

Overlays

- Character Preservation District
- Hazards (Flooding)
- Hazards (Bushfire - Urban Interface)
- Hazards (Flooding - Evidence Required)
- Major Urban Transport Routes
- Native Vegetation
- Prescribed Water Resources Area
- Traffic Generating Development
- Water Protection Area

Variations

(None)

Application Contacts

Applicant(s)

Stakeholder info

PC Infrastructure Pty Ltd

[REDACTED]

Contact

Stakeholder info

[REDACTED]

k.baak@peregrine.com.au

Invoice Contact

Stakeholder info

PC Infrastructure Pty Ltd

[REDACTED]

Invoice sector type

Land owners

Stakeholder info

OTR 314 Pty Ltd

[REDACTED]

Stakeholder info

OTR 156 Pty Ltd

[REDACTED]

Nature Of Development

Nature of development

Carwash Addition to OTR Nuriootpa comprising three manual bays, one automatic bay, dog wash, two vacuum bays, four EV charging stations, 9m Pylon, fencing, car parking and landscaping at 13 Tanunda Road, Nuriootpa (the Proposal)

Development Details

Current Use

Dwelling

Proposed Use

Carwash

Development Cost

\$1,500,000.00

Proposed Development Details

Carwash Addition to OTR Nuriootpa comprising three manual bays, one automatic bay, dog wash, two vacuum bays, four EV charging stations, 9m Pylon, fencing, car parking and landscaping at 13 Tanunda Road, Nuriootpa (the Proposal)

Element Details

You have selected the following elements

Change of use - \$0.00

Other - Commercial/Industrial - \$1,500,000.00

- Carwash

Regulated and Significant Trees

Does the application include any works that will result in damage (includes impacts to roots and pruning) or removal to regulated or significant tree(s) on the site or neighbouring land?

No

Commercial & Industrial Elements

Does the application include signage?

Yes

Number of Signs

1

Location of signs

In the corner of Staehr Street and Tanunda Road

Septic/Sewer information submitted by applicant

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

No

Certificate of Title information submitted by applicant

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

No

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?

Yes

Who should assess your building consent?

Independent assessor - Sozomenos Nikias - Nikias Certification Pty Ltd - Building Level 1

Has Construction Industry Training Fund Levy (CITB) been paid?

No

Has a builder been engaged for the proposed development?

No

Consent Order**Recommended order of consent assessments**

1. Planning Consent
2. Building 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

The proposed development will not or would not, involve the clearance of Native Vegetation under the Native Vegetation Act 1991, including any clearance that may occur in connection with a relevant access point and/or driveway, and/or within 10m of a building (other than a residential building or tourist accommodation), and/or within 20m of a dwelling or addition to an existing dwelling for fire prevention and control, and/or within 50m 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.

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
JN1509 Nuriootpa sk01e- site plan.pdf	Site Plans	28 Jul 2023 5:05 PM
JN1509 Nuriootpa sk02a- elevation.pdf	Elevations	28 Jul 2023 5:05 PM
JN1509 Nuriootpa sk03a- elevation and signage details.pdf	Elevations	28 Jul 2023 5:05 PM
Two CTs in Deposited Plan 95608.pdf	Certificate of Title	28 Jul 2023 5:05 PM
RE_ Proposed OTR Nuriootpa Happy Wash Addition.pdf	Correspondence - General	28 Jul 2023 5:05 PM
Traffic Impact Assessment.pdf	Technical Report - Traffic & Parking	28 Jul 2023 5:05 PM
Acoustic Report.pdf	Technical Report - Acoustic	28 Jul 2023 5:05 PM
HW Nuriootpa - Landscape Plan - 5 July 2023 .pdf	Technical Report - Landscaping	28 Jul 2023 5:05 PM
Lighting Modeling Report - A.pdf	Technical Report - Other	28 Jul 2023 5:05 PM
LET 28 JULY 2023.pdf	Planning Report	28 Jul 2023 5:05 PM

Application Created User and Date/Time**Created User**

kuol.baak5

Created Date/Time

28 Jul 2023 5:05 PM



Product Register Search (CT 6152/598)
Date/Time 06/04/2023 02:30PM
Customer Reference
Order ID 20230406006355

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 6152 Folio 598

Parent Title(s) CT 5933/757
Creating Dealing(s) RTU 12264935
Title Issued 20/02/2015 Edition 2 Edition Issued 05/05/2021

Estate Type

FEE SIMPLE

Registered Proprietor

OTR 314 PTY. LTD. (ACN: 635 831 186)
OF 270 THE PARADE KENSINGTON SA 5068

Description of Land

ALLOTMENT 1 DEPOSITED PLAN 95608
IN THE AREA NAMED NURIOOTPA
HUNDRED OF MOOROOROO

Easements

NIL

Schedule of Dealings

Dealing Number	Description
13692303	MORTGAGE TO CBA CORPORATE SERVICES (NSW) PTY. LTD. (ACN: 072 765 434)

Notations

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



Product Register Search (CT 6152/599)
Date/Time 02/05/2023 12:11PM
Customer Reference
Order ID 20230502004469



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 6152 Folio 599

Parent Title(s) CT 5933/757
Creating Dealing(s) RTU 12264935
Title Issued 20/02/2015 Edition 2 Edition Issued 11/03/2015

Estate Type

FEE SIMPLE

Registered Proprietor

OTR 156 PTY. LTD.
OF 270 THE PARADE KENSINGTON PARK SA 5068

Description of Land

ALLOTMENT 2 DEPOSITED PLAN 95608
IN THE AREA NAMED NURIOOTPA
HUNDRED OF MOOROOROO

Easements

NIL

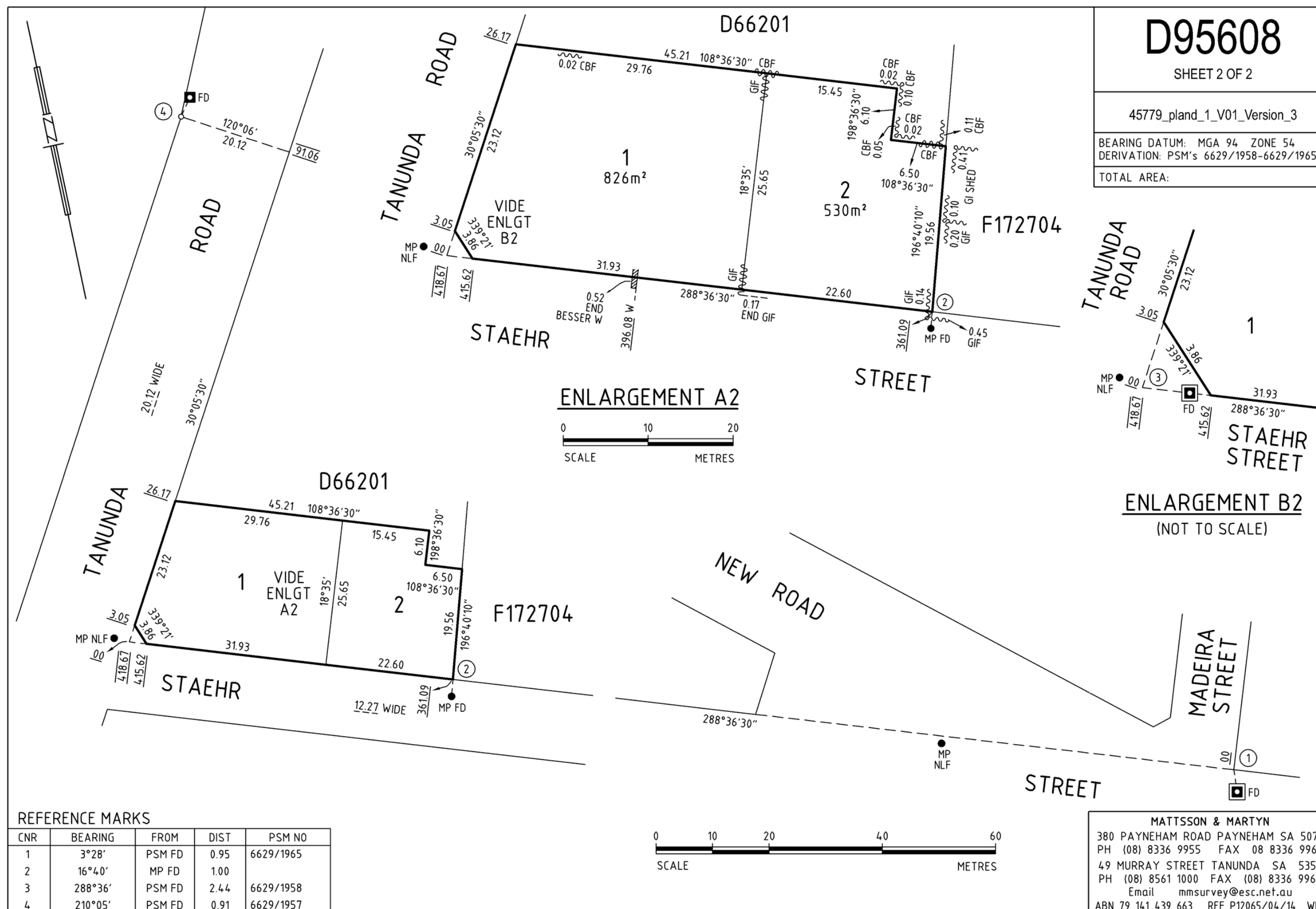
Schedule of Dealings

Dealing Number	Description
13692066	MORTGAGE TO CBA CORPORATE SERVICES (NSW) PTY. LTD. (ACN: 072 765 434)

Notations

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

PURPOSE:		DIVISION		AREA NAME:		NURIOOTPA		APPROVED:			
MAP REF:		6629/46/M		COUNCIL:		THE BAROSSA COUNCIL		PETER STENCHLIK 27/01/2015		D95608 SHEET 1 OF 2	
LAST PLAN:				DEVELOPMENT NO:		960/D010/14/001/40437		DEPOSITED:			
AGENT DETAILS:		MATTSSON & MARTYN 380 PAYNEHAM ROAD PAYNEHAM SA 5070 PH: 83369955 FAX: 83369966		SURVEYORS CERTIFICATION:		I GREGORY CHARLES LANE , 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 13th day of October 2014 12th day of January 2015 Gregory Lane Licensed Surveyor					
AGENT CODE:		MAT2									
REFERENCE:		12065/04/14									
SUBJECT TITLE DETAILS:											
PREFIX	VOLUME	FOLIO	OTHER	PARCEL	NUMBER	PLAN	NUMBER	HUNDRED / IA / DIVISION	TOWN	REFERENCE NUMBER	
CT	5933	757		ALLOTMENT(S)	102	D	66201	MOOROOROO		SECTION	142
OTHER TITLES AFFECTED:											
EASEMENT DETAILS:											
STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF				CREATION	
ANNOTATIONS: NO OCCUPATION EXISTS ON BOUNDARIES OF THE SUBJECT LAND UNLESS SHOWN OTHERWISE											



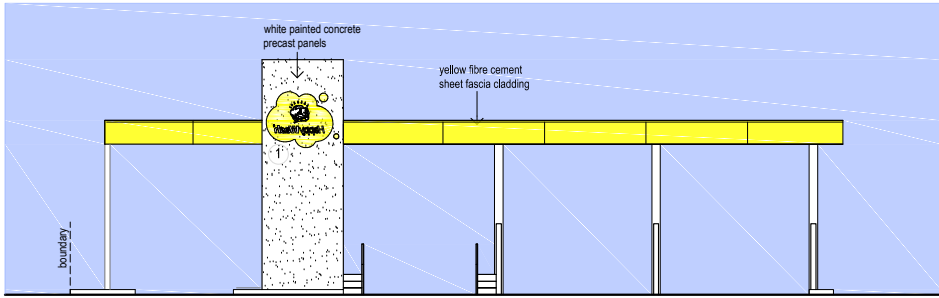


HAPPY WASH NURIOOTPA
13 TANUNDA ROAD, NURIOOTPA

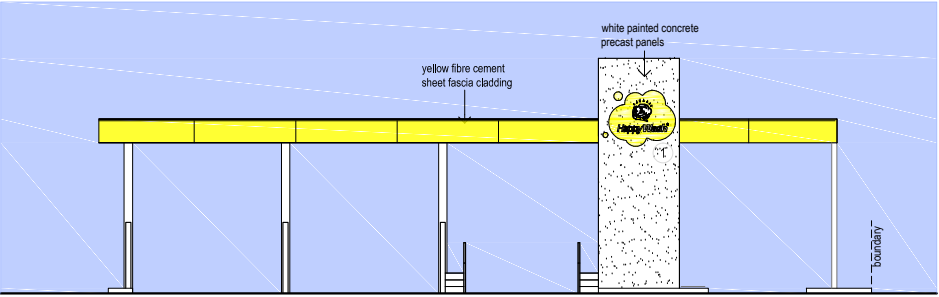
PLANNING

18.09.24
22JN1509 SK01r

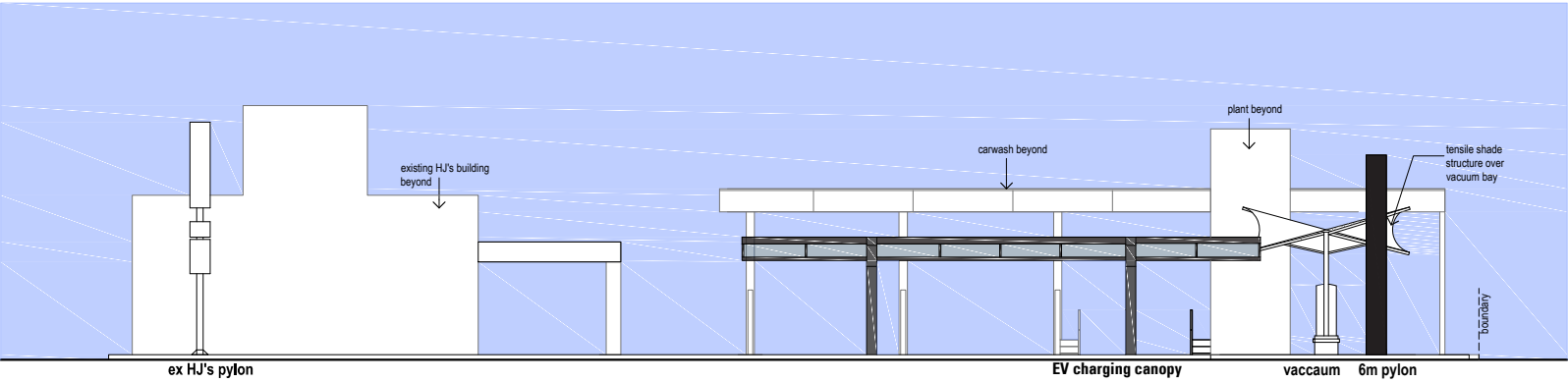
ADS Architects
93 Gilles Street Adelaide 5000 T:82232244



SOUTHEAST ELEVATION
1:100 AT A1



NORTHWEST ELEVATION
1:100 AT A1



NORTHWEST ELEVATION
1:100 AT A1

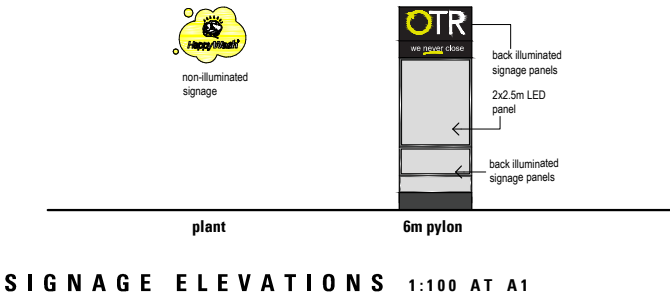
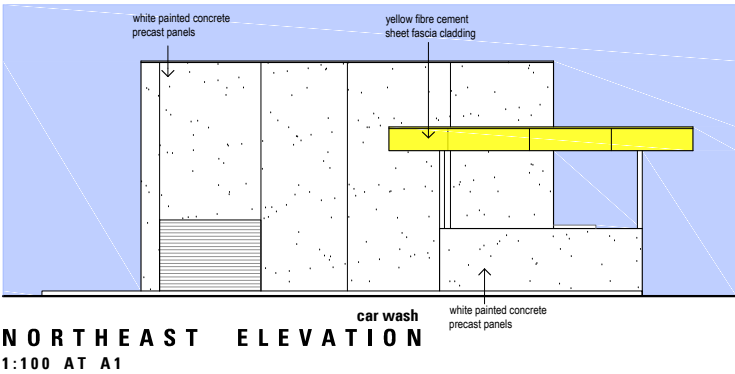
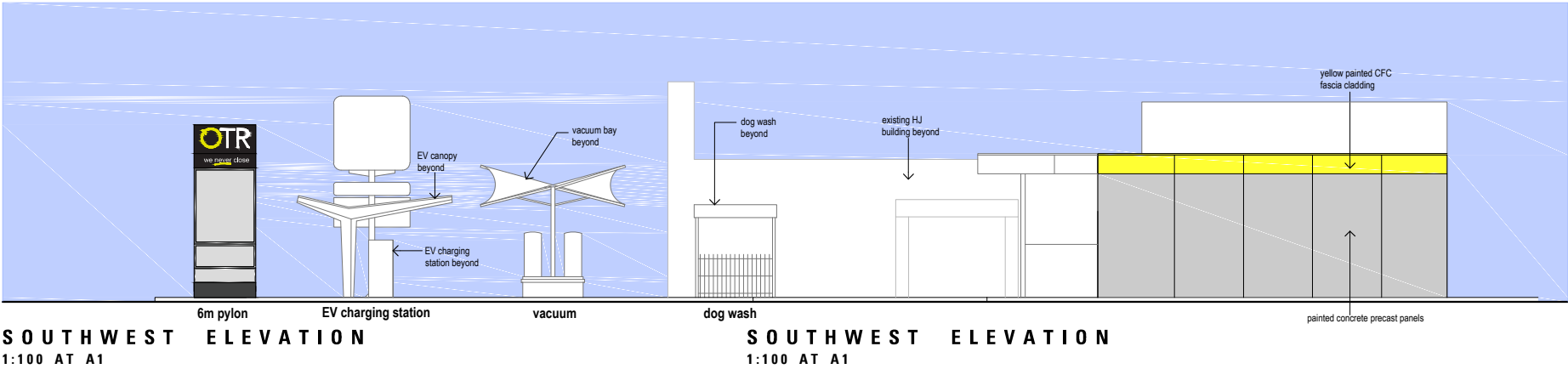
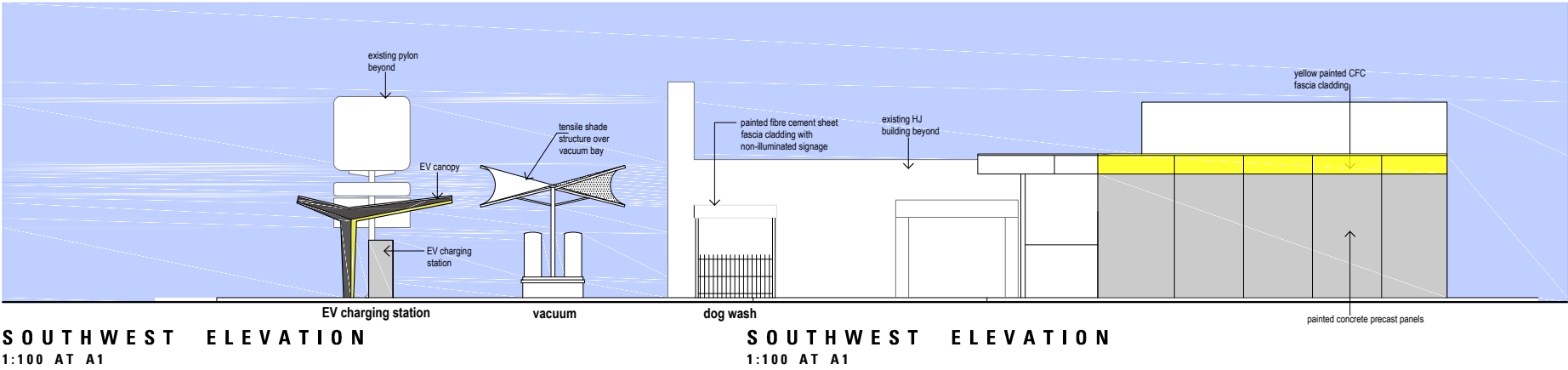
HAPPY WASH NURIOOTPA
13 TANUNDA ROAD, NURIOOTPA

PLANNING

18.09.24
22JN1509 SK02e

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

ADS Architects
93 Gilles Street Adelaide 5000 T:82232244



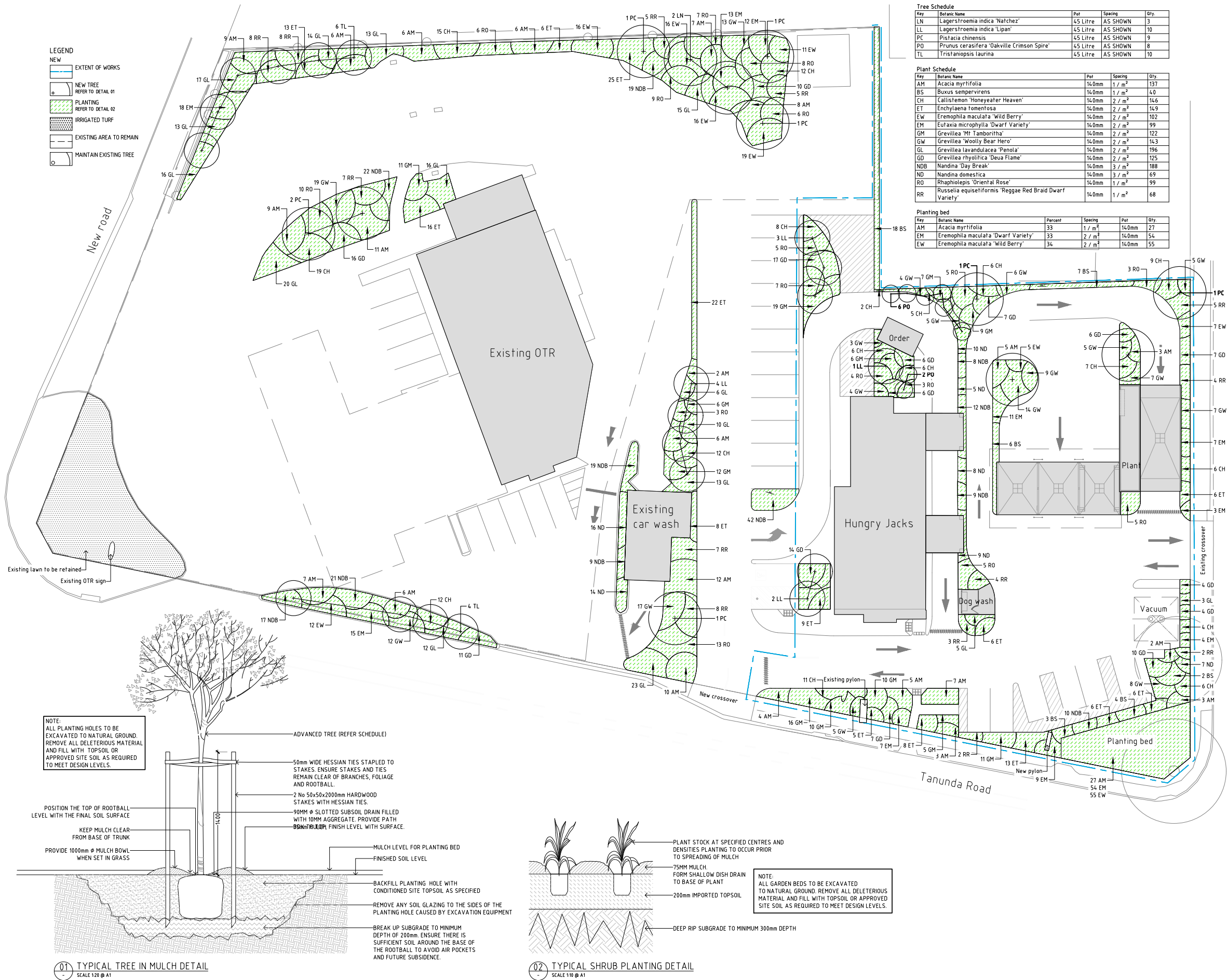
HAPPY WASH NURIOOTPA
13 TANUNDA ROAD, NURIOOTPA



18.09.24
22JN1509 SK03f

PLANNING

ADS Architects
93 Gilles Street Adelaide 5000 T:82232244



This drawing must be read in conjunction with all other contract documents including the project specifications, schedules and any instructions issued during the course of the contract. The Contractor must verify all dimensions on site and check the location of services before commencing work. The Contractor is to notify the Superintendent of any discrepancies between the drawings or specifications. Drawings are not to be used for construction unless identified in the title block as 'For construction'. All drawings to be read at A1 unless otherwise stated. Drawings are intended for digital setout and DWG files will be issued upon request. Copyright Oxygen Pty Ltd.

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

NOTES

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

TREE PLANTING
PREPARE TREE HOLES TO A MINIMUM SIZE OF THE DEPTH OF THE ROOTBALL x 1m WIDE AND BREAK THE SUBGRADE TO A MINIMUM DEPTH OF 200MM BELOW.

TAKE PARTICULAR CARE TO BREAK UP ANY GLAZING TO SIDES OF TREE HOLE.

FINISH THE ROOTBALL LEVEL WITH THE FINAL SURROUNDING SOIL LEVEL AND BACKFILL THE PLANTING HOLE WITH IMPORTED SANDY-LOAM TOPSOIL (80%-20% SANDY-LOAM) MIXED THOROUGHLY PRIOR TO PLACING WITH 20% ORGANIC COMPOST).

PROVIDE A 1m DIAMETER MULCHED WATERING BOWL TO THE BASE OF THE TREE.

STAKE TREES WITH 2No. 2500x50x50 HARDWOOD STAKES AND TIE WITH 50mm HESSIAN TIES SECURELY STAPLED TO THE STAKES. ENSURE STAKES AND TIES REMAIN CLEAR OF BRANCHES, FOLIAGE AND ROOTBALL.

PLANTING BEDS
CULTIVATE EXISTING GROUND TO A MINIMUM DEPTH OF 300 MM AND PLACE 300MM IMPORTED SANDY-LOAM TOPSOIL (80%-20% SANDY-LOAM) MIXED THOROUGHLY PRIOR TO PLACING WITH 20% ORGANIC COMPOST).

PLACE PLANTS IN THE CENTRE OF THE PLANTING HOLE AND FINISH THE TOP OF THE ROOT BALL LEVEL WITH THE FINISHED SURFACE OF THE SURROUNDING SOIL.

APPLY TERRACOTTE FERTILISER TO MANUFACTURERS RATES AT TIME OF PLANTING AND AFTER PLANTING.

PLACE A 100MM MINIMUM DEPTH OF FINE PEATS COTTAGE MULCH. THOROUGHLY WATER PLANTS BEFORE AND IMMEDIATELY AFTER PLANTING, AND AS REQUIRED TO MAINTAIN HEALTH AND VIGOUR.

IRRIGATION
PROVIDE AN AUTOMATIC IN-LINE DRIP IRRIGATION SYSTEM TO ALL PLANTING BEDS AND TREES.

DRIP IRRIGATION SPECIFIED AS NETAFIM TECHLINE 16 POLY TUBE 1.6lph @ 0.5M SPACINGS.

FOR ALL TREE PLANTING INSTALL AT BASE OF TREE 4No 4lph PC DRIP EMITTERS ON 13MM POLY LOOP (OR INLINE EQUIVALENT).

ALL POLY TUBING TO BE LAID ON SURFACE AND COVERED WITH MULCH.

PROVIDE BACKFLOW PREVENTION, AUTOMATIC CONTROLLER AND OTHER DEVICES AS REQUIRED.

oxygen

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

CLIENT
PEREGRINE CORPORATION
ARCHITECTS
ADS ARCHITECTS



PROJECT
NURIOTPA OTR
drawing title
LANDSCAPE PLAN

15.04.7.124

ISSUE
DRAFT

ISSUE	DATE	ISSUE	DWN	CHK	APP
A	14.04.23	DRAFT	EH	JH	JH
B	15.07.23	DRAFT	EH	SD	JH
C	21.07.23	DRAFT	EH	JH	JH
D	24.10.23	DRAFT	EH	JH	JH
E	10.09.24	DRAFT	EH	OS	JH



10 September 2024

Aaron Curtis
Team Leader - Planning
Development Services | The Barossa Council

Lodged online via PlanSA Portal

Dear Aaron,

Development Application 23022220 – OTR Nuriootpa Carwash Addition comprising three manual bays, one automatic bay, one dog wash bay, two vacuum bays, four EV charging stations, 8m Pylon, fencing, car parking and landscaping at 13 Tanunda Road, Nuriootpa

Reference is made to the above Development Application 23022220 lodged with the Council.

Pursuant to section 119(5) of the Planning, Development and Infrastructure Act 2016 (PDI Act), the relevant authority by letter dated 22 July 2024, requested the applicant to provide additional documents or information in relation to the application.

The following application material accompanies this letter in response to the Council's RFI:

- Updated SK01k Site Plan by ADS Architects dated 29 August 2024 in responses to issues raised in the Council's letter of 22 July 2024 including provision of soft landscaping;
- Updated Soft Landscaping Plan by Oxigen Pty Ltd dated 10 September 2024; and
- A Revised Transport Impact Assessment (TIA) Report by Salt3 dated 5 September 2024.

I trust that this information in response to the Council's request for mandatory documentation will assist the Council in finalising verification of the development application.

Please contact me on telephone 0469 292 052 or by email K.Baak@peregrine.com.au if you wish to discuss the above.

Yours sincerely,

Kuol Baak
Town Planner
Peregrine Corporation



13 November 2023

Janine Lennon
Senior Assessment Officer - Planning
Development Services | The Barossa Council

Received
13 November 2023

Lodged online via PlanSA Portal

Dear Janine,

Development Application 23022220 – OTR Nuriootpa Carwash Addition comprising three manual bays, one automatic bay, one dog wash bay, two vacuum bays, four EV charging stations, 8m Pylon, fencing, car parking and landscaping at 13 Tanunda Road, Nuriootpa

We refer to Development Application 23022220 lodged with the Council. The revised proposed development now comprises carwash addition comprising three manual bays, one automatic bay, one dog wash bay, two vacuum bays, four EV charging stations, 8m Pylon, fencing, car parking and landscaping to an existing OTR branded Retail Fuel Outlet at 13 Tanunda Road, Nuriootpa SA 5355 (the Proposal).

Pursuant to section 119(3)(a) of the *Planning, Development and Infrastructure Act 2016* (PDI Act), the relevant authority by letter dated 28 August 2023, requested mandatory documentation in order to finalise verification of the development application.

This correspondence constitutes our response to all the six items listed in Council's letter as:

- stormwater management plan and flood mitigation assessment;
- location of waste receptacles and associated access for emptying for both Hungry Jacks & the car cleaning facility;
- location of waiting bays (carparks) for the Hungry Jacks drive through customers;
- 9m pylon which is considered visually dominant and unsupportable;
- reduced soft landscaping; and
- three-point turn into Wash Bay 1 which is considered problematic and not achievable if there is more than one vehicle waiting for Wash Bay 2.

Stormwater management plan and flood mitigation assessment

The civil and stormwater calculations prepared by **Sagero** and dated October 2023 indicate that details as to how stormwater would be managed and how floods would be mitigated.

Location of waste receptacles and associated access for emptying for both Hungry Jacks & the car cleaning facility

As requested by the Council, the revised Site Plan now shows location of refuse area and associated access for emptying for both Hungry Jacks & the car cleaning facility.

Peregrine Corporation

2 of 2

13/11/2023

Location of waiting bays (carparks) for the Hungry Jacks drive through customers

As requested by the Council, the revised Site Plan includes provision for two waiting bays (carparks) for the Hungry Jacks drive through customers.

9m pylon which is considered visually dominant and unsupportable

As the Council indicated no support for a 9m pylon, we have responded by reducing it to an 8m pylon which would not dominate the streetscape and should be supported.

Reduced soft landscaping

As seen on the revised Landscape Plan prepared by Oxigen and dated 24 October 2023, a number of areas around the site have been identified for soft landscaping. As a result, it is considered that the Council's concerns about soft landscaping are addressed as this updated Landscape Plan has significantly increased the percentage of the site that is pervious to water.

Three-point turn into Wash Bay 1

In Council's request for mandatory documentation, the previously proposed three-point turn was considered problematic and not achievable if there is more than one vehicle waiting for Wash Bay 2 or if the waiting vehicle for Wash Bay 2 is providing a large clearance from the wash bay.

In response, the applicant went back to their traffic consultants, Salt³, who have revised their Traffic Impact Assessment (TIA) Report and have now resolved the Council's traffic concerns as demonstrated by the turn paths for B85 and B99 vehicles shown in Figures 5 to 7 in the attached TIA Report by Salt³ and dated 13 September 2023. These turn paths demonstrate that a two-way vehicle movement can occur at critical areas of the site, can manoeuvre through the wash bays and exit the drive-through. For all traffic instances, the vehicles can enter and exit the site in a forward direction.

I trust that this information in response to the Council's request for mandatory documentation will assist the Council in finalising verification of the development application.

Please contact me on telephone 0469 292 052 or by email K.Baak@peregrine.com.au if you wish to discuss the above.

Yours sincerely,



Kuol Baak

Town Planner

Peregrine Corporation

Received
13 November 2023



5 September 2024

Zak Valiff
Manager Traffic & Civil Engineering
Peregrine Corporation
270 The Parade
Kensington SA 5068

MELBOURNE
Level 3, 51 Queen St Melbourne VIC 3000
T: +61 3 9020 4225
SYDNEY
Suite 303/61 Marlborough St Surry Hills NSW 2010
T: +61 2 9068 7995
HOBART
Level 4, 116 Bathurst St Hobart TAS 7000
T: +61 400 535 634
CANBERRA
Level 3, 33-35 Ainslie Pl Canberra ACT 2601
T: +61 2 9068 7995
ADELAIDE
Level 21, 25 Grenfell St Adelaide SA 5000
T: +61 8 8484 2331

Sustainable Transport Surveys Pty Ltd
ABN: 18 439 813 274
www.salt3.com.au

Dear Zak,

Re: OTR Nuriootpa – Proposed Car Wash Facility – Transport Impact Assessment August 2024
Project No: 23218T

Further to our recent correspondence regarding the proposed car wash facility at OTR Nuriootpa and subsequent meetings with Barossa Council, SALT has reviewed the drawings and prepared a transport impact assessment for the proposal. The findings of our assessment are outlined below.

Background

A car wash facility, dog wash and a car park extension is proposed for a site located at 13 Tanunda Road. The carwash will be associated with the adjacent OTR Nuriootpa site, while the additional parking is likely to be used by customers of the adjacent Hungry Jack's quick service restaurant.

PC Infrastructure Pty Ltd has engaged SALT to complete a transport impact assessment for the development proposal to support the development application.

Existing Conditions

Subject Site

The subject site is located at the corner of Tanunda Road and Staehr Street in Nuriootpa. The site of approximately 1,200m² has frontages of approximately 24 metres to Tanunda Road and 57 metres to Staehr Street and is currently occupied with a residential dwelling.

The land uses surrounding the site are primarily commercial to the north comprising the existing OTR and Hungry Jack's sites and residential / commercial to the south.

The subject site and surrounds are shown in Figure 1.





Figure 1 – Subject site and surrounds

Hungry Jack's Site

The Hungry Jack's site, which will be impacted by the development proposal is located immediately adjacent to the subject site to the north. The site includes a quick service restaurant including seating for up to 33 patrons and drive through facility. The current access is provided via a two-way crossover onto Tanunda Road as well as a two-way driveway link through the adjacent OTR site at the northeastern corner of the site.

Barossa Council has noted that the existing Hungry Jack's drive-thru has had some historic problems associated with queueing out to Tanunda Road. Even when this does not happen, the drive-thru lane is not capable of containing the existing queues under normal circumstances and the queue continues into the car park. From an operational perspective, this is not desirable since it inhibits access to parking spaces, which in turn can cause additional queueing as vehicles wait to park.

Council has also raised concerns regarding vehicles exiting the OTR Fuel Station site before immediately turning into the Hungry Jack's site from Tanunda Road.

Surrounding Roads

Tanunda Road

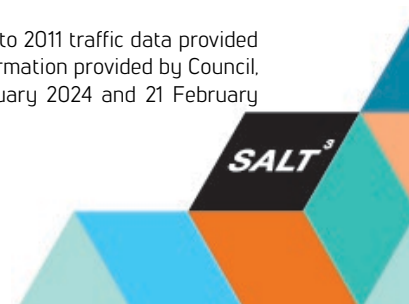
Tanunda Road is an arterial road, running in an approximate northeast-southwest direction. The road comprises a two-way, two-lane carriageway with a lane of traffic in either direction, separated by a painted median treatment. Adjacent to the subject site, bicycle lanes are provided in both directions and on-street parking is provided on the eastern side. The carriageway measures approximately 14 metres wide and is set within a road reserve approximately 20.6 metres wide.

Tanunda Road is under the care and control of the Department for Transport and Infrastructure (DIT) and adjacent to the subject site, carries 13,000 vehicles per day (2023, Location SA). The road is subject to a posted speed limit of 50km/h.

Staehr Street

Staehr Street is a local road which runs in an approximate northwest-southeast direction and comprises a two-way, two-lane carriageway with a lane of traffic in either direction. Adjacent to the subject site, the carriageway measures approximately 7.6 metres wide and set within a road reserve approximately 11.6 metres wide.

Staehr Street is under the care and control of The Barossa Council and according to 2011 traffic data provided by Barossa Council, carries approximately 280 vehicles per day. Further to the information provided by Council, a 7-day Metrocount survey on Staehr Street was undertaken between 15 February 2024 and 21 February



2024. The Metrocount survey has indicated the Annual Average Daily Traffic Volume, as of 2024 is 338 vehicles per day. The peak period on weekdays varied however the peaks generally occurred between 11am and 2pm.

The street is subject to the urban default limit of 50 km/h.

Traffic Observations

A site inspection was undertaken on 6 July 2023 between 16:45 and 18:15 and general traffic observations recorded at the access to the Hungry Jack's site and Staehr Street. During the 1.5hr observation, it was noted that drive-thru traffic peaked between 17:15 and 18:15 and a summary of the turning counts for this period are provided in Figure 2.

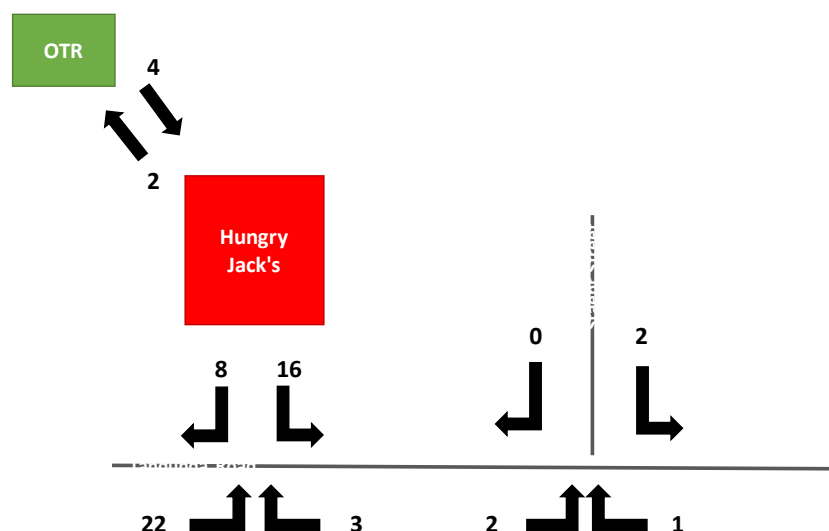


Figure 2 – Drive-Thru & Staehr Street Movement Observations (17:15–18:15)

A total of 29 vehicles entered the drive-thru during the observation period and 26 exited, with 3 vehicles remaining on site, either within the drive-thru lane or within the waiting bays at the end of the observation period. Traffic volume along Staehr Street was very low with only 3 vehicles entering and 2 vehicles exiting the street during the observation period.

Development Proposal

The development proposal includes:

- Three (3) manual car wash bays and one automatic car wash facility;
- Dog wash;
- New carpark comprising:
 - Two (2) vacuum bays;
 - Four (4) electric vehicle charge bays;
 - Two (2) waiting bays for the Hungry Jack's Drive-thru.
- Mirroring the parking spaces within the Hungry Jack's car park from the northern side of the parking aisle to the southern side.
- In total, the site will provide 19 parking spaces including 13 spaces relocated within the Hungry Jack's Car Park and 6 additional spaces (including vacuum bays);
- Connection from the Hungry Jack's Site and modified egress from the drive-thru;
- Modified loading dock for the restaurant;



- Modification to an existing crossover on Staehr Street to facility two-way access into the site; and
- Modification to the drive-thru exit to provide a two-way circulation road on the west side of the restaurant, providing access between the Tanunda Road access and the new car wash facility.

A plan of the development proposal is provided in Figure 3.

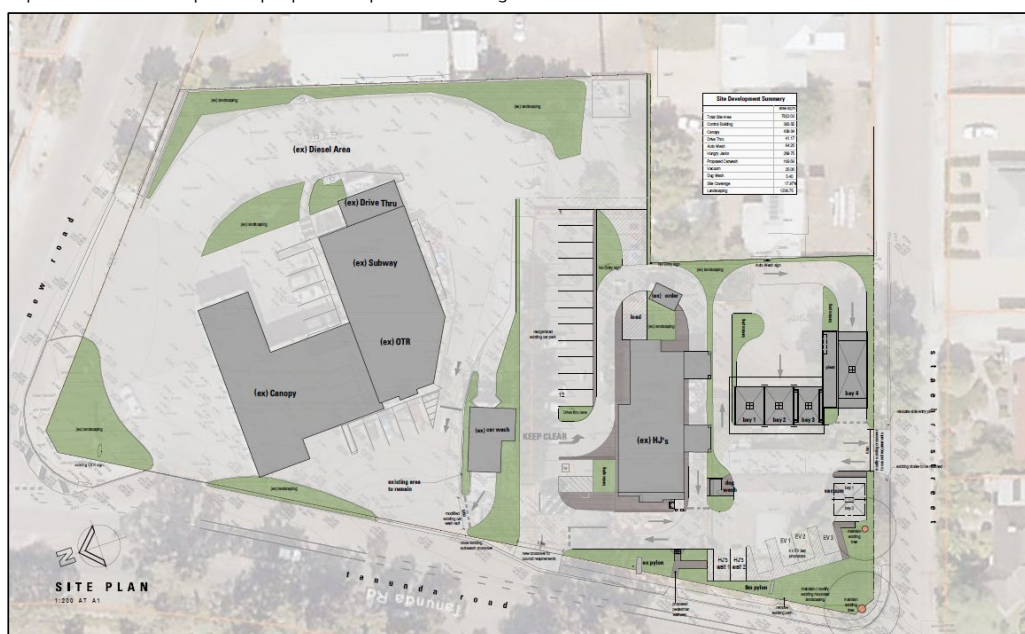


Figure 3 – Proposed Site Layout

The proposed development will not increase the number of access and egress points on Tanunda Road. The existing Hungry Jack's crossover on Tanunda Rd is only proposed to be modified. As noted, the existing crossover on Staehr Street is proposed to be modified to facilitate two-way access.

Site Layout Review

A layout review has been completed for the proposed car wash, car park and amendments to the restaurant loading dock and drive-thru areas.

The car park is characterised by the following:

- Parking spaces are a minimum of 2.6 metres wide by 5.4 metres long meeting the requirements of a Class 3 parking facility in accordance with AS/NZS2890.1.
- Parking aisles are a minimum of 6.2 metres wide.
- Parking for people with disabilities measures 2.6 metres wide by 5.4 metres long and includes adjacent shared space with bollard of similar dimensions.
- The existing access to be modified on Staehr Street is located outside of the intersection prohibited zone in accordance with AS/NZS 2890.1.

Turn paths for an 8.8m MRV have been completed by Peregrine to demonstrate the loading dock arrangement for the restaurant and site refuse collection. The turn path provided in Figure 4 shows that the vehicle can drive to the northern end of the site and reverse into designated loading area on the east side of the drive-thru lane, then exit the site via either the OTR or Hungry Jack's crossovers in a forward direction. The proposed loading arrangement is considered appropriate since the deliveries will be scheduled for outside of peak periods and will be subject to an on-site loading management plan.



Design Considerations

In developing the design, there are a number of considerations which were considered and where possible, attempts were made to address the concerns raised. The primary constraint regarding the site is the existing point of accesses (west side from Tanunda Road and east side from OTR forecourt) and the placement of the Hungry Jack's restaurant.

Proximity of Fuel Station and Hungry Jack's Accesses

Council previously noted concerns regarding vehicles turning out from the OTR site and immediately back into the Hungry Jacks Site on Tanunda Road. An option was explored to provide a cut-through to the west of the existing car wash within the site from the OTR forecourt to Hungry Jacks. Following further discussion and consultation with Council, this option was discounted since the cut-through created a 4-way intersection with the access to the Hungry Jack's site from Tanunda Road. This was undesirable due creating several points of conflict, so the cut-through was subsequently removed.

Hungry Jack's Drive-thru

A separate drive-thru lane has been created as part of this proposal. Under current conditions, approximately 7 vehicles can queue behind the vehicle at the order point to the access with Tanunda Road. Under the proposal, approximately 7 vehicles can continue to queue between the vehicle at the order point and the Tanunda Road access however the proposal will mitigate the impact of vehicles queueing within the parking aisle and obstructing access to parking spaces, which could partly have been the cause of any queueing onto Tanunda Road.

In early proposals, the drive-through lane was closer to the Tanunda Road access, however the drive-thru lane was amended to its current form to achieve separation from the Tanunda Road access, noting this also forms an intersection with the circulation road to the car wash area.

It's noted that the drive-thru lane can accommodate a 10-vehicle queue from the pick-up window, meeting the requirements of the SA Planning and Design Code.

Hungry Jack's Loading Area

Delivery vehicles smaller than an MRV can reverse up to the loading area for Hungry Jack's, however MRVs have a designated area to park on the eastern side of the drive-thru lane. The loading and refuse collection area is currently accessed from the parking aisle and can be inaccessible when vehicles are queued back through the aisle. The redesign of the drive-through lane required the loading and refuse area to be located and accessed from the eastern side of the site. Deliveries will be made across the drive-thru lane and will occur outside of peak restaurant times and subject to an onsite management plan. This is considered appropriate given the low volumes of drive-thru traffic during these times, low vehicles speed, and adequate pedestrian sight distance available at the crossing section.

Circulation Road to Car Wash Area

The circulation road on the west side of the restaurant was originally proposed to provide one-way access into the car wash area. Through discussions with Council the design was amended to provide two-way flow since there were concerns regarding the volume of traffic on Staehr Street resulting from the drive-thru traffic. The design, in its current form will distribute the traffic between the Tanunda Road access and the Staehr Street access albeit it is anticipated the Staehr Street access will attract a small percentage of the total traffic to the site. While it is desirable to avoid intersections close to site access points, the existing site constraints prevent an alternative solution without substantially altering the site eg. full demolition and rebuild of the existing restaurant. The circulation road to the west of the restaurant forms a T intersection with the main site access road which provides clear traffic priorities and is therefore considered appropriate given the constraints, from a traffic perspective.



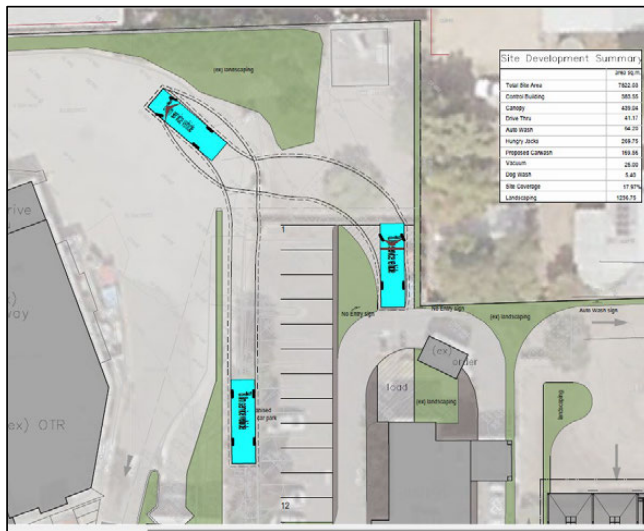


Figure 4 8.8m MRV Dock Entry and Egress (Source: Peregrine)

Turn paths completed by Peregrine for B85 and B99 vehicles are shown in Figure 5. The turn paths demonstrate that two-way vehicle movement can occur at critical areas of the site, can manoeuvre through the wash bays and exit the drive thru. For all instances the vehicles can enter and exit the site in a forward direction.

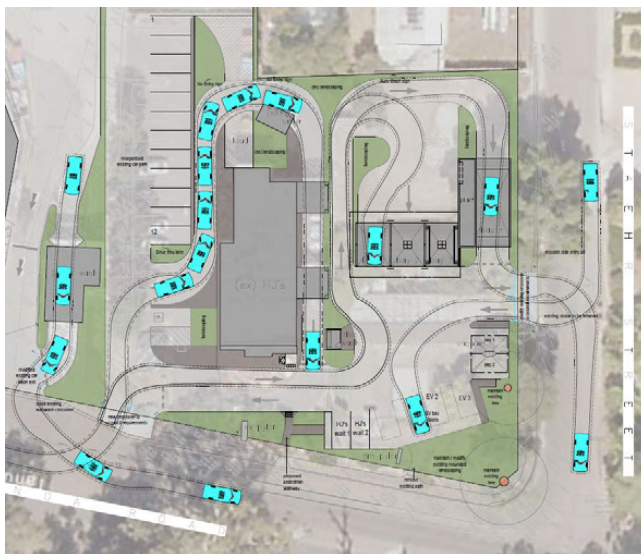


Figure 5 B99 Movements Through Car Wash (Source: Peregrine)

Parking Assessment

Parking Demand

The SA Planning and Design Code does not offer parking provision requirements for the following:

- car wash facilities
- dog wash facilities

Since vehicles store within the wash bay when being washed, there would be no requirement to provide parking for the car wash facilities. Vehicles waiting to wash (should all bays be occupied) can store behind the wash bays.



There is only one dog wash proposed which can be used by one customer at a time, so the dog wash would generate a parking demand of one space.

For the existing Hungry Jack's Quick Service Restaurant (QSR) the SA Planning and Design Code provides a rate for a Shop (with commercial kitchen) with a drive-through facility of 0.3 spaces per seat.

Based on the above, the total parking demand is summarised in Table 1.

Table 1 Parking Demand Summary

Land Use	Rate	Qty	Parking Demand
Car Wash	N/A	N/A	0
Dog Wash	1 per wash	1	1
Quick Service Restaurant	0.3 per seat	33	11
TOTAL			12

Proposed Parking Supply

The development proposal includes the total provision of 19 parking spaces including one parking space for people with disabilities and four electric vehicle charging bays.

Adequacy of Parking Supply

The combined parking demand associated with the development proposal for a car and dog wash and the existing Hungry Jack's QSR is 12 parking spaces.

The development proposal will result in the provision of 19 parking spaces between the existing Hungry Jack's site and the subject site the car and dog wash are to be located on and therefore exceeds the empirical and statutory parking demand outlined in the SAPDC and is considered appropriate.

Traffic Impact Assessment

Traffic Generation & Distribution (Car Wash)

The traffic generation associated with the car wash is limited by the number of car wash bays and the time taken to wash vehicles, therefore an empirical assessment has been undertaken.

It is understood that the minimum duration of the automatic car wash for a basic wash cycle is 10 minutes. The duration to wash vehicles in the manual wash bays is likely to be longer and will vary based on the customer. Notwithstanding, the fastest wash cycle for the automatic car wash has been adopted for all bays, to provide a conservative assessment of traffic generation.

Based on a minimum wash cycle of 10 minutes, each wash bay can accommodate 6 vehicles per hour. A total of 4 wash bays, including the automatic car wash are proposed under the development. Therefore, the maximum traffic generation anticipated with the proposal is 24 vehicles per hour, equating to 48 movements per hour, (24 movements in and 24 movements out of the site) on the basis of constant demand.

The majority of vehicles are anticipated to access the car wash after attending the OTR control building however a small volume of vehicles may attend the wash directly, if using the app to pay.

Accordingly, most traffic will enter the site from Tanunda Road, as the main road is more likely to capture passing traffic. A small number of trips may enter the site via Staehr Street; however, this is anticipated to be only a minor percentage (up to 10% of trips). Therefore, with 24 entry trips generated, it is estimated that up to 3 vehicles may enter and exit via Staehr Street.

Traffic Redistribution (Hungry Jack's)

The proposed development includes modification to an access from Staehr Street to facilitate two-way movements. Some of the existing traffic associated with the Hungry Jack's may enter from Staehr Street, although it is unlikely noting the car park and drive-thru entry lane is closest to the Tanunda Road access. Conservatively, it is anticipated that only a small percentage of trips (up to 10%) will enter via Staehr Street given Tanunda Road is likely to capture most trips.



Therefore, with 29 entry-trips observed during the peak observation period, it is estimated that up to 3 vehicles may decide to enter via Staehr Street.

Traffic Impact

The proposed development could result in up to 48 movements per hour associated with the car wash bays. It is noted that this is a conservative estimate, based on the maximum wash cycle of the basic automatic wash program. As 3 of the bays are manual wash and customers of the automatic wash may opt for premium wash services which are longer in duration, the anticipated traffic generation is likely to be far less than calculated. Furthermore, few trips are likely to be generated directly for the car wash. Most customer use car washes when filling up with fuel, so many of the trips associated with the car wash will likely be passing trade, already existing within the network and attending the petrol station.

A very small number of vehicles (2 generated by the car wash and 3 redirected from Hungry Jack's) are expected to enter the site via Staehr Street. The street is considered a low volume with approximately 280 vehicles per day using the street which can readily absorb the additional five (5) vehicles.

Site observations between 17:15 and 18:15 recorded only two vehicles exiting the street during this time. No queueing was observed on Staehr Street or upon exiting the drive-thru onto Tanunda Road.

When the existing traffic volumes along Tanunda Road and Staehr Street are considered, the minor increase in traffic associated with the car wash facility, which will largely be in the form of passing trade already on the road network, is not anticipated to impact the safety or efficiency of the surrounding road network.

Conclusion

A review of the proposed development at 13 Tanunda Road has been undertaken and the following conclusions are made:

- The development proposal includes a car wash facility comprising three manual and one automatic wash bay, a dog wash unit and a car park including 2 vacuum bays and 4 electric vehicle charge bays.
- The proposal also seeks to alter the adjacent Hungry Jack's site including mirroring the existing parking so that it is on the east side of the car park, adjacent to the drive-thru lane, to accommodate the drive-thru entry, modifications to the drive-thru exit and restaurant loading dock.
- The development proposal generates parking demand of one parking spaces associated with the dog wash. Notwithstanding, 6 car parking spaces have been provided within the subject site.
- Traffic observations between 17:15 and 18:15 noted a total of 29 vehicles to the drive thru.
- The site is subject to a number of existing constraints that lend to a challenging design. The constraints have been carefully considered and the resulting layout is considered appropriate in attempting to address some of the existing issues identified within these constraints.
- The proposed car park meets the general requirements of AS/NZS2890.1.
- A turn path assessment completed by Peregrine shows the proposed modifications to the loading dock will permit an 8.8m MRV to enter the site in a forward direction, reverse to the loading area east of the drive-thru lane and exit the site in a forward direction. Turn paths prepared by Peregrine for a B99 vehicle shows the vehicle can negotiate the proposed amendments to the drive-thru and entry and exit to the carwash bays.
- Based on a conservative estimate of 10 minutes for a basic wash, the proposed car wash facility could generate a maximum of 48 movements in any given hour.
- As a result of the proposal, approximately 6 vehicles are expected to enter the site via the two-way access on Staehr Street; and
- When the existing network traffic volume is considered against the minor traffic generation associated with the proposal, the proposed carwash facility is not expected to impact the safety or efficiency of the network.



Should you have any queries regarding the Transport Impact Assessment, please feel free to contact me.

Yours sincerely,



Ian Bishop
Associate NT & SA

Enc.

Site Plan

A3 Turn Paths Prepared by Peregrine





HAPPY WASH NURIOOTPA
13 TANUNDA ROAD, NURIOOTPA

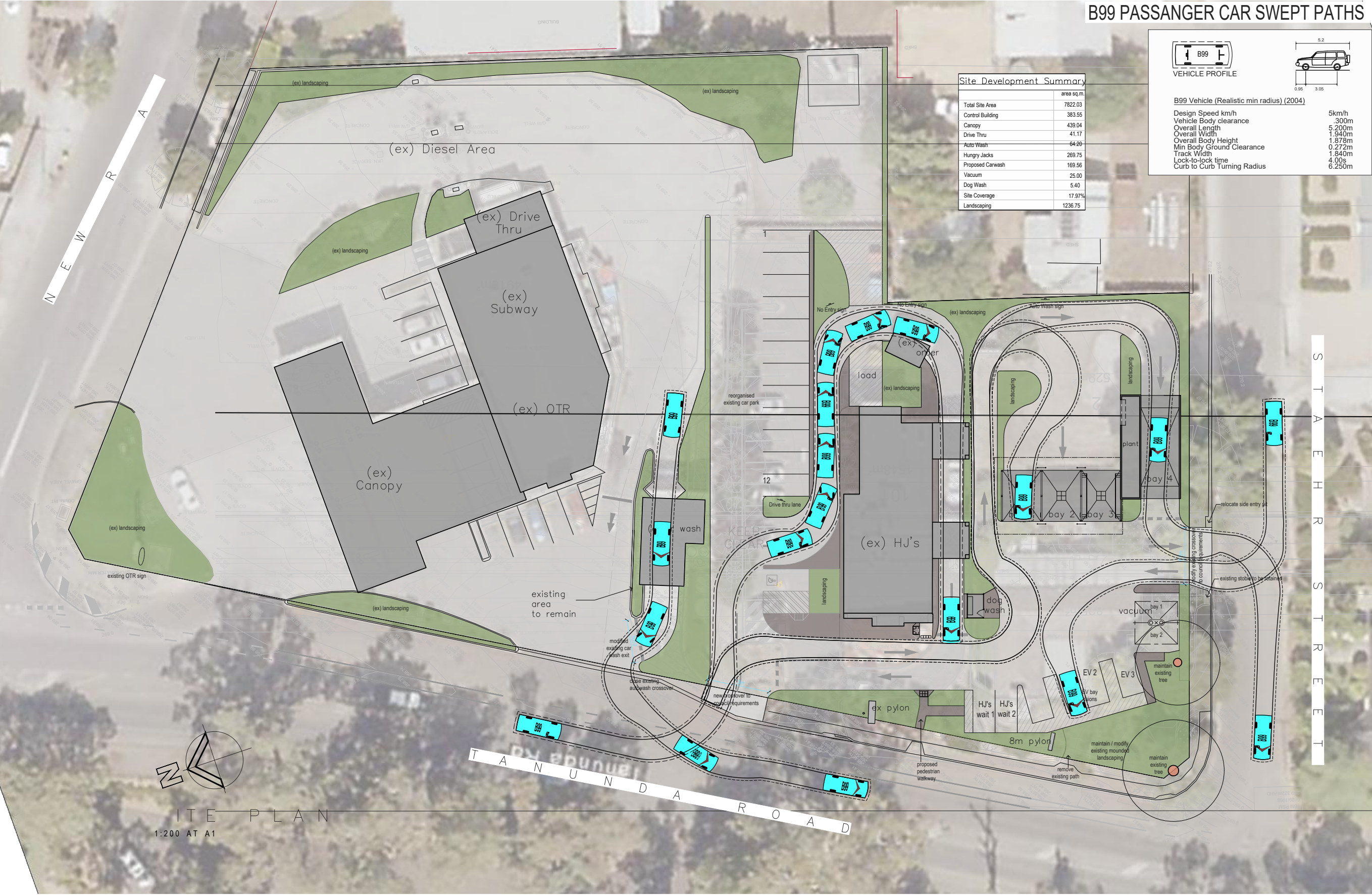
PLANNING

29.08.24
22JN1509 SK01q



ADS Architects
93 Gilles Street Adelaide 5000 T:82232244

B99 PASSANGER CAR SWEPT PATHS



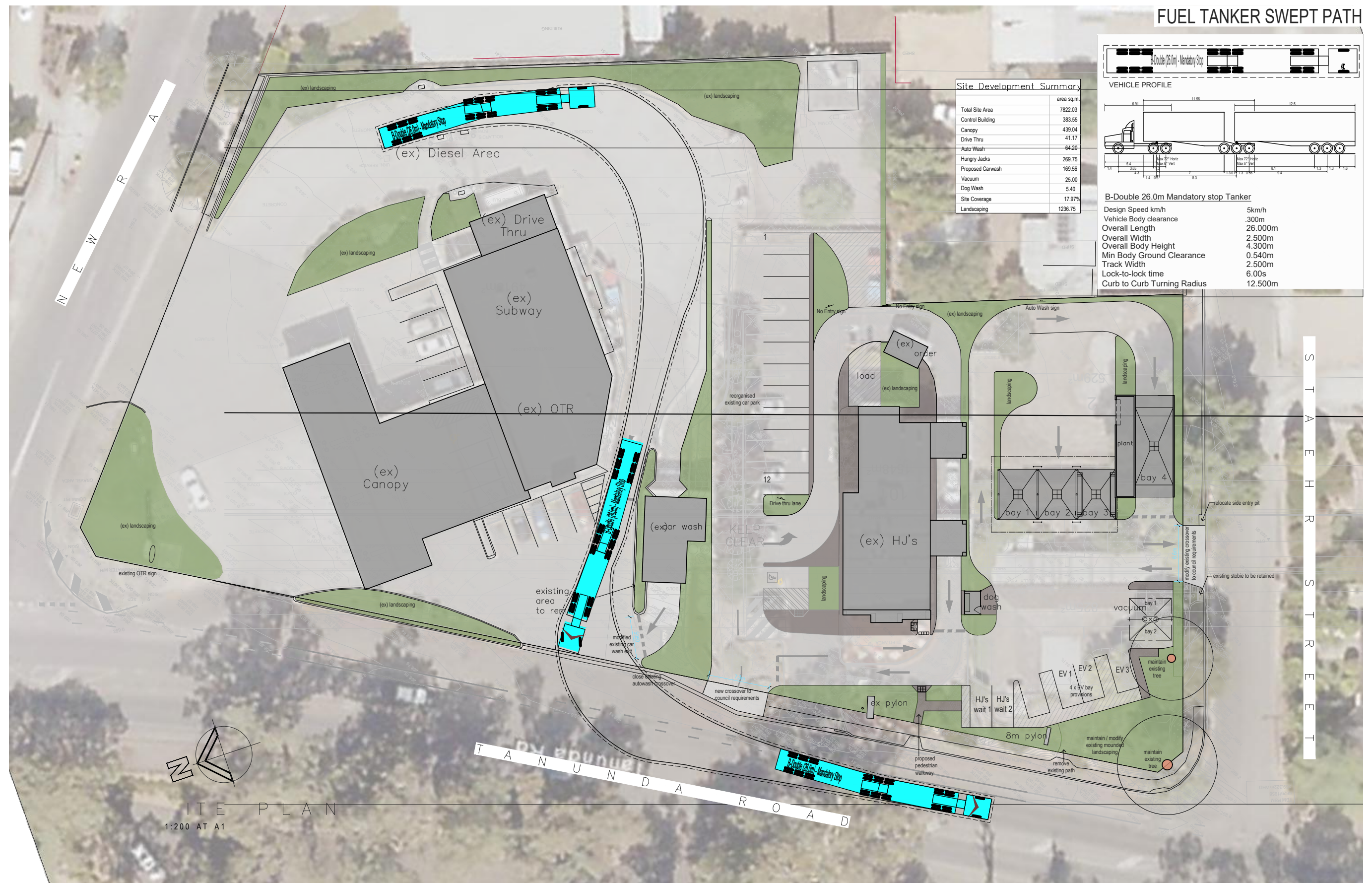
REV	DATE	AMENDMENTS
03.09.24		ISSUED FOR PLANNING APPROVAL.
29.08.24	-	22JN1509 SK01q - ADS

INFORMATION ONLY

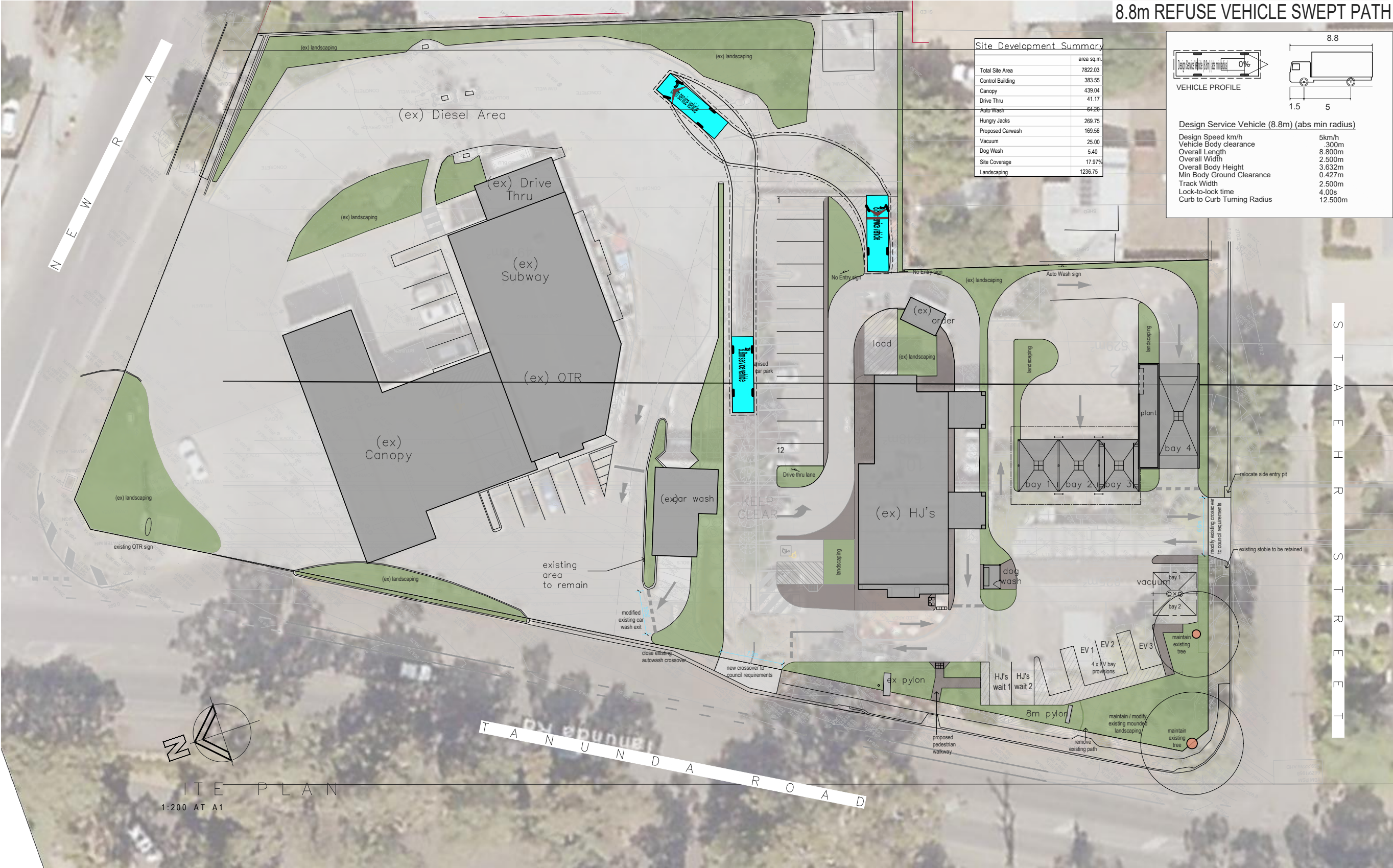
NEW SERVICE STATION COMPLEX

TITLE: B99 SWEPT PATHS		© Copyright
SITE: HW NURIOTPA 13 TANUNDA ROAD NURIOTPA		REV: q
SCALE:	DATE: 03.09.2024	DWG: DESIGN CHANGES

PCI
PC Infrastructure Pty Ltd
270 THE PARADE, KENSINGTON PARK SA 5088
PHONE: (08) 8333 9777 FACSIMILE: (08) 8333 9744



REV	DATE	AMENDMENTS	INFORMATION ONLY	NEW SERVICE STATION COMPLEX	TITLE : B-DOUBLE 26m FUEL TANKER SWEEP PATH SITE : HW NURIOTPA 13 TANUNDA ROAD NURIOTPA SCALE:DATE: 03.09.2024DWG: DESIGN CHANGES © Copyright REV: q PCI PC Infrastructure Pty Ltd 270 THE PARADE, KENSINGTON PARK SA 5068 PHONE: (08) 8333 9777 FACSIMILE: (08) 8333 9744
	03.09.24	ISSUED FOR PLANNING APPROVAL.			
29.08.24 - 22JN1509 SK01q - ADS					



REV	DATE	AMENDMENTS
	03.09.24	ISSUED FOR PLANNING APPROVAL.
	29.08.24	22JN1509 SK01q - ADS

INFORMATION ONLY

NEW SERVICE STATION COMPLEX

TITLE: 8.8m SERVICE VEHICLE SWEPT PATHS		© Copyright
SITE: HW NURIOTPA 13 TANUNDA ROAD NURIOTPA		REV: q
SCALE:	DATE: 03.09.2024	DWG: DESIGN CHANGES

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Happy Wash Nuriootpa

Environmental Noise Assessment

S7757C1

May 2023

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Environmental Noise Assessment
S7757C1
May 2023



Document Title : Happy Wash Nuriootpa
Environmental Noise Assessment
Client : Peregrine Corporation Pty Ltd
Document Reference : S7757C1
Date : May 2023
Author : Chris Turnbull, MAAS

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1 INTRODUCTION

An environmental noise assessment has been undertaken for the proposed car wash facility to be located adjacent to the existing OTR Nuriootpa site, at 13 Tanunda Road, Nuriootpa.

The proposed development includes one automatic and three manual car wash bays, a dog wash, and vacuum bays. In addition to the noise produced by washing and vacuuming, the assessment considers noise levels from:

- On-site vehicle movements;
- General car park activity;
- Rubbish collection; and,
- Mechanical plant serving the facility.

The closest existing noise sensitive receivers in the vicinity are residences located across Staehr Street to the south. An additional sensitive receiver is located further along Staehr Street to the east of the subject site. An overview of the subject site and surrounding area is shown in Figure 1.

The assessment has been based on:

- *ADS Architects* drawings for project “Happy Wash Nuriootpa”, at “13 Tanunda Road, Nuriootpa”, drawings numbered “SK01a”, “SK02a, and “SK03a”, all dated 22 March 2023.
- Previous noise measurements and data from similar sites for plant and equipment, car parking activity, and delivery activity.

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Figure 1: Subject site and locality

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2 CRITERIA

2.1 Planning and Design Code

The subject site is located within The Barossa Council local government area and is subject to the provisions of the South Australian *Planning and Design Code* (the **Code**) under the *Planning, Development and Infrastructure Act 2016*.

The subject site and the closest sensitive receivers are within the *Employment* zone of the Code. The Code has been reviewed and the provisions considered relevant to the assessment are included in Appendix A.

Performance Outcome 4.1 (**PO4.1**) of the Interface between Land Uses section of the Code specifically requires noise from developments to *not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers)*. The Deemed-to-Satisfy / Designated Performance Feature provision for PO4.1 references the *Environment Protection (Noise) Policy 2007* (the **Policy**).

2.2 Environment Protection (Noise) Policy 2007

The Policy provides objective noise criteria to assess the environmental noise emissions from a proposed development. The noise criteria provided by the Policy are based on the *World Health Organisation Guidelines for Community Noise (1999)*¹ (the **WHO Guidelines**), which provides acceptable noise levels to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to satisfy the WHO Guidelines, and the provisions of the Code related to environmental noise.

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

¹ Berglund B, Lindvall T & Schwela DH 1999, *Guidelines for Community Noise*, World Health Organisation (WHO), Geneva, Switzerland.

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When considering the principally promoted land uses and the “development” nature of the project, the Policy provides the following goal noise levels to be achieved at sensitive receivers in the locality.

- An average noise level (L_{eq}) of 55 dB(A) during the day (7:00am to 10:00pm); and,
- An average noise level (L_{eq}) of 48 dB(A) during the night (10:00pm to 7:00am).

When measuring or predicting noise levels for comparison with the Policy, adjustments may be made to the average noise levels for each “annoying” characteristic of tonality, impulsiveness, low frequency and modulation the noise source may exhibit. The characteristic must be dominant in the acoustic environment and therefore the application of a penalty varies depending on the assessment location, time of day, the noise source being assessed, and the measured or predicted level. The application of any penalties is discussed further in the Assessment section.

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3 ASSESSMENT

The noise levels at noise sensitive locations from the car wash have been predicted based on a range of previous measurements and observations at similar facilities. These include:

- Both automatic and manual wash bays;
- Plant rooms associated with car wash bays;
- Use of vacuum units;
- Dog wash activity; and,
- Vehicle movements on site.

Noise levels for these activities and equipment are provided in Appendix B.

The predictions of noise from the facility have been based on the following operational assumptions for the level of activity in any 15-minute² period:

- During the day (7:00am to 10:00pm)
 - Continuous operation of the automatic wash bay and associated equipment within the plant room;
 - High-pressure spray in each of the manual wash bays for 5 minutes each;
 - Continuous operation of both vacuum cleaners;
 - Continuous operation of the dog wash; and,
 - 20 vehicle movements through the site associated with these activities.
- During the night (10:00pm to 7:00am)
 - Operation of the automatic wash bay and associated equipment within the plant room for half the assessment period;
 - High pressure spray in two of the manual wash bays for 5 minutes each;
 - Operation of both vacuum cleaners for half the assessment period;
 - Operation of the dog wash for half the assessment period;
 - 10 vehicle movements through the site associated with these activities.

² The default assessment period of the Policy.

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A noise model of the site and sensitive receivers has been developed using SoundPLAN V8.2 noise modelling software. The noise model considers the level of activity at the site detailed above, the sound power level and height of each source, the distance to receivers, and the effects of barriers such as fences and buildings.

Based on the noise model, without incorporating specific acoustic treatments to the site, the noise criteria under the Policy are predicted to be exceeded at the closest sensitive receivers. The following acoustic treatments are therefore recommended for the site.

General Activity

- Construct fences around the site for the extent shown as **RED** and **PURPLE** in Figure 2. The barriers should be constructed from a material such as 0.35mm BMT sheet steel (*Colorbond* or similar), sealed airtight at all junctions and to the minimum heights marked up.
- Implement good design techniques throughout the site to minimise excess noise being generated, such as:
 - Ensure any amplified music is set at a level which is inaudible at any sensitive receiver;
 - Reduce the noise from any site equipment alarms as far as practicable and such that they are inaudible at any sensitive receiver; and,
 - Ensure that there are no irregularities on the site and all inspection points, grated trenches, etc. are correctly fixed to remove the potential for impact noise being generated when driven over.

Automatic Car Wash

- Restrict the height of the openings to no more than 3m;
- Restrict the width of the openings to no more than 4m;
- install glass doors to the entry and exit of the automatic car wash, which automatically close during operation (i.e., close before the start of the wash cycle and do not open until after the cycle has finished, including any drying). The doors should be constructed from minimum 10.38mm thick laminated glass (or a material with an equivalent or higher surface density in kg/m²) and be sealed as close to airtight as practical when closed.
- Incorporate a layer of 50mm thick insulation (having a minimum density of 32 kg/m³) to the underside of the roof, in accordance with the detail shown in Figure 3. Alternatively, a proprietary waterproof product such as *Stratocell Whisper* may be used in place of the 50mm thick insulation material.

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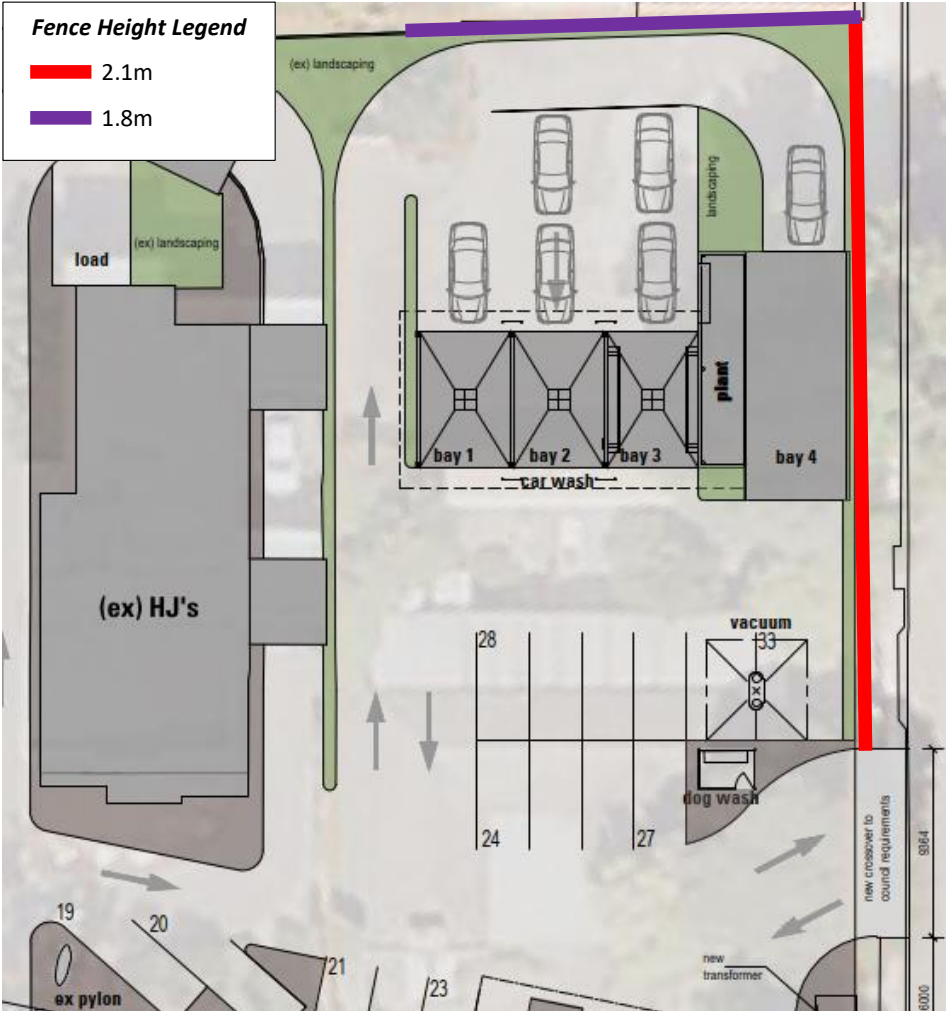


Figure 2: Acoustic barrier locations

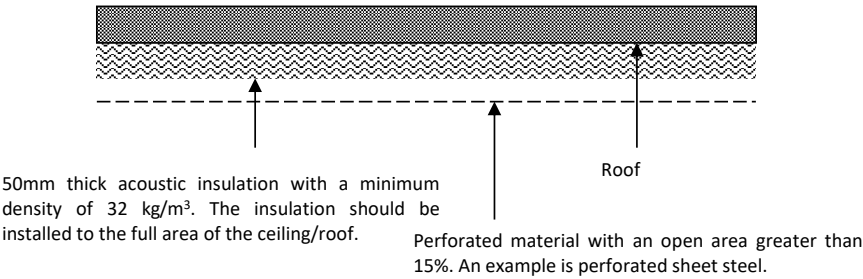


Figure 3: Roof absorption detail

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Based on the level of activity described above, and subject to the recommended acoustic treatments being incorporated, the noise levels predicted at sensitive receivers will be no greater than 46 dB(A) during the day (7:00am to 10:00pm) and 43 dB(A) during the night (10:00pm to 7:00am).

Noise from car washing activities can attract a character penalty for modulation when the background noise levels are low. A 5 dB(A) penalty has therefore been applied to the predicted average noise levels at all sensitive receivers in the locality. Based on the assumed levels of activity, and the application of a character penalty, the predicted average noise levels will be no higher than 51 dB(A) during the day, and 48 dB(A) during the night.

On this basis, it is predicted that the noise criteria determined in accordance with the Policy will be satisfied at all sensitive receivers. Where the Policy is satisfied, it is considered that all relevant Performance Outcomes of the Planning and Design Code will be satisfied.

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4 CONCLUSION

An environmental noise assessment has been prepared for the proposed car wash facility adjacent to the existing OTR Nuriootpa site at 13 Tanunda Road, Nuriootpa.

The assessment considers noise levels at nearby existing residences from vehicle movements, automatic and manual wash bays, dog wash activity and vacuum bay use.

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

- Construction of specific boundary fences;
- Installing doors to the entry of the automatic car wash bays, and acoustic absorption material to the underside of the roof;
- Restricting the size of the automatic car wash doors;
- Reducing the noise from any alarms as far as practical; and,
- Ensuring all inspection points, grated trenches, etc. are correctly fixed.

Based on the above, it is considered that the venue will *not unreasonably impact the amenity of sensitive receivers*, thereby achieving the relevant provisions of the South Australian *Planning and Design Code* related to environmental noise.

Happy Wash Nuriootpa
Environmental Noise Assessment
S7757C1
May 2023

sonus.

APPENDIX A: South Australian Planning and Design Code Provisions

Part 4 – General Development Policies – Interface between Land Uses

Desired Outcome	
D01	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
General Land Use Compatibility	
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.1 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.



APPENDIX B: Noise Level Data

Equipment / Activity	Noise Level
Moving car	82 dB(A) (Sound Power Level)
Combined wash cycle (10 minutes wash, 5 minutes dry)	89 dB(A) (Sound Pressure Level)
Manual wash bay – high pressure spray	96 dB(A) (Sound Power Level)
Vacuum unit loaded	81 dB(A) (Sound Power Level)
Vacuum unit unloaded	76 dB(A) (Sound Power Level)
Dog wash unit	81 dB(A) (Sound Power Level)

TMK Consulting Engineers

Level 6, 100 Pirie Street, Adelaide SA 5000

Tel: 08 8238 4100

Email: tmksa@tmkeng.com.au

Civil • Geotechnical • Environmental

Structural • Mechanical • Electrical • Fire

Hydraulics • Forensic • Construction Assist

Riverland Office: 25 Vaughan Terrace, Berri SA 5343

**PROJECT MEMORANDUM****Number: 001****Date:** 29.05.2023**Job Number:** 2305055**To:** Peregrine Corporation **Attention:** Kuol Baak**Email:** K.Baak@peregrine.com.au**From:** Zhun Yee Lai**Project:** Happy Wash Nuriootpa
Cnr Staehr St and Tanunda Road, Nuriootpa**Subject:** Obtrusive Lighting Assessment

Dear Kuol,

1.0 INTRODUCTION

TMK Consulting Engineers were engaged to provide a lighting assessment report to address the following:

An Obtrusive Light – Compliance Report prepared by a qualified and experienced Electrical Engineer in accordance with Australian Standard 4282 – 2019 'Control of the obtrusive effects of outdoor lighting' shall be provided to Council for Approval.

External lighting requirements for the proposed development, including light spill across to adjacent properties must be compliant to the current Australian Standards

**Figure 1: Aerial view and Obtrusive Lighting Calculation Boundary of proposed development**

Document Title: External Lighting Modeling Report

Document Code: BF067

Revision Code: 02

Issue Date: 29/05/2023

Approved by: MCT

K:\2023\05\2305055\Services Drawings and Calcs\Electrical Design Calculations and Details\2305055_PM01_Lighting Modeling Report - A.docx

1 of 9



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The objective of this report is to:

- a) Provide certification/commentary on the light spill across the boundary lines to adjoining residential properties boundaries during both curfew & non-curfew hours when the site is in operation, compliant to AS4282-2019 Table 3.1 and table 3.2 criteria (extract copied below) for Environmental Zone A3 – Medium District Brightness.

TABLE 3.1
ENVIRONMENTAL ZONES

Zones	Description	Examples
A0	Intrinsically dark	UNESCO Starlight Reserve, IDA Dark Sky Parks. Major optical observatories No road lighting - unless specifically required by the road controlling authority
A1	Dark	Relatively uninhabited rural areas No road lighting - unless specifically required by the road controlling authority
A2	Low district brightness	Sparsely inhabited rural and semi-rural areas
A3	Medium district brightness	Suburban areas in towns and cities
A4	High district brightness	Town and city centres and other commercial areas Residential areas abutting commercial areas
TV	High district brightness	Vicinity of major sports stadium during TV broadcasts
V	Residences near traffic routes	Refer AS/NZS1158.1.1
R1	Residences near local roads with significant setback	Refer AS/NZS 1158.3.1
R2	Residences near local roads	Refer AS/NZS 1158.3.1
R3	Residences near a roundabout or local area traffic management device	Refer AS/NZS 1158.3.1
RX	Residences near a pedestrian crossing	Refer AS/NZS 1158.4

NOTE: Recreational areas are not considered commercial.

Figure 2 – Table 3.1 of AS4282

25

AS/NZS 4282:2019

TABLE 3.2
MAXIMUM VALUES OF LIGHT TECHNICAL PARAMETERS

Zones	Vertical illuminance levels (E_v) lx		Threshold increment (TI)		Sky glow
	Non-curfew	Curfew	%	Default adaptation level (L_{ad})	Upward light ratio
A0	See Note 1	0	N/A	N/A	0
A1	2	0.1	N/A	N/A	0
A2	5	1	20%	0.2	0.01
A3	10	2	20%	1	0.02
A4	25	5	20%	5	0.03
TV	See Table 3.4	N/A	20%	10	0.08
V	N/A	4	Note 2	Note 2	Note 2
R1	N/A	1	20%	0.1	Note 3
R2	N/A	2	20%	0.1	Note 3
R3	N/A	4	20%	0.1	Note 3
RX	N/A	4	20%	5	Note 4

Figure 3 Table 3.2 AS 4282

- b) Targeted illumination level on the car park areas and driveways, compliant to AS1158.3.1 -2020 for below usage areas indicated below and shown in Figure 4;

- Lighting calculations are according to AS1158.3.1, sub-category:



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- PC1 for carpark areas & general circulation space

Obtrusive lighting calculations are within the limit permitted within AS4282:2019

The various steps undertaken in the investigation were:

- Computer modeling using readily available software & luminaire photometric (.IES) files received from lighting supplier.
- Cross referencing & examination of all relevant standards to assess whether all the requirements are achieved.

The following was excluded from the assessment:

- Site survey visual walk through to examine the condition around the site;
- The adjoining existing OTR petrol station and Hungry Jacks fast food drive thru lighting system

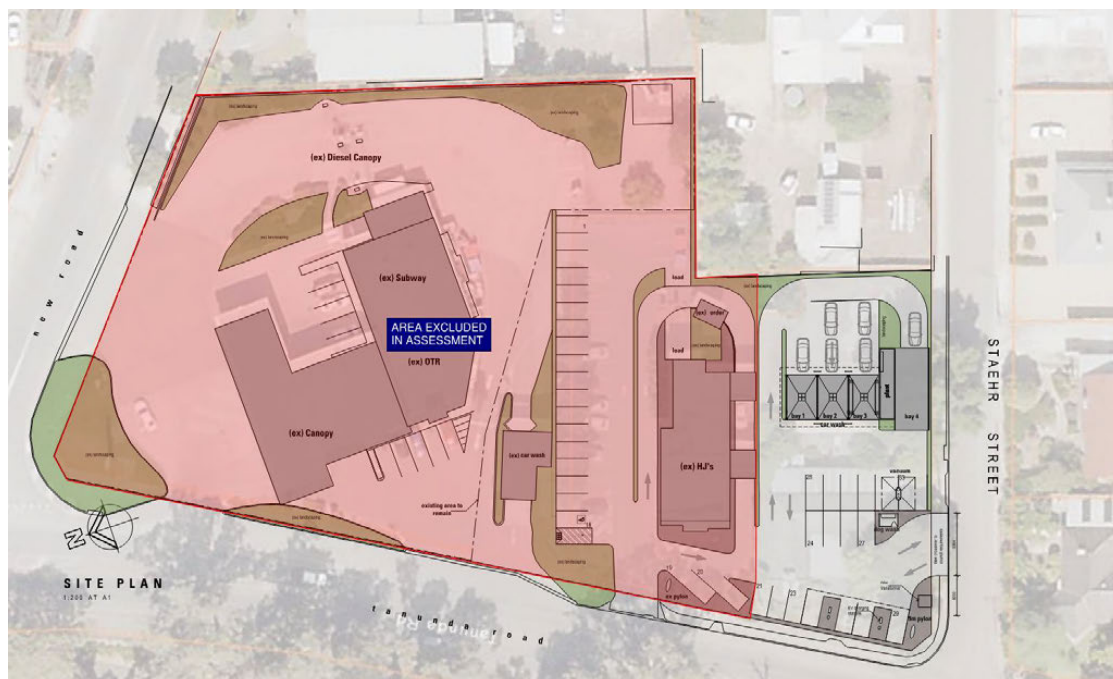


Figure 4 Site Plan

2.0 PROPOSED LIGHTING LAYOUT

The lighting layout proposed is based on the use of:

- 1x 30W, LED luminaires, surface mounted wall light (ELWA – BR-WP30W-01)
- 11x 45W, LED luminaires, Surface mounted floodlight (ELWA – ERS-F45W-SP)
- 5x 20W, LED luminaires, surface mounted batten (Haneco Lighting – TRIPROOF20W06-TRI-4000K)

Figure 5 provides an indication of the proposed lighting layout.

Figure 6 shows an example 3D perspective of the proposed building.

Figure 7 shows the lighting schedule & symbols, and installation arrangement:



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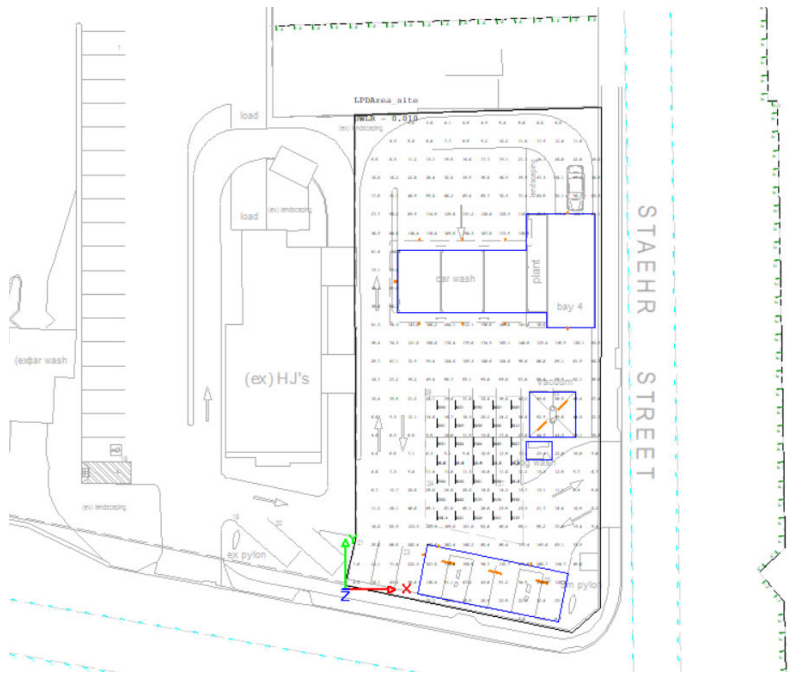


Figure 5 – Proposed Lighting Layout

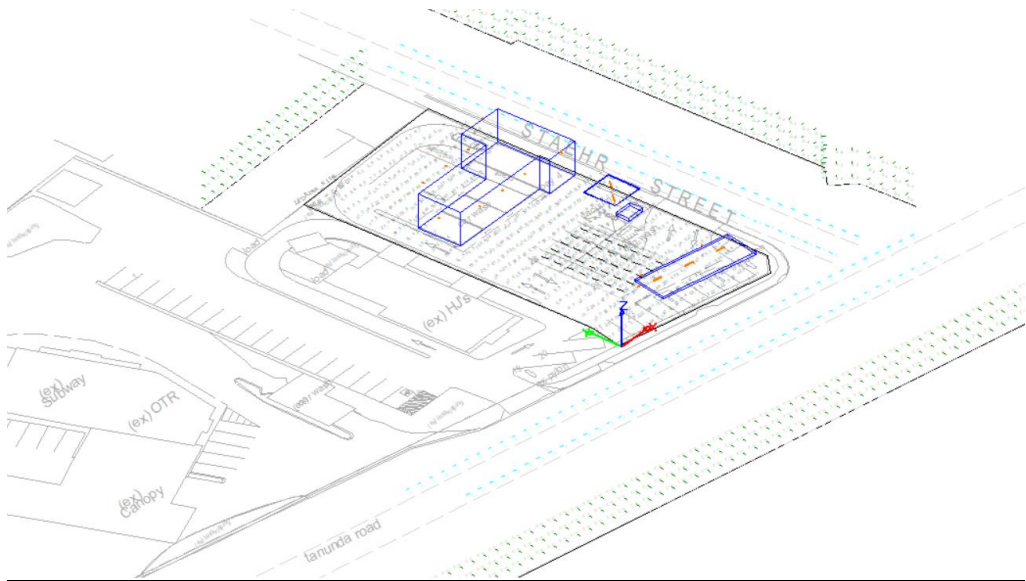


Figure 6 – Proposed 3D Perspective Model



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Luminaire Schedule						
Symbol	Label	Description	Luminaire Lumens	Luminaire Watts	Total Watts	Qty
	TRIPROOF20W06-TRI-4000K	20W LED Batten	1856	18.5	92.5	5
	ELWA ERS-F45W-SP	45W LED Floodlight	9486	45	495	11
	ELWA BR-WP30W-01-G4	30W Wall Light	4122	29.9688	29.969	1

Luminaire Location Summary						
LumNo	Label	Insertion Point			Orient	Tilt
		X	Y	Z		
2	TRIPROOF20W06-TRI-4000K	23.641	20.112	3.99	46.35	0
3	TRIPROOF20W06-TRI-4000K	21.361	17.86	3.99	45.946	0
4	TRIPROOF20W06-TRI-4000K	11.157	2.954	3.23	348.517	0
5	TRIPROOF20W06-TRI-4000K	16.287	1.899	3.23	348.517	0
6	TRIPROOF20W06-TRI-4000K	21.389	0.844	3.23	348.517	0
7	ELWA BR-WP30W-01-G4	5.534	33.506	3	180	0
9	ELWA ERS-F45W-SP	8.008	37.974	5.15	89.648	0
10	ELWA ERS-F45W-SP	8.037	29.11	5.15	270	5
11	ELWA ERS-F45W-SP	12.696	37.974	5.15	89.648	0
12	ELWA ERS-F45W-SP	12.725	29.11	5.15	270	5
13	ELWA ERS-F45W-SP	17.399	37.974	5.15	89.648	0
14	ELWA ERS-F45W-SP	17.428	29.11	5.15	270	5
15	ELWA ERS-F45W-SP	24.132	40.896	5.15	89.648	0
16	ELWA ERS-F45W-SP	24.161	28.576	5.15	270	0
17	ELWA ERS-F45W-SP	10.092	4.632	3.57	77.195	5
18	ELWA ERS-F45W-SP	20.138	2.651	3.57	77.933	5
24	ELWA ERS-F45W-SP	8.545	3.774	3.15	169.38	5

Figure 7 – Proposed Lighting Schedule

3.0 LIGHT SPILL ASSESSMENT

The criteria for vertical light spills outline in AS 4282:2019 - Control of the obtrusive effects of outdoor lighting, Table 3.2 are the following:

- Threshold Increment on Tanunda Road and Staehr Street to be less than 20% based on adaptation luminance of 0.1 cd/m²
- Non-Curfew hour (between 6am– 11pm) – maximum of 10 lux across the 'residential boundary line A3 – Medium District Brightness under AS4282:2019 Tables 3.1 and 3.2, and;
- Curfew hour (between 11pm– 6am) – maximum of 2 lux across the 'residential boundary line A3 – Medium District Brightness under AS4282:2019 Tables 3.1 and 3.2, and;

Assessment had been conducted based on 6-metre-high working planes on all boundaries, measuring from the highest point of impacted observation points on adjoining properties in the direct sight of line with height point of luminaries.

Boundary vertical spill had been measured at 1.5m off ground level, and at the face of the adjoining property or at 10m into the adjoining property, whichever is closer.

Threshold Increment (TI)

Maximum Allowable Value: 20 %

Calculations Tested (4):

Calculation Label	Adaptation Test Luminance	Results
ObtrusiveLight_TI_Westbound	0.1	PASS
ObtrusiveLight_TI_Eastbound_1	0.1	PASS
ObtrusiveLight_TI_Eastbound_2	0.1	PASS
ObtrusiveLight_TI_Westbound2	0.1	PASS

Upward Waste Light Ratio (UWLR)

Maximum Allowable Value: 2.0 %

Calculated UWLR: 1.0 %

Test Results: **PASS**

Figure 8 – Threshold Increment and Upward Waste Light Ratio for A3 zones



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Obtrusive Light - Compliance Report

AS/NZS 4282:2019, A3 - Medium District Brightness, Non-Curfew L1
Filename: 230529_Agi32
29/05/2023 2:53:23 PM

Illuminance

Maximum Allowable Value: 10 Lux

Calculations Tested (9):

Calculation Label	Test Results	Max. Illum.
ObtrusiveLight_North_Ill_Seg1	PASS	0.3
ObtrusiveLight_East_Ill_Seg1	PASS	0.1
ObtrusiveLight_East_Ill_Seg2	PASS	0.1
ObtrusiveLight_East_Ill_Seg3	PASS	0.5
ObtrusiveLight_East_Ill_Seg4	PASS	0.4
ObtrusiveLight_East_Ill_Seg5	PASS	0.2
ObtrusiveLight_East_Ill_Seg6	PASS	0.2
ObtrusiveLight_South_Ill_Seg1	PASS	0.0
ObtrusiveLight_South_Ill_Seg2	PASS	0.3

Luminous Intensity (Cd) At Vertical Planes

Maximum Allowable Value: 12500 Cd

Calculations Tested (9):

Calculation Label	Test Results
ObtrusiveLight_North_Cd_Seg1	PASS
ObtrusiveLight_East_Cd_Seg1	PASS
ObtrusiveLight_East_Cd_Seg2	PASS
ObtrusiveLight_East_Cd_Seg3	PASS
ObtrusiveLight_East_Cd_Seg4	PASS
ObtrusiveLight_East_Cd_Seg5	PASS
ObtrusiveLight_East_Cd_Seg6	PASS
ObtrusiveLight_South_Cd_Seg1	PASS
ObtrusiveLight_South_Cd_Seg2	PASS

Figure 9 – Non-Curfew Obtrusive Light Compliance Report for A3 zones

Obtrusive Light - Compliance Report

AS/NZS 4282:2019, A3 - Medium District Brightness, Curfew
Filename: 230529_Agi32
29/05/2023 2:52:02 PM

Illuminance

Maximum Allowable Value: 2 Lux

Calculations Tested (9):

Calculation Label	Test Results	Max. Illum.
ObtrusiveLight_North_Ill_Seg1	PASS	0.3
ObtrusiveLight_East_Ill_Seg1	PASS	0.1
ObtrusiveLight_East_Ill_Seg2	PASS	0.1
ObtrusiveLight_East_Ill_Seg3	PASS	0.5
ObtrusiveLight_East_Ill_Seg4	PASS	0.4
ObtrusiveLight_East_Ill_Seg5	PASS	0.2
ObtrusiveLight_East_Ill_Seg6	PASS	0.2
ObtrusiveLight_South_Ill_Seg1	PASS	0.0
ObtrusiveLight_South_Ill_Seg2	PASS	0.3

Luminous Intensity (Cd) At Vertical Planes

Maximum Allowable Value: 2500 Cd

Calculations Tested (9):

Calculation Label	Test Results
ObtrusiveLight_North_Cd_Seg1	PASS
ObtrusiveLight_East_Cd_Seg1	PASS
ObtrusiveLight_East_Cd_Seg2	PASS
ObtrusiveLight_East_Cd_Seg3	PASS
ObtrusiveLight_East_Cd_Seg4	PASS
ObtrusiveLight_East_Cd_Seg5	PASS
ObtrusiveLight_East_Cd_Seg6	PASS
ObtrusiveLight_South_Cd_Seg1	PASS
ObtrusiveLight_South_Cd_Seg2	PASS

Figure 10 – Curfew Obtrusive Light Compliance Report for A3 zones

4.0 SITE LIGHTING ASSESSMENT

The criteria for site lighting are based on AS1158.3.1 - 2020, Table 3.7:

- PC1 for carpark areas & general circulation space



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TABLE 3.7
VALUES OF LIGHT TECHNICAL PARAMETERS FOR OUTDOOR
CAR PARKS (INCLUDING ROOF-TOP CAR PARKS)

1	2	3	4	5
Lighting subcategory	Light technical parameters (LTP)			
	Average horizontal illuminance ^{a,b} ($\bar{E}_h$)	Point horizontal illuminance ^{a,b} (E_{ph})	Illuminance (horizontal) uniformity ^c Cat. P (U_{E2})	Point vertical illuminance ^{a,b} (E_{pv})
	lx	lx		lx
PC1	14	3	8	3
PC2	7	1.5	8	1
PC3	3.5	0.7	8	—
PCD ^d	—	≥ 14 and $\geq (\bar{E}_h)^d$	—	—
PCX ^e	21	5	8	—

Figure 11 Table 3.7 of AS1158.3.1

Calculation Summary					
Label	CalcType	Units	Avg	Max	Min
Carpark	Illuminance	Lux	60.19	469.6	3.0
Carpark EV1	Illuminance	Lux	15.55	37.0	4.0
Carpark EV2	Illuminance	Lux	25.11	131.4	3.9

Figure 12 Calculation Summary

Results Achieved – Pass.

- For carpark and driveway:
 - The average horizontal illuminance level calculated is greater than the 14 lux, which is required under AS1158.3.1 Table 3.7 column 2. Therefore, satisfy the standard;
 - The minimum illuminance level calculated is greater than 3 lux, which is required under AS1158.3.1 Table 3.7 column 3. Therefore, satisfy the standard;
 - The illuminance uniformity UE2 (ratio of Max to Avg illuminance) calculated is less than 8 required under AS1158.3.1 Table 3.7 column 4, therefore satisfy the standard;
 - The minimum vertical illumination calculated is greater than 3 lux, which is required under AS1158.3.1 Table 3.7 column 5. Therefore, satisfy the standard.



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5.0 SIGNAGE ILLUMINANCE LEVEL ASSESSMENT

We note that the signage contractor is unable to provide the photometric data for the advertising signs at this stage.

Figure 13 shows the elevations which include the new pylon signs.

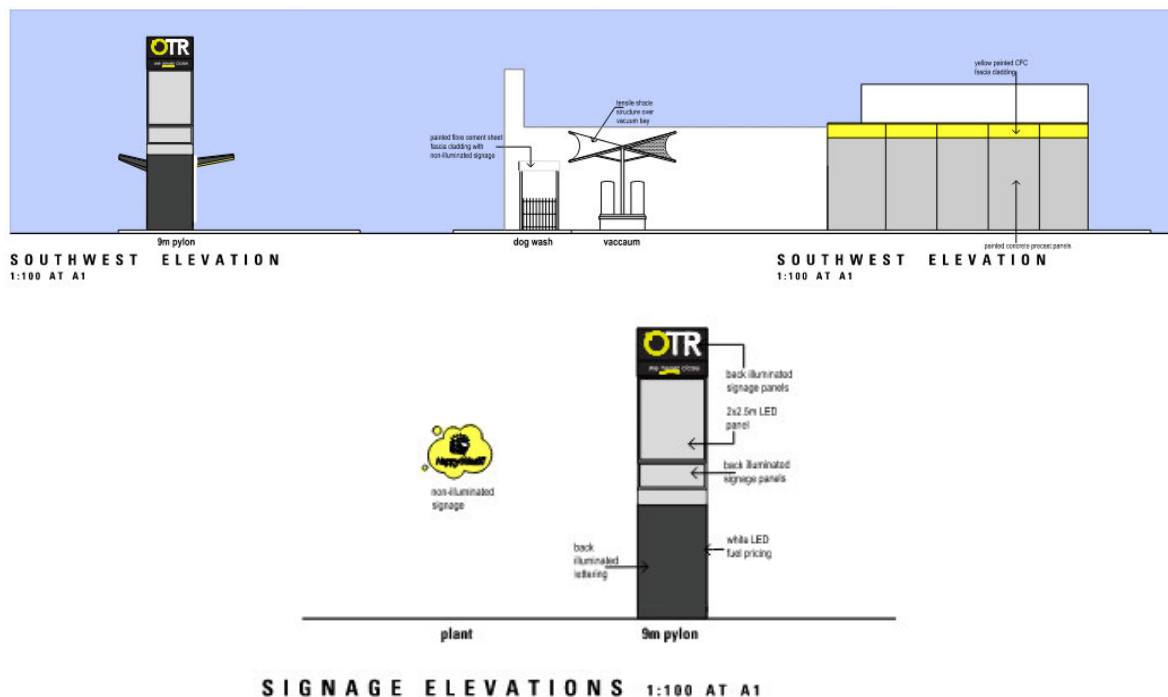


Figure 13 – Elevations showing Pylon Signs.

The brand light box will be completed with a dimmable driver Mean Well HLG -150H which will be dimmed down measured on site to ensure the *veiling luminance from the advertising signs not exceeding 0.25cd/m*.



MEAN WELL

150W Single Output Switching Power Supply **HLG-150H-xx** **ADM** series



TAIWAN EXCELLENCE 2011

Features :

- Universal AC Input / Full range (up to 305VAC)
- Built-in active PFC function
- High efficiency up to 94%
- Protections: Short circuit / Over current / Over voltage / Over temperature
- Cooling by free air convection
- OCP point adjustable through output cable or internal potentiometer
- IP67 / IP65 design for indoor or outdoor installations
- Type HL LED Driver for use in Class I, Division 2 hazardous location luminaires
- Three in one dimming function (1~10Vdc or PWM signal or resistance)
- Suitable for LED lighting and street lighting applications
- Compliance to worldwide safety regulations for lighting
- Suitable for dry / damp / wet locations
- 7 years warranty (Note.10)



energy safe
VICTORIA

SELV IP65 IP67              



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6.0 CONCLUSION

The modelled maximum spill on all boundaries for external lighting based on the above lighting layout and type complies with the criteria outlined in AS4282:2019.

The modelled illumination level on ground plane on the proposed carpark and circulating space based on the above lighting layout and type complies with the criteria outlined in AS1158.3.1.

We trust the above is satisfactory. However, should there be any further clarifications/assistance please do not hesitate to contact the undersigned.

For and on behalf of
TMK Consulting Engineers

Zhun Yee Lai
Services Manager VIC



8 April 2024

Aaron Curtis
Team Leader - Planning
Development Services | The Barossa Council

Lodged online via PlanSA Portal

Dear Aaron,

Development Application 23022220 – OTR Nuriootpa Carwash Addition comprising three manual bays, one automatic bay, one dog wash bay, two vacuum bays, four EV charging stations, 8m Pylon, fencing, car parking and landscaping at 13 Tanunda Road, Nuriootpa

Reference is made to the above Development Application 23022220 lodged with the Council.

Pursuant to section 119(5) of the Planning, Development and Infrastructure Act 2016 (PDI Act), the relevant authority by letter dated 6 December 2023, requested the applicant to provide additional documents or information in relation to the application.

The following application material accompanies this letter in response to the Council's RFI:

- A table of applicant's responses to issues raised in the Council's letter of 6 December 2023;
- Updated SK01k Site Plan by ADS Architects dated 05.04.2024; and
- Transport Impact Assessment (TIA) Report by Salt3 dated 8 April 2024.

I trust that this information in response to the Council's request for mandatory documentation will assist the Council in finalising verification of the development application.

Please contact me on telephone 0469 292 052 or by email K.Baak@peregrine.com.au if you wish to discuss the above.

Yours sincerely,

Kuol Baak
Town Planner
Peregrine Corporation


Meeting Agenda - 19 February 2024 - Application ID: 230222213 Tanunda RD Nuriootpa

Required Information: The Relevant Authority has significant concerns with regard to the proposal, both with regard to **shortfalls in information** and with regard to the **merits of the proposal**, the following summarises our concerns:

Item	Council requirement	Applicant response
(a)	It is noted there is currently a septic tank at the location for parking bay 17, this has not been detailed in plans, and may not be appropriate.	Addressed in Trade Waste Application
(b)	Trade waste application will need to be submitted and reviewed by Health services, for the proposed carwash.	Addressed in Trade Waste Application
(c)	Functional traffic and stormwater management of the 2 allotments is required to be demonstrated as independent of the adjacent property. Future same ownership cannot be guaranteed.	Two allotments agreed to be amalgamated – Planning Consent subject to this.
(d)	Insufficient information has been supplied to assess whether there enough car parking for both developments, scaled and dimensioned floor plans for Hungry Jacks will be required.	Addressed in Traffic Impact Assessment Report (TIA)
(e)	No pram ramps are in place towards the entrance of the building. Only 1 pram ramp provided to access the island which is not connected to the building, how is this meeting disability access requirements.	Addressed on updated site plan SK01k dated 5 April 2024.
(f)	There are numerous points of access and egress to Tanunda Road within a short distance, - OTRx4, carwash x2, Hungry Jacks x2 - this is considered unsafe.	Addressed in TIA
(g)	Proposed splitter island to Hungry Jacks located within Council verge is to be removed, as it is an obstruction for pedestrians. If an island is to be proposed there needs to be through access for through pedestrian movements within the property.	Addressed on updated site plan SK01k dated 5 April 2024.
(h)	Is the delivery design vehicle ever likely to be larger than 8.8 metre long MRV. A 12.5 vehicle may be more appropriate. Reversing of the delivery vehicle across the 24/7 drive-through aisle appears unsafe.	Addressed in TIA
(i)	Access of the rubbish truck is required to be demonstrated to ensure a realistic safe manoeuvre, location of waste bins for Hungry Jacks has not been detailed.	Addressed in TIA (figures 4 & 5).
(j)	The internal circulation aisles appear to be convoluted and unintuitive. For example, Hungry Jacks customers need to traverse from the allocated carpark across the drive-through queuing isle, which is considered unsafe in terms of constantly stopping and starting vehicles.	Addressed in TIA
(k)	Turning paths need to be reviewed in multiple locations. These need to represent realistic movements without instantaneous wheel turning of a stationary vehicle. Turning into the carwash bay 1 needs to be demonstrated without reversing as a two point manoeuvre.	Addressed in TIA
(l)	Waiting bays are considered to be in a unrealistic locations and will need to be reviewed and amended	Addressed in TIA
(m)	Large volume of traffic entering and exiting from new proposed crossover on Staehr Street is not appropriate as the road is not designed to uphold the increase in traffic volume. The obtuse angle of traffic flow directly within the property from Staehr Street is considered awkward and unsafe.	Addressed in TIA
(n)	Insufficient landscaping has been proposed.	>10% landscaping provided
(o)	There continues to be concerns with regard to the secondary streetscape frontage.	Addressed with additional soft landscaping.

Details of Representations

Application Summary

Application ID	23022220
Proposal	Demolition of building construction of a carwash comprising three manual bays and one automatic bay, a dog wash, two vacuum bays, four EV charging bays, 6m Pylon sign, fencing, car parking, manoeuvring areas and landscaping, new access to Staehr Street and amendment to drive through, car parking and landscaping associated with Hungry Jacks fast food restaurant
Location	1 STAEHR ST NURIOOTPA SA 5355, 11 TANUNDA RD NURIOOTPA SA 5355, 13 TANUNDA RD NURIOOTPA SA 5355, 5-9 TANUNDA RD NURIOOTPA SA 5355

Representations

Representor 1 - D and S Harrison

Name	D and S Harrison
Address	
Submission Date	17/10/2024 04:48 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	
Refer attached	

Attached Documents

DAndSHarrison-Representation-9522940.pdf
--

page ① of ③.

South Australia
Planning, Development and Infrastructure Act 2016

Representation on Application – Performance Assessed Development

Applicant:	PC INFRASTRUCTURE PTY LTD.
Development Number:	23022220
Nature of Development:	Click here to enter text: CAR WASH / DOG WASH.
Zone:	Residential/commercial.
Subject Land:	CORNER OF STAEHR ST & TANUNDA RD.
Contact Officer:	— NNR100TPA.
Phone Number:	—
Close Date:	17/10/2024.

My name:	DN S. HARRISON	My phone number:	
----------	----------------	------------------	--

My position is:

☐ I support the development

☐ I support the development with some concerns (detail below)

☒ I oppose the development

The specific reasons I believe that planning consent should be ~~granted~~/refused are:

THERE IS ALREADY A CONGESTION OF CARS AND TRAFFIC ON STAEHR ST. THIS HAS BEEN REPORTED TO THE POLICE AND COUNCIL AT VARIOUS TIMES.

- STAEHR STREET has a busy doctors and pathology clinic that is serviced by the street for parking.
- STAEHR STREET has a Chiropractor that's clients park on the street.
- STAEHR STREET has a Printing business that receives large deliveries by truck
- STAEHR STREET has SA. Water that exits onto the street with large vehicles

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

plan.sa.gov.au

 Government of South Australia
Attorney-General's Department

RECEIVED

16 OCT 2024

THE BAROSSA COUNCIL

page 2 of 3

Key Reasons for Opposing Development Application Number 23022220

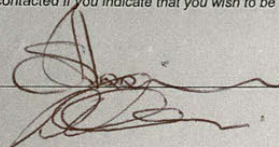
1. **Traffic & Safety Risks:** The proposed driveway on Staehr Street would increase traffic in a residential area, endangering pedestrians, especially children who frequent nearby parks. The existing petrol station on Murray Street already has three driveways, and adding more traffic to Staehr Street poses unnecessary safety risks.
2. **Noise Pollution:** A 24/7 car wash, particularly with pressure wash stations, will significantly increase noise levels, disrupting the peace and quiet that residents value, especially during night hours.
3. **Water & Drainage Issues:** The area already faces drainage problems, and this development could worsen water management issues, affecting local infrastructure and residents.
4. **Redundancy:** There is already a fully operational car wash at the existing petrol station on Murray Street that meets the needs of the community. Another car wash is not needed and will only create competition without adding value.
5. **Previous Denial:** A similar application for a driveway onto Staehr Street was denied by the Council around 15 years ago due to safety concerns, and those concerns are still relevant today.
6. **Community Character:** Nuriootpa is known for its tranquility and country charm. This development threatens to disrupt that by introducing more noise, traffic, and commercial activity into a quiet residential area.

page (3) of (3)

- 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:

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: <u>Brett Beinke</u>

*You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission

Signature: Date: 14.10.2024

Return Address: PO Box 867 NURIOTPA SA 5355 OR

Email: development@barossa.sa.gov.auComplete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/plan.sa.gov.au

Government of South Australia
Attorney-General's Department

Representations

Representor 2 - Sara Gleeson

Name	Sara Gleeson
Address	
Submission Date	18/10/2024 06:17 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns
Reasons I do not wish for a driveway access to Staehr Street. There are safety concerns for children and the extra traffic. There are noise concerns for residents of Staehr Street. I worry about the extra rubbish that will flow down the street from people cleaning their cars. I suggest there is no access to Staehr street and the access to our residential area remains fenced. Aren't there enough driveways already? I don't really like the whole plan but would be ok with it if there were no exits/entries to Staehr Street.	

Attached Documents

Representations

Representor 3 - Donna and Mirek McNally

Name	Donna and Mirek McNally
Address	
Submission Date	08/10/2024 11:01 AM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons Refer attached. mirek.mcnally@tarac.com.au	

Attached Documents

externalLetterToOpposeDevelopmenthappyWashnuriootpaDevelopment-ApplicationNumber23022220-9432358.pdf
20240927_140735Image1-9432359.jpg
20240927_140905Image2-9432360.jpg
20240927_160229Image3-9432361.jpg

From: [REDACTED]; [Development](#)
Subject: [EXTERNAL] Letter to Oppose Development ,Happy Wash ,Nuriootpa Development- Application number23022220.
Date: Tuesday, 8 October 2024 9:22:49 AM

CAUTION: This Message originated outside your organization. Treat all attachments and hyperlinks with suspicion.

Name: Donna Waight-Mcnally, Mirek McNally.

Address: [REDACTED]

Phone [REDACTED] 8. [REDACTED]

Contact e [REDACTED]

Proposed development - application number 23022220 ,Happy Wash Nuriootpa.
The specific reasons we (Donna and Mirek McNally of 14 Staehr Street Nuriootpa) believe that planning consent should be refused for the above proposed development are as follows

1) Happy Wash proposes an entry and exit of traffic into and out of its wash area via a Staehr street entrance located at the northwest end of the road near the Staehr street/Tanunda road intersection. There are three businesses located on this end of Staehr street ,Barossa Psychology, Barossa Valley Medical Centre and Coates Hire.

During Business hours this area is congested with cars parked along the street on both sides as people access these businesses. This reduces the road to a single lane in this section for approximately 250 meters . Addition traffic entering and exiting this proposed development will further add to traffic congestion at this end of Staehr Street.

Traffic entering from Tanunda road into Staehr Street will potentially face an elevated risk of vehicle accident as one turns into Staehr Street with limited visibility if cars are parked near the corner. This forces the driver to the middle of the road to negotiate around the parked cars . Photos attached, car and truck parking encounter .

2) The cars parked along Staehr Street at the north west end of the road reduce visibility of vehicles entering and exiting the proposed development increasing risk to pedestrians and other vehicle drivers.

The installation of the 2.1 meter high sound mitigation fence along Staehr Street will limit driver visibility when entering and exiting the proposed car wash area.

3) Traffic entering and exiting the OTR site and Hungry Jacks already poses a significant risk to pedestrians and cyclists on Tanunda road when using the roadway or footpath on the OTR side. The aim of this business is to increase sales via Hungry Jacks and the proposed development . This will increase vehicle entering and exiting this facility , thus the potential risk to cyclists and pedestrians due to the increased interaction .

4) When drivers using Hungry Jacks and the proposed car wash realise that they can not exit via Staehr Street into Tanunda Road due to congestion during business hours logic would indicate they travel south east along Staehr Street towards New Road . This will result in increased traffic movement within a residential area increasing the risk to local residents.

5) Noise . The 24hour, 7 days a week proposed car wash operates a high pressure car wash at 96db and vacuum units loaded 81db. Would Question how the developer intendeds to maintain the stated average noise levels 51db during the day and 48db at night as the complex ages and what recourse do residence have if these noise levels are not maintained at the stated levels from the Sonus report with consideration that this proposed development borders on a residential area on two sides.

6) Currently the plans presented , B99 Swept Paths Map and additional developmental maps all indicate that the existing car wash will remain . I would question why the

proposed development of the Happy Wash Nuriootpa is needed as the current one provides for the community's needs .One has to consider the effect the commercialisation of this area will have upon the families living along Staehr Street.Effects will include increased noise ,increased traffic flow, increased risk to pedestrians and cyclists and the effect overflow lighting will have on residents living adjacent to the site .

Regards

Donna McNally

Mirek McNally







Representations

Representor 4 - Vivian Castro

Name	Vivian Castro
Address	
Submission Date	09/10/2024 10:37 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

I, the undersigned resident of Nuriootpa for the past 25 years, strongly oppose the proposed development outlined in application number 23022220. This development seeks to establish a 24/7 car wash, including three pressure wash stations, with an entry and exit driveway onto Staehr Street. Our opposition is based on serious concerns about the safety and well-being of our community. Firstly, the existing OTR service station already provides a fully operational car wash, which adequately meets the needs of our town's population. Its entry and exit points are appropriately located on Murray Street, a major thoroughfare, which minimizes traffic in residential areas. Nuriootpa is a peaceful country town, celebrated for its tranquility, wineries, and stunning landscapes. Residents and visitors alike treasure its charm, and this proposal threatens to disrupt the character of our town. The proposed driveway on Staehr Street would funnel increased traffic into a residential area, creating safety risks for pedestrians, especially children, who frequently use nearby parks, including the skate park and children's park. The petrol station on Murray Street already has three driveways, and adding another driveway onto Staehr Street would further compromise pedestrian safety in a neighbourhood where foot traffic is common. Additionally, a 24/7 car wash will inevitably increase noise levels in the area, disturbing the quiet atmosphere that residents cherish. The constant hum of pressure washers, especially during late hours, will detract from the peaceful environment that defines our community. Water management is also a pressing concern. The area already faces drainage issues along the main road, and this development could exacerbate these problems, leading to further disruptions for residents. Furthermore, road safety is a key issue. The proximity of the proposed driveway Staehr Street to the main road would heighten the risk of accidents. Introducing additional vehicle flow into a residential area with an already operational car wash on Murray Street makes this development unnecessary and redundant. It's worth noting that a similar proposal for a driveway onto Staehr Street was rejected by the Council about 15 years ago due to concerns over pedestrian and vehicle safety. These concerns remain just as valid today. Finally, Nuriootpa already has ample petrol stations, car wash services, and EV charging facilities. Another car wash would not benefit the community but would instead create unwarranted competition for local businesses while diminishing the town's quiet character. In conclusion, this proposed development endangers the safety of our residents, undermines the peaceful atmosphere of our town, and is not in line with the needs of the community. We respectfully urge the Council to reject this application based on these significant concerns.

Attached Documents

Representations

Representor 5 - Brett Beinke

Name	Brett Beinke
Address	
Submission Date	13/10/2024 10:14 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

I, a resident of Nuriootpa for the past 25 years, strongly oppose the proposed development outlined in application number 23022220. This development seeks to establish a 24/7 car wash, including three pressure wash stations, with an entry and exit driveway onto Staehr Street. My opposition is based on serious concerns about the safety and well-being of our community. Firstly, the existing OTR service station already provides a fully operational car wash that adequately meets the needs of our town. Its entry and exit points are appropriately located on Tanunda Road, a major thoroughfare, which minimizes traffic in residential areas. Nuriootpa is a peaceful country town, celebrated for its tranquillity, wineries, and stunning landscapes. Both residents and visitors treasure its charm, and this proposal threatens to disrupt the character of our town. The proposed driveway on Staehr Street would increase traffic in a residential area, creating safety risks for pedestrians, especially children who frequently use nearby parks, including the skate park and children's park. The OTR station already has three driveways on Tanunda Road, and adding another driveway onto Staehr Street would further compromise pedestrian safety in a neighbourhood where foot traffic is common. Additionally, a 24/7 car wash will inevitably increase noise levels, disturbing the quiet atmosphere that residents cherish. The constant hum of pressure washers, particularly during late hours, will detract from the peaceful environment that defines our community. Water management is also a significant concern. The area already faces drainage issues along Tanunda Road, and this development could exacerbate these problems, causing further disruptions for residents. Furthermore, road safety is at risk. The proximity of the proposed Staehr Street driveway to Tanunda Road would heighten the likelihood of accidents. With an existing car wash on Tanunda Road, this new development is both unnecessary and redundant. It's worth noting that about 15 years ago, the Council rejected a similar proposal for a driveway onto Staehr Street due to concerns over pedestrian and vehicle safety. These concerns are still valid today. Nuriootpa already has ample petrol stations, car wash services, and EV charging facilities. Another 3 car wash would not benefit the community but would instead create unnecessary competition for local businesses while diminishing the town's quiet character. Moreover, demolishing a house in good condition, where people currently live, would be a significant loss for the community, especially considering the current housing shortage. It would be more beneficial to build townhouses or units on the adjacent land to help address this issue. Additionally, the approximately 100-year-old pepper tree in the area supports local wildlife and serves as a sound buffer for residents from the busy road and petrol station. Losing this tree would be heart-wrenching for many of us. In conclusion, this proposed development poses risks to the safety of our residents, undermines the peaceful atmosphere of our town, and does not align with the community's needs. I respectfully urge the Council to reject this application based on these significant concerns. Thank you for your attention to this important matter.

Attached Documents

BrettBeinke-Representation-9496631.pdf

REPRESENTATION ON APPLICATION*Planning, Development and Infrastructure Act 2016*

Applicant: PC Infrastructure Pty Ltd

Development Number: 23022220

Nature of Development: Demolition of building construction of a carwash comprising three manual bays and one automatic bay, a dog wash, two vacuum bays, four EV charging bays, 6m Pylon sign, fencing, car parking, manoeuvring areas and landscaping, new access to Staehr Street and amendment to drive through, car parking and landscaping associated with Hungry Jacks fast food restaurant. Project Number 23218T

Zone/Sub-zone/Overlay: 11 TANUNDA RD NURIOOTPA SA 5355, 13 TANUNDA RD NURIOOTPA SA 5355, 5-9 TANUNDA RD NURIOOTPA SA 5355, 1 STAEHR ST NURIOOTPA SA 5355

Subject Land: Staehr Street Nuriootpa

Contact Officer: Aaron Curtis/ Janine Lennon

Phone Number: 08 85638444

Close Date: 18th October 2024

My name*: Brett Beinke

My phone number: [REDACTED]

My postal address*: [REDACTED]

My email: [REDACTED]

** Indicates mandatory information*

My position is:

☐

I support the development

☐

I support the development with some concerns (detail below)

☒

I oppose the development



The specific reasons I believe that consent should be granted/refused are:

I, a resident of Nuriootpa for the past 25 years, strongly oppose the proposed development outlined in application number 23022220. This development seeks to establish a 24/7 car wash, including three pressure wash stations, with an entry and exit driveway onto Staehr Street. My opposition is based on serious concerns about the safety and well-being of our community.

Firstly, the existing OTR service station already provides a fully operational car wash that adequately meets the needs of our town. Its entry and exit points are appropriately located on Tanunda Road, a major thoroughfare, which minimizes traffic in residential areas.

Nuriootpa is a peaceful country town, celebrated for its tranquillity, wineries, and stunning landscapes. Both residents and visitors treasure its charm, and this proposal threatens to disrupt the character of our town.

The proposed driveway on Staehr Street would increase traffic in a residential area, creating safety risks for pedestrians, especially children who frequently use nearby parks, including the skate park and children's park. The OTR station already has three driveways on Tanunda Road, and adding another driveway onto Staehr Street would further compromise pedestrian safety in a neighbourhood where foot traffic is common.

Additionally, a 24/7 car wash will inevitably increase noise levels, disturbing the quiet atmosphere that residents cherish. The constant hum of pressure washers, particularly during late hours, will detract from the peaceful environment that defines our community.

Water management is also a significant concern. The area already faces drainage issues along Tanunda Road, and this development could exacerbate these problems, causing further disruptions for residents.

Furthermore, road safety is at risk. The proximity of the proposed Staehr Street driveway to Tanunda Road would heighten the likelihood of accidents. With an existing car wash on Tanunda Road, this new development is both unnecessary and redundant.

It's worth noting that about 15 years ago, the Council rejected a similar proposal for a driveway onto Staehr Street due to concerns over pedestrian and vehicle safety. These concerns are still valid today.

Nuriootpa already has ample petrol stations, car wash services, and EV charging facilities. Another 3 car wash would not benefit the community but would instead create unnecessary competition for local businesses while diminishing the town's quiet character.

Moreover, demolishing a house in good condition, where people currently live, would be a significant loss for the community, especially considering the current housing shortage. It would be more beneficial to build townhouses or units on the adjacent land to help address this issue. Additionally, the approximately 100-year-old pepper tree in the area supports local wildlife and serves as a sound buffer for residents from the busy road and petrol station. Losing this tree would be heart-wrenching for many of us.

In conclusion, this proposed development poses risks to the safety of our residents, undermines the peaceful atmosphere of our town, and does not align with the community's needs. I respectfully urge the Council to reject this application based on these significant concerns.

Thank you for your attention to this important matter.

By: ☒ appearing personally

☐ being represented by the following person: [Click 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: *Bren Beink*

Date: *14/oct/2024*
[Click here to enter text.](#)

Return Address: [Click here to enter text.](#) *[relevant authority postal address]* or

Email: development@barossa.sa.gov.au

Complete online submission: plan.sa.gov.au/have_your_say/notified_developments

Representations

Representor 6 - Malcolm Simpkin

Name	Malcolm Simpkin
Address	
Submission Date	15/10/2024 03:38 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	
Refer Attacahed	

Attached Documents

MalcolmSimpkin-Representation-9496833.pdf

REPRESENTATION ON APPLICATION*Planning, Development and Infrastructure Act 2016*

Applicant:	PC Infrastructure Pty Ltd
Development Number:	23022220
Nature of Development:	Demolition of building construction of a carwash comprising three manual bays and one automatic bay, a dog wash, two vacuum bays, four EV charging bays, 6m Pylon sign, fencing, car parking, manoeuvring areas and landscaping, new access to Staehr Street and amendment to drive through, car parking and landscaping associated with Hungry Jacks fast food restaurant. Project Number 23218T
Zone/Sub-zone/Overlay:	11 TANUNDA RD NURIOOTPA SA 5355, 13 TANUNDA RD NURIOOTPA SA 5355, 5-9 TANUNDA RD NURIOOTPA SA 5355, 1 STAEHR ST NURIOOTPA SA 5355
Subject Land:	Staehr Street Nuriootpa
Contact Officer:	Aaron Curtis
Phone Number:	08 85638444
Close Date:	18 th October 2024

My name*: Malcolm Simpkin	My phone number: [REDACTED]
My postal address*: [REDACTED]	My email: [REDACTED]

** Indicates mandatory information*

My position is:	☐ I support the development
	☐ I support the development with some concerns (detail below)
	☒ I oppose the development

1-3



Government of South Australia
Department for Trade
and Investment

The specific reasons I believe that consent should be ~~granted~~/refused are:

I am concerned about the proposed new driveway on Staehr Street. It will increase traffic volume on Staehr Street, posing safety risks to both residents and pedestrians. Additionally, it will add to congestion at the corner of Tanunda Road and Staehr Street.

Currently, at this corner, patients and carers using the Medical Centre, park on both sides of Staehr Street right to the corner of Tanunda Rd. This leads to one lane only access on Staehr Street. When this occurs, cars entering Staehr Street from Nuriootpa town Centre using Tanunda Road, need to turn blindly into the middle of Staehr Street to see if it's all clear to proceed. If they encounter a vehicle travelling towards them, there is a risk of a collision.

In this instance, if they need to reverse then they are at risk again by reversing into traffic on Tanunda Road.

If the development goes ahead, the new driveway on Staehr Street will add further congestion and risk to this unsafe corner.

In the development plan, the circulation road west of Hungry Jacks was amended to provide two way flow to and from the car wash area as there were concerns regarding the volume of one way drive through traffic onto Staehr Street. If this amendment provides adequate flow into, within and out of the wash area, then why is there a need for a driveway on Staehr Street at all.

The developers survey estimates up to 10% of Hungry Jacks customers will use the Staehr Street driveway to enter and exit. I would think faced with the option of exiting to a road carrying 13,000 vehicles per day or a street carrying 338 vehicles per day, many more than 10% would use Staehr Street especially with hot food and on an express trip to their destination.

If they exit via Staehr Street driveway then again many would instead of turning right to the busy Tanunda Road and congested corner, choose to turn left to the quiet Staehr Street to continue their express journey to their destination. This route would be very popular with customers heading to the eastern side of Nuriootpa and Tanunda Rd. This unnecessary increase in traffic volume and at many hours during the day, will be an absolute shock and nuisance to Staehr Street residents.

The development is not needed, there are vacuum machines at OTR, there is a charging EV station nearby at the shopping centre and this huge company's dog wash will put unnecessary pressure on local small business operators. There is also an automatic car wash at the OTR. The sad thing about this second automatic wash is, on its proposed location there now stands a beautiful, large and majestic tree. This tree is a visual, sound and dust buffer between Tanunda Road and Staehr Street. To remove the view of this beautiful shady tree and replace it with a wash bay will be a great loss to local residents, the community, the birds and wildlife using it and it will probably lower residential real estate values in Staehr Street.

If the development goes ahead, Staehr Street should be closed to through traffic, with a barrier on the eastern or New Road side of the Coates Hire driveway. This barrier will allow restricted access to waste removal and emergency vehicles only. Another option would be converting Staehr Street to one-way traffic, to flow from New Road to Tanunda Road with one lane access and a speed hump at the same barrier location.

Regardless of the outcome of the developer's proposed plan, both sides of Staehr Street from Tanunda Road to the Medical Centre driveway should be designated no-parking to improve traffic flow and safety. Another reason why I oppose this development is the wash bay area is going to use a lot of water, which may lead to drainage issues and negative impact on Staehr Street residents.

Also, the parklands on the opposite side of Tanunda Road are very peaceful, beautiful and a popular recreation area for people of all ages. Having the wash bay adjacent will disturb the peace, it will be better away from the centre of the town and more suited to an industrial area.

I hope Council will reject the plan and keep this precious part of the town unchanged and retain the community feel of these parklands, which are much loved by locals and travellers from this country and abroad.

[attach additional pages as needed]



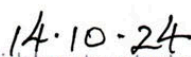
Note: In order for this submission to be valid, it must:

- 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 consent should be granted or refused; and
- comment only on the performance-based elements (or aspects) of the proposal, which does not include the:

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: Click 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:  [Click here to enter text.](#)

Return Address: [Click here to enter text.](#) [relevant authority postal address] or

Email: development@barossa.sa.gov.au

Complete online submission: plan.sa.gov.au/have_your_say/notified_developments

**Development Application - 23022220
13 Tanunda Rd Nuriootpa SA 5355**

Applicant's response to representations

11 November 2024

Aaron Curtis

Team Leader - Planning

Development Services | The Barossa Council

Lodged online via PlanSA Portal

Dear Aaron,

Development Application 23022220 – OTR Nuriootpa Carwash Addition comprising three manual bays, one automatic bay, one dog wash bay, two vacuum bays, four EV charging stations, 6m Pylon, fencing, car parking and landscaping at 13 Tanunda Road, Nuriootpa

Reference is made to the DA 24004492 lodged with The Barossa Council (the Council) on 22 November 2023. The proposed development comprises a carwash addition (to an existing Retail Fuel Outlet) comprising three manual bays, one automatic bay, one dog wash bay, two vacuum bays, four EV charging stations, 6m Pylon, fencing, car parking and landscaping at 13 Tanunda Road, Nuriootpa (the Proposal).

Pursuant to section 107(3)(a) of the *Planning Development and Infrastructure Act 2016* (PDI Act), the relevant authority gave public notice of the application from 26 September 2024 to 18 October 2024 which closed with 6 representations made under section 107(3)(b) of the PDI Act– 1 in support and 5 opposing.

Under section 107(3)(c) of the PDI Act, the relevant authority forwarded to the applicant a summary of the representations. The **Annexure A** accompanying this letter is in response to all the 6 representations.

I trust that the material provided with this letter is sufficient to allow the Council to continue their assessment of the application. If you require any further information, please do not hesitate to contact me on 0469 292 052 or by email at K.Baak@peregrine.com.au.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Kuol Baak', with a stylized flourish at the end.

Kuol Baak

Town Planner

PC Infrastructure Pty Ltd

270 The Parade, Kensington, South Australia 5068
PO Box 322, Kensington, South Australia 5068
Telephone 08 8333 9777 Fax 08 8333 9788

Page 1 of 7

Development Application - 23022220
13 Tanunda Rd Nuriootpa SA 5355

Applicant's response to representations



Ref:	Representation	Applicant response
1	Representor 1 - D and S Harrison "I oppose the development" based on proposed access to Staehr Street. Would like to talk to their representation at the decision-making hearing for this development. Opposing due to traffic concerns on Staehr Street.	Please see attached a TIA Report, dated 1 November 2024, addressing traffic concerns.
2	Representor 2 - Sara Gleeson "I support the development with some concerns" I do not wish for a driveway access to Staehr Street. There are safety concerns for children and the extra traffic. There are noise concerns for residents of Staehr Street. I worry about the extra rubbish that will flow down the street from people cleaning their cars. I suggest there is no access to Staehr street and the access to our residential area remains fenced. Aren't there enough driveways already? I don't really like the whole plan but would be ok with it if there were no exits/entries to Staehr Street.	Please see attached a TIA Report, dated 1 November 2024, addressing traffic concerns.
3	Representor 3 - Donna and Mirek McNally "I oppose the development" based on proposed access to Staehr Street. "Proposed development - application number 23022220 ,Happy Wash Nuriootpa. The specific reasons we (Donna and Mirek McNally of 14 Staehr Street Nuriootpa) believe that planning consent should be refused for the above proposed development are as follows 1) Happy Wash proposes an entry and exit of traffic into and out of its wash area via a Staehr street entrance located at the northwest end of the road near the Staehr street/Tanunda road intersection. There are three businesses located on this end of Staehr street ,Barossa Psychology, Barossa Valley Medical Centre and Coates Hire. During Business hours this area is congested with cars parked along the street on both sides as people access these	Please see attached a TIA Report, dated 1 November 2024, addressing traffic concerns.

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 PO Box 322, Kensington, South Australia 5068
 Telephone 08 8333 9777 Fax 08 8333 9788

Development Application - 23022220
13 Tanunda Rd Nuriootpa SA 5355



Applicant's response to representations

businesses. This reduces the road to a single lane in this section for approximately 250 meters. Addition traffic entering and exiting this proposed development will further add to traffic congestion at this end of Staehr Street. Traffic entering from Tanunda road into Staehr Street will potentially face an elevated risk of vehicle accident as one turns into Staehr Street with limited visibility if cars are parked near the corner. This forces the driver to the middle of the road to negotiate around the parked cars. Photos attached, car and truck parking encounter. 2) The cars parked along Staehr Street at the north west end of the road reduce visibility of vehicles entering and exiting the proposed development increasing risk to pedestrians and other vehicle drivers. The installation of the 2.1 meter high sound mitigation fence along Staehr Street will limit driver visibility when entering and exiting the proposed car wash area. 3) Traffic entering and exiting the OTR site and Hungry Jacks already poses a significant risk to pedestrians and cyclists on Tanunda road when using the roadway or footpath on the OTR side. The aim of this business is to increase sales via Hungry Jacks and the proposed development. This will increase vehicle entering and exiting this facility, thus the potential risk to cyclists and pedestrians due to the increased interaction. 4) When drivers using Hungry Jacks and the proposed car wash realise that they can not exit via Staehr Street into Tanunda Road due to congestion during business hours logic would indicate they travel south east along Staehr Street towards New Road. This will result in increased traffic movement within a residential area increasing the risk to local residents. 5) Noise. The 24 hour, 7 days a week proposed car wash operates a high pressure car wash at 96db and vacuum units loaded 81db. Would Question how the developer intended to maintain the stated average noise levels 51db during the day and 48db at night as the complex ages and what recourse do residence have if these noise levels are not maintained at the stated levels from the Sonus report with consideration that this proposed development borders on a residential area on two sides.	Please see attached a TIA Report, dated 1 November 2024, addressing traffic concerns. Please see attached a Traffic Impact Assessment Report (TIA Report), dated 1 November 2024, addressing traffic concerns. Please see attached a TIA Report, dated 1 November 2024 addressing traffic concerns. Please see attached an Acoustic Report addressing noise concerns, dated 10 November 2024.
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Development Application - 23022220
13 Tanunda Rd Nuriootpa SA 5355



Applicant's response to representations

	6) Currently the plans presented B99 Swept Paths Map and additional developmental maps all indicate that the existing car wash will remain. I would question why the proposed development of the Happy Wash Nuriootpa is needed as the current one provides for the community's needs. One has to consider the effect the commercialisation of this area will have upon the families living along Staehr Street. Effects will include increased noise, increased traffic flow, increased risk to pedestrians and cyclists and the effect overflow lighting will have on residents living adjacent to the site. Regards Donna McNally Mirek McNally"	Please see attached an Acoustic Report addressing noise concerns, dated 10 November 2024. In addition, the previously submitted Light Spill Assessment Report, dated 29 May 2023, addresses the concerns raised about the "effect overflow lighting will have on residents living adjacent to the site."
4	Representor 4 - Vivian Castro "I oppose the development" Would like to talk to their representation at the decision-making hearing for this development. "I, the undersigned resident of Nuriootpa for the past 25 years, strongly oppose the proposed development outlined in application number 23022220. This development seeks to establish a 24/7 car wash, including three pressure wash stations, with an entry and exit driveway onto Staehr Street. Our opposition is based on serious concerns about the safety and well-being of our community. Firstly, the existing OTR service station already provides a fully operational car wash, which adequately meets the needs of our town's population. Its entry and exit points are appropriately located on Murray Street, a major thoroughfare, which minimizes traffic in residential areas. Nuriootpa is a peaceful country town, celebrated for its tranquillity, wineries, and stunning landscapes. Residents and visitors alike treasure its charm, and this proposal threatens to disrupt the character of our town. The proposed driveway on Staehr Street would funnel increased traffic into a residential area, creating safety risks for pedestrians, especially children, who frequently use nearby parks, including the skate park and children's park. The petrol station on Murray Street already has three driveways, and adding another driveway onto Staehr Street would further compromise pedestrian safety in a neighbourhood where foot	Whether the existing car wash adequately meets the needs of [the] town's population is a commercial and it is neither a reason for granting Planning Consent nor a reason for refusing Planning Consent. Please see attached a TIA Report, dated 1 November 2024 addressing traffic concerns.

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Development Application - 23022220
13 Tanunda Rd Nuriootpa SA 5355



Applicant's response to representations

	traffic is common. Additionally, a 24/7 car wash will inevitably increase noise levels in the area, disturbing the quiet atmosphere that residents cherish. The constant hum of pressure washers, especially during late hours, will detract from the peaceful environment that defines our community. Water management is also a pressing concern. The area already faces drainage issues along the main road, and this development could exacerbate these problems, leading to further disruptions for residents. Furthermore, road safety is a key issue. The proximity of the proposed driveway Staehr Street to the main road would heighten the risk of accidents. Introducing additional vehicle flow into a residential area with an already operational car wash on Murray Street makes this development unnecessary and redundant. It's worth noting that a similar proposal for a driveway onto Staehr Street was rejected by the Council about 15 years ago due to concerns over pedestrian and vehicle safety. These concerns remain just as valid today. Finally, Nuriootpa already has ample petrol stations, car wash services, and EV charging facilities. Another car wash would not benefit the community but would instead create unwarranted competition for local businesses while diminishing the town's quiet character. In conclusion, this proposed development endangers the safety of our residents, undermines the peaceful atmosphere of our town, and is not in line with the needs of the community. We respectfully urge the Council to reject this application based on these significant concerns."	Please see attached an Acoustic Report addressing noise concerns, dated 10 November 2024. Please see attached a TIA Report, dated 1 November 2024 addressing traffic concerns.
5	Representor 5 - Brett Beinke "I oppose the development" Would like to talk to their representation at the decision-making hearing for this development. I, a resident of Nuriootpa for the past 25 years, strongly oppose the proposed development outlined in application number 23022220. This development seeks to establish a 24/7 car wash, including three pressure wash stations, with an entry and exit driveway onto Staehr Street. My opposition is based on serious concerns about the safety and well-being of our community. Firstly, the existing OTR service station already provides a fully operational car wash that adequately meets the needs of our town. Its entry and exit points are	Whether the existing car wash adequately meets the needs of [the] town's population is a commercial and it is neither a reason for granting Planning Consent nor a reason for refusing Planning Consent.

270 The Parade, Kensington, South Australia 5068
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Development Application - 23022220
13 Tanunda Rd Nuriootpa SA 5355



Applicant's response to representations

appropriately located on Tanunda Road, a major thoroughfare, which minimizes traffic in residential areas. Nuriootpa is a peaceful country town, celebrated for its tranquillity, wineries, and stunning landscapes. Both residents and visitors treasure its charm, and this proposal threatens to disrupt the character of our town. The proposed driveway on Staehr Street would increase traffic in a residential area, creating safety risks for pedestrians, especially children who frequently use nearby parks, including the skate park and children's park. The OTR station already has three driveways on Tanunda Road, and adding another driveway onto Staehr Street would further compromise pedestrian safety in a neighbourhood where foot traffic is common. Additionally, a 24/7 car wash will inevitably increase noise levels, disturbing the quiet atmosphere that residents cherish. The constant hum of pressure washers, particularly during late hours, will detract from the peaceful environment that defines our community. Water management is also a significant concern. The area already faces drainage issues along Tanunda Road, and this development could exacerbate these problems, causing further disruptions for residents. Furthermore, road safety is at risk. The proximity of the proposed Staehr Street driveway to Tanunda Road would heighten the likelihood of accidents. With an existing car wash on Tanunda Road, this new development is both unnecessary and redundant. It's worth noting that about 15 years ago, the Council rejected a similar proposal for a driveway onto Staehr Street due to concerns over pedestrian and vehicle safety. These concerns are still valid today. Nuriootpa already has ample petrol stations, car wash services, and EV charging facilities. Another 3 car wash would not benefit the community but would instead create unnecessary competition for local businesses while diminishing the town's quiet character. Moreover, demolishing a house in good condition, where people currently live, would be a significant loss for the community, especially considering the current housing shortage. It would be more beneficial to build townhouses or units on the adjacent land to help address this issue. Additionally, the approximately 100-year-old pepper tree in the area supports local wildlife and serves as a sound buffer for residents from the busy road and petrol station. Losing this tree would be heart-	Please see attached a TIA Report, dated 1 November 2024 addressing traffic concerns. Please see attached a TIA Report, dated 1 November 2024 addressing traffic concerns. Please see attached an Acoustic Report addressing noise concerns, dated 10 November 2024. Please see attached a TIA Report, dated 1 November 2024 addressing traffic concerns. The existing pepper tree is not native to the area and the Proposal leaves in place existing soft landscaping and proposes a substantial additional soft landscaping, well above the requirement of Deemed-To-Satisfy provisions of the Planning and Design Code.
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Development Application - 23022220
13 Tanunda Rd Nuriootpa SA 5355



Applicant’s response to representations

	wrenching for many of us. In conclusion, this proposed development poses risks to the safety of our residents, undermines the peaceful atmosphere of our town, and does not align with the community’s needs. I respectfully urge the Council to reject this application based on these significant concerns. Thank you for your attention to this important matter.	
6	Representor 6 - Malcolm Simpkin “I oppose the development” Would like to talk to their representation at the decision-making hearing for this development. Access to Staehr Street, etc – similar reasons made by Representor 3 - Donna and Mirek McNally.	Please see attached a TIA Report, dated 1 November 2024, addressing traffic concerns. Please see attached an Acoustic Report addressing noise concerns, dated 10 November 2024.



7 November 2024

Zak Valiff
Manager Traffic & Civil Engineering
Peregrine Corporation
270 The Parade
Kensington SA 5068

MELBOURNE
Level 6, 350 Collins St Melbourne VIC 3000
T: +61 3 9020 4225
SYDNEY
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HOBART
Level 4, 116 Bathurst St Hobart TAS 7000
T: +61 400 535 634
CANBERRA
Level 2, 28 Ainslie Pl Canberra ACT 2601
T: +61 2 9068 7995
ADELAIDE
Level 21, 25 Grenfell St Adelaide SA 5000
T: +61 8 8484 2331
DARWIN
Level 1 Suite 2A, 82 Smith St Darwin City NT 0800
T: +61 8 8484 2331

Sustainable Transport Surveys Pty Ltd
ABN: 18 439 813 274

www.salt3.com.au

Dear Zak,

Re: OTR Nuriootpa – Proposed Car Wash Facility – Response to Representations
Project No: 23218T

I refer to our recent correspondence regarding the proposed car wash facility at OTR Nuriootpa. SALT has reviewed the representations made to Council regarding the development and have summarised the common traffic concerns together with our response to each theme below.

Theme: Traffic Congestion

- *Concerns raised include increased traffic on Staehr Street, congestion caused by the increased traffic volumes in combination with the level of on-street parking occurring for surrounding businesses.*
- *Increased traffic southeast along Staehr Street to New Road when motorists find they can not turn out from Staehr Street onto Tanunda Road*
- *There is an expectation that more than 10% of the current Hungry Jack's Traffic will enter and exit via Staehr Street.*

SALT Response

SALT has adopted a conservative approach to determining the traffic generation associated with the development proposal. We have completed an empirical assessment based on every car wash being subject to a wash time of 10 minutes which considered to be an average of the available automatic wash programs. Three of the bays are manual wash bays and manual car wash bays are likely to have far longer turnover times. Additionally, we have assumed that during the development peak all four wash facilities will be fully utilised for the hour.

The actual volume is likely to be lower than our estimates as not all wash bays will be used at once and it is unlikely that any one facility will turnover every 10 minutes for the peak hour.

Notwithstanding, based on the assumptions adopted, the car wash facility is anticipated to generate 24 vehicles per hour, which equates to 1 vehicle every 2.5 minutes. While the empirical traffic generation will potentially include some new traffic that would not otherwise have been at the site before, such as a planned trip to the site specifically to use the car wash only. Most of the traffic associated with the car wash will be via passing trade already occurring on the road network, including customers who visit the site to refuel or visit the Hungry Jacks site.

While traffic for the car washes may enter and exit via Staehr Street the 24 vehicles per hour that are estimated are likely to be distributed between the Staehr Street and Tanunda Road accesses. A 10% distribution has been adopted for development traffic on Staehr Street based on experience with similar developments that are primarily accessed from the arterial road, but which also have a side-street access.



The resulting traffic volume on Staehr Street is therefore anticipated to be low and not expected to have an appreciable impact on the existing traffic volumes on Staehr Street.

SALT has adopted an assumption of no more than 10% of Hungry Jack's traffic entering and exiting via Staehr Street based on experience with fuel station and quick service restaurants located on the corner of local and arterial roads, as well as consideration to the proposed site layout.

Under the proposed design, vehicles exiting via the drive-thru will encounter a less circuitous route existing the site via the Tanunda Road access than turn onto Staehr Street to then exit onto Tanunda Road. Furthermore, traffic leaving Hungry Jacks are more likely to utilise the Tanunda Road access if traffic and parking on Staehr Street is problematic, as has been suggested. It is likely that any traffic that travels east along Staehr Street would be originating from that surrounding area and that being the case would be likely to exit onto Tanunda Road and then enter Staehr Street under existing conditions.

Theme: Traffic Safety / Risks

- *The addition of a crossover on Staehr Street will increase traffic and the safety risk to pedestrians, including children using nearby parks.*
- *The proposal will increase risk of vehicle collisions as parking on both sides of Staehr Street during the day limits the width of the street down to one lane.*
- *Staehr Street contains a number of businesses including SA water which operate commercial vehicles along the street, concerns raised regarding the risk of conflict.*
- *The cars parked on Staehr Street at the northwestern end could reduce visibility for vehicles entering and exiting the proposed development, increasing risk to pedestrians and motorists.*
- *2.1m high noise-wall along Staehr Street frontage could obstruct sight distance to vehicles and pedestrians creating a safety risk.*
- *Increased risk to pedestrian and cyclist safety on Tanunda Road.*
- *Proximity of Staehr Street access to intersection with Tanunda Road would increase risk of crashes.*

SALT Response

The development proposal seeks to modify an existing crossover onto Staehr Street. It is noted that along the frontage of the site, there is no pedestrian footpath provision, and an unsealed footpath commences on the northern side of Staehr Street much further to the east. Given the low volume of traffic that we anticipate using Staehr Street, as discussed above, we do not consider there to be a significant risk to pedestrians resulting from traffic associated with the car wash.

Although we acknowledge the concerns regarding parking issues on Staehr Street and the narrowing of the carriageway that this results in, the level of parking should result in a lower speed environment and as identified in our response above, only a very low volume of traffic associated with the car wash is anticipated to use Staehr Street. It is unlikely that the car washes will be heavily utilised during the network peak when Staehr Street is anticipated to carry the most traffic. While car washes can be used by customers throughout the day, generally, customers who are working will use them in the evenings, on their way home from work or at weekends, when traffic and parking on Staehr Street is likely to be lower.

Sight distance has been reviewed from the car wash area. Vehicles exiting the wash will observe vehicles entering the site through the front of the vehicle and not to the side, so the car wash wall should not impact sight distance.

The minor increase in traffic associated with the car washes, noting most of the traffic will be passing trade, is not anticipated to have an appreciable impact on risk or safety for cyclists or pedestrians along Tanunda Road. There is a circulation road at the eastern side of the site that provides an internal connection between the OTR and Hungry Jack's site which traffic may use to avoid turning onto Tanunda Road to access the adjacent site. Currently drive-thru traffic generally queues within the parking aisle, which can make parking difficult at peak periods and potentially obstructs the circulation road from OTR. The development proposal seeks to provide a separate drive-thru lane for Hungry Jacks, which will address the queueing within the car park area and ensure the circulation road from the OTR site is clear to provide access to the Hungry Jack's site.

2



The Staehr Street access will be located approximately 25 metres east of the intersection with Tanunda Road and meets the requirements of AS/NZS2890.1 for locations of accesses outside of the prescribed prohibited areas around intersections. Vehicles parked west of the access may from time to time partially obscure sight distance to vehicles approaching from Tanunda Road however, this is typical of many local roads and is found with other local businesses in the area. The risk of vehicles exiting the site onto Staehr Street is considered low based on the low volume of traffic generated by the car wash and likely approach speed of vehicles on Staehr Street when fully parked.

I trust this addresses the representations received, however should you have any queries regarding our response, please feel free to contact me.

Yours sincerely,



Ian Bishop
Associate (NT & SA)
SALT
M: 0481 300 250
Ian.Bishop@salt3.com.au



The logo for sonus. features the word "sonus." in a lowercase, red, sans-serif font. The period is a small dot. The logo is centered within a dark gray rectangular area.

Peregrine Corporation
270 The Parade
KENSINGTON PARK SA 5068

S7757C2

Attention: Kuol Baak

10 November 2024

Dear Kuol,

**HAPPY WASH NURIOOTPA
RESPONSE TO REPRESENTATIONS**

An environmental noise assessment was previously conducted for a proposal to locate a car wash facility adjacent to the existing OTR Nuriootpa site, at 13 Tanunda Road, Nuriootpa. The assessment was summarised in Sonus report "S7757C1", dated May 2023.

Representations

As part of the Development Application process, a number of representations have been received. Some of the representations relate to the assessment of noise. In particular, comments include:

"A 24/7 car wash, particularly with pressure wash stations, will significantly increase noise levels, disrupting the peace and quiet that residents value, especially during night hours."

"There are noise concerns for the residents of Staehr Street."

"The 24hour, 7 days a week proposed car wash operates a high pressure car wash at 96db and vacuum units loaded 81db. Would Question how the developer intendeds to maintain the stated average noise levels 51db during the day and 48db at night as the complex ages and what recourse do residence have if these noise levels are not maintained at the stated levels from the Sonus report with consideration that this proposed development borders on a residential area on two sides."

"One has to consider the effect the commercialisation of this area will have upon the families living along Staehr Street. Effects will include increased noise..."

"Additionally, a 24/7 car wash will inevitably increase noise levels in the area, disturbing the quiet atmosphere that residents cherish. The constant hum of pressure washers, especially during late hours, will detract from the peaceful environment that defines our community."

"... the parklands on the opposite side of Tanunda Road are very peaceful, beautiful and a popular recreation area for people of all ages. Having the wash bay adjacent will disturb the peace..."

Happy Wash Nuriootpa
Response to Representations
10 November 2024
Page 2 of 2

sonus.

Response

Performance Outcome 4.1 (**PO4.1**) of the Interface between Land Uses section of the Code specifically requires noise from developments to *not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers)*. The Deemed-to-Satisfy / Designated Performance Feature provision for PO4.1 references the *Environment Protection (Noise) Policy 2007* (the **Policy**). The Assessment established objective environmental noise criteria for nearby sensitive receivers in accordance with the Policy. It is noted that although this Policy has since been replaced, the criteria do not change for the replacement *Environment Protection (Commercial and Industrial) Noise Policy 2023*.

Acoustic treatments such as boundary fences, and doors to the entry and exit of the automatic car wash bays, were recommended to ensure compliance with the environmental noise criteria established for the development. Comparable noise mitigation measures have been demonstrated to be effective at similar facilities.

Based on the Assessment, the facility has been designed such that it will *not unreasonably impact the amenity of sensitive receivers*, in accordance with the provisions of the South Australian *Planning and Design Code*.

If you have any questions or require clarification, please call me.

Yours faithfully
Sonus Pty Ltd



Chris Turnbull
Principal

+61 417 845 720
ct@sonus.com.au



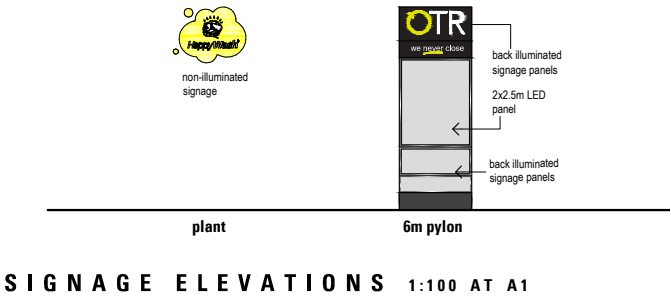
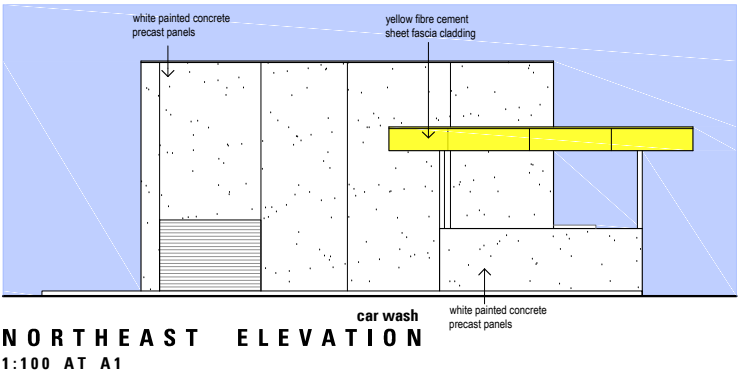
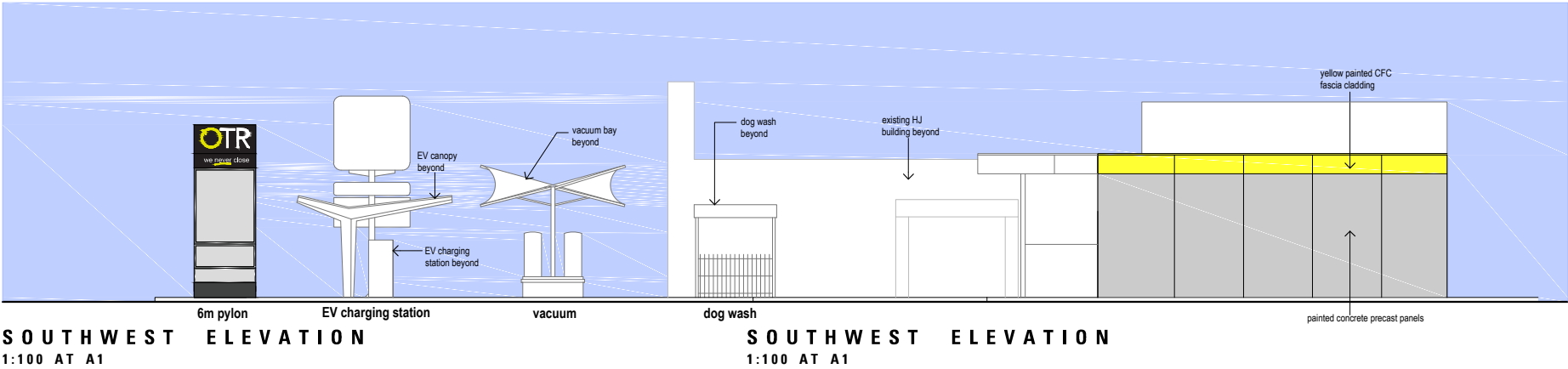
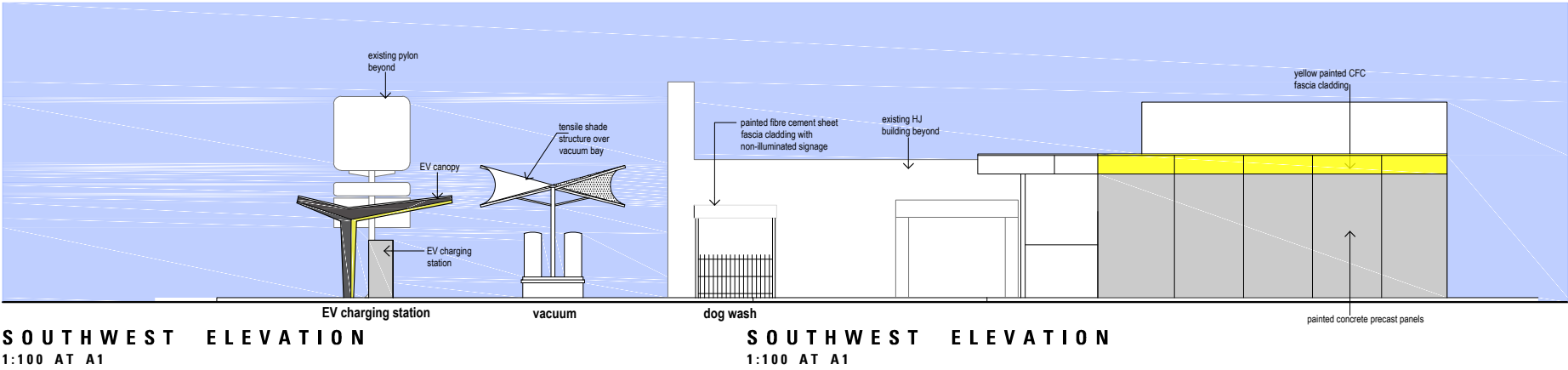
HAPPY WASH NURIOOTPA
13 TANUNDA ROAD, NURIOOTPA

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18.09.24
22JN1509 SK01r

ADS Architects
93 Gilles Street Adelaide 5000 T:82232244





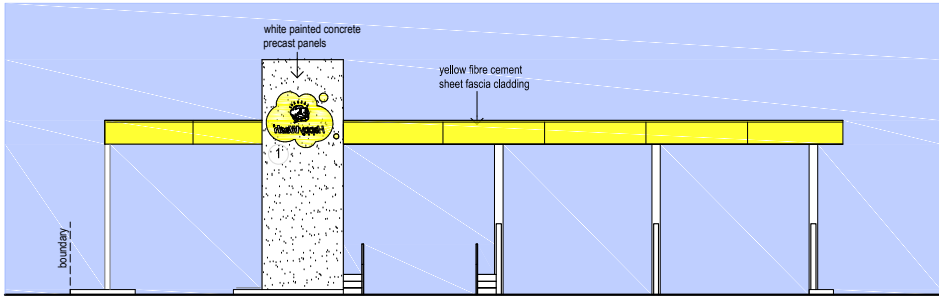
HAPPY WASH NURIOOTPA
13 TANUNDA ROAD, NURIOOTPA



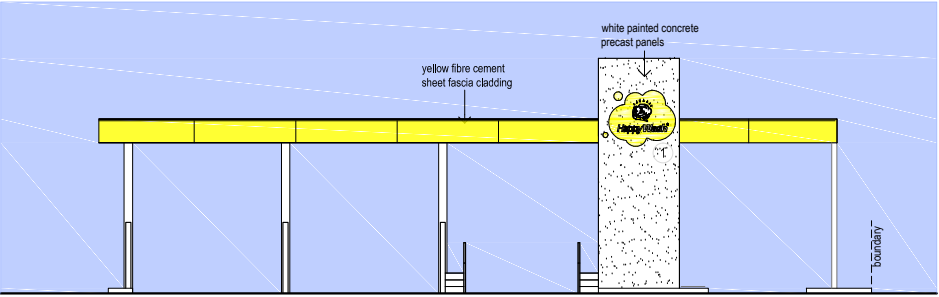
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PLANNING

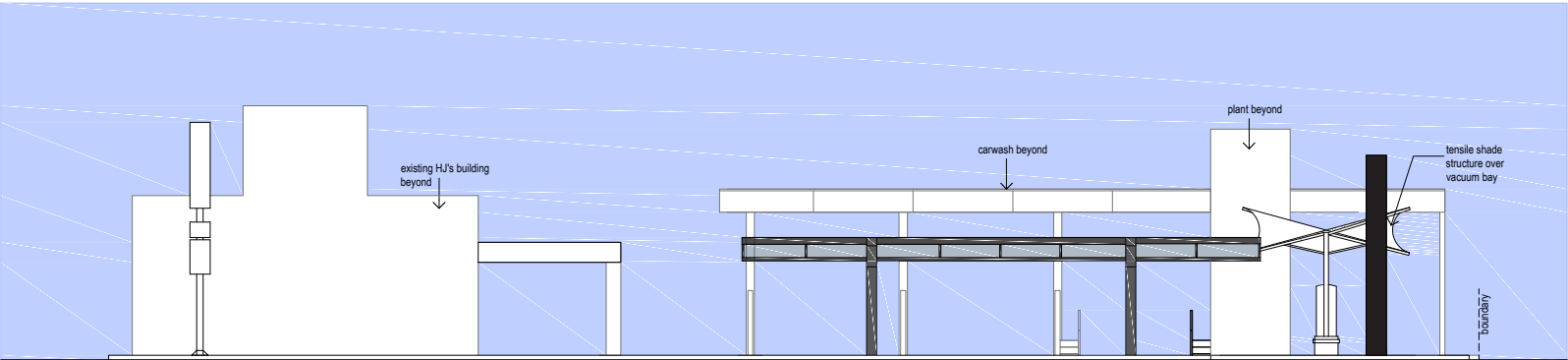
ADS Architects
93 Gilles Street Adelaide 5000 T:82232244



SOUTHEAST ELEVATION
1:100 AT A1



NORTHWEST ELEVATION
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NORTHWEST ELEVATION
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HAPPY WASH NURIOOTPA
13 TANUNDA ROAD, NURIOOTPA

PLANNING

18.09.24
22JN1509 SK02e

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Scale 1:200 at A1

ADS Architects
93 Gilles Street Adelaide 5000 T:82232244

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In reply please quote 2023/00407/01, Process ID: 1742
Enquiries to Mr Jaswanth Lella
Telephone (08) 7133 3433
E-mail: dit.landusecoordination@sa.gov.au

**Government of South Australia**Department for Infrastructure
and Transport**TRANSPORT STRATEGY AND
PLANNING DIVISION**

Transport Assessment

GPO Box 1533
ADELAIDE SA 5001

ABN 92 366 288 135

20 December 2023

Ms Janine Lennon
The Barossa Council
43-51 Tanunda Road
Nuriootpa SA 5355

Dear Ms Lennon

SCHEDULE 9 - REFERRAL RESPONSE

Development No.	23022220
Applicant	Peregrine Corporation
Location	5-13 Tanunda Road, Nuriootpa
Proposal	Construction of a carwash, a dog wash, two vacuum bays, four EV charging bays, an 8m Pylon sign, fencing, car parking and landscaping

The above application has been referred to the Commissioner of Highways (CoH) in accordance with Section 122 of the *Planning, Development and Infrastructure Act 2016*, as the prescribed body listed in Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017*.

CONSIDERATION

The subject site abuts Tanunda Road, an arterial road under the care, control and management of the CoH as well as Staehr Road and New Road which are local roads under the control of Council. Tanunda Road is identified as a Major Freight Route and a Major Tourist Route under the Department for Infrastructure and Transport's (DIT's) *A Functional Hierarchy for South Australia's Land Transport Network*. This section of Tanunda Road carries approximately 15,700 vehicles per day (3% commercial vehicles) and has a posted speed limit of 50 km/h.

Access and Sightlines

The subject development proposes the construction of a carwash comprising three manual bays and one automatic bay, a dog wash, two vacuum bays, four EV charging bays and an 8m Pylon sign, along with fencing, car parking and landscaping.

The Department has reviewed the development and is generally supportive of the intent of the access arrangements. However, it is noted that the relocated access on Murray Street is likely to result in conflict with the car wash exit as insufficient separation is provided. It is recommended that the access design be refined to provide greater separation and delineation.

It is noted that the Staehr Street access is located 6m from tangent point, which is consistent with the Planning and Design Code. However, sightlines between vehicles turning from Tanunda Road onto Staehr Street to the Staehr Street access are obstructed by the presence

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of the proposed transformer, first EV charging park and pylon sign. It is recommended that as a minimum the transformer should be re-located to a position that does not impact on driver sightlines.

Signage and Floodlighting

It is noted that the proposed pylon sign will be illuminated and will incorporate LED displays. The Department has reviewed the proposed signage against the '*Advertising Signs Assessment Guidelines for Road Safety*' publication and recommends that the following conditions be applied to minimise impacts to road safety:

- Illuminated signage shall not flash, scroll, move or imitate a traffic control device in any way.
- The LED fuel price signs, shall incorporate white LED on a black background only. These signs may change on an as-needs basis. The time taken for consecutive displays to change shall be no more than 0.1 second.
- The LED signs affixed to the pylon sign shall be permitted to display one self-contained message every 45 seconds. The time taken for consecutive displays to change shall be no more than 0.1 second.
- Signage shall not be permitted to operate in such a manner that could result in impairing the ability of a road user by means of high levels of illumination or glare. Accordingly, all illuminated signs visible from the arterial road network shall be limited to a low level of illumination (i.e. < 150Cd/m²), except in the case of electronic signage, which shall be limited to the following stepped luminance levels:

Ambient Conditions	Sign Illuminance Vertical Component (Lux)	Sign Luminance (Cd/m ²) Max
Sunny Day	40000	6300
Cloudy Day	4000	1100
Twilight	400	300
Dusk	40	150
Night	<4	150

- The operational system for the fuel price sign/s shall incorporate an automatic error detection system that will turn the display off or to a blank, black screen should the screen or system malfunction.
- Any floodlighting associated with the site shall be positioned and/or shielded so as to not produce glare or create a distraction for passing motorists on the abutting roads.

ADVICE

The Department does not object to the intent of the proposed development subject to appropriate sightlines being achieved and adjustments being made to the Murray Street access design. The planning authority is directed to attach the following conditions to any approval:

1. A final access and car parking plan shall be submitted to the satisfaction of the Department for Infrastructure and Transport prior to Building Consent being granted. All access and car parking shall be in accordance with this plan.

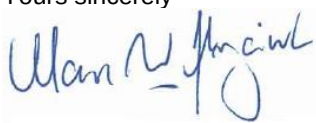
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2. The access points shall be suitably signed and line-marked to reinforce the desired traffic flow.
3. All vehicles shall enter and exit the site in a forward direction.
4. Sightlines between the Tanunda Road/Staehr Road junction and the Staehr Road access shall be maximised. The transformer shall be located so that it does not impact on driver sightlines at the access points, the Tanunda Road/Staehr Road junction or between the Tanunda Road/Staehr Road junction and the Staehr Road access.
5. Stormwater run-off shall be collected on-site and discharged without impacting the integrity and safety of the adjacent roads. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Yours sincerely



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

#21014525

7. REPORTS – REVIEW OF ASSESSMENT MANAGER DECISIONS (PLANNING, DEVELOPMENT AND INFRASTRUCTURE ACT 2016)

Nil.

8. REPORTS – PANEL UPDATES

Nil.

9. REPORTS – OTHER BUSINESS

9.1 Variation to Barossa Assessment Panel Delegations - Updates to Legislation

INTRODUCTION

The *Planning, Development and Infrastructure Act 2016* (PDI Act) confers powers directly on:

- Council as a Council, Designated Authority and Designated Entity
- Council as a Relevant Authority
- **the Barossa Assessment Panel as a Relevant Authority; and**
- the Assessment Manager as a Relevant Authority.

These powers are separated into four Instruments of Delegation, Instruments A – D.

Relevant Authorities, including the Barossa Assessment Panel, may delegate their powers and functions pursuant to Section 100 of the PDI Act. Used well, delegations improve effectiveness and efficiency by allowing the day-to-day operations and administration to be carried out by staff, who have the relevant expertise and experience to deal with such matters.

Council's Delegation Register and instruments are based on Local Government Association (LGA) templates. The LGA has recently issued an update to its delegation instruments under the PDI Act, amending Instruments A, B, C and D.

This report seeks the Panel's consent to authorise amendments to Instrument C – delegations from the Barossa Assessment Panel (BAP) to the Assessment Manager.

A copy of the amendments to Instrument C – delegations, is contained in **Attachment 1**.

DISCUSSION

The LGA's delegation framework has been reviewed and updates have been identified in the PDI Act and Planning and Design Code (PD Code).

New Provision

- New provision relating to Outline Consent

CONCLUSION

The Barossa Assessment Panel now has the opportunity to consider these new provisions identified through legislative amendments for delegation to the Assessment Manager under Instrument C, being the Instrument of delegation under the *Planning Development and Infrastructure Act 2016*.

RECOMMENDATION

That the Barossa Assessment Panel:

- (1) In exercise of the power contained in Section 100 of the *Planning, Development and Infrastructure Act 2016*, the powers and functions under Instrument C and specified in the proposed Instruments of Delegation contained in Attachment 1 of the report entitled "Variations to Barossa Assessment Panel Delegations – Updates to Legislation" are hereby delegated

from 3 September 2024, to the position of Assessment Manager except where otherwise indicated in the Attachment, subject to the conditions and limitations specified in the proposed Instrument of Delegation.

- (2) Such powers and functions may be further delegated by the Assessment Manager in accordance with Section 100(2)(c) of the *Planning, Development and Infrastructure Act 2016*, unless otherwise indicated herein or in the Schedule of Conditions contained in the proposed Instrument of Delegation.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES

Attachment 1 Amendments to the Delegations Register - BAP Report Attachment
- 31 August 2024 [↓](#) 

INSTRUMENT C – INSTRUMENT OF DELEGATION UNDER THE PLANNING, DEVELOPMENT AND INFRASTRUCTURE ACT 2016, REGULATIONS, PLANNING AND DESIGN
CODE AND PRACTICE DIRECTIONS OF POWERS OF AN ASSESSMENT PANEL

NEW PROVISIONS

#	Delegation Source	Provision	Item Delegated	Delegate	Conditions & Limitations
752644	Planning, Development and Infrastructure (General) Regulations 2017	r57(2)(b)	41. Notice of Decision (Section 126(1)) 41.1 The power pursuant to Regulation 57(2)(b) of the General Regulations to provide notice via the SA Planning Portal and to determine if necessary to give notice to the applicant in some other way determined to be appropriate by the delegate.	Director Development and Community Services, Manager Development Services, Building Surveyor, Senior Assessment Officer (Planning), Administration and Technical Support Officer (Development Services), Executive and Project Support Officer (Development and Community Services), Assessment Officer - Planning , Assessment Officer - Building, Cadetship Assessment Officer - Building	

10. REPORTS – CONFIDENTIAL

Nil.

11. NEXT MEETING

Wednesday 22 January 2025 commencing at 5.00 pm

12. CLOSURE OF MEETING

The Presiding Member will declare the meeting closed.