

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, 2 December 2025, commencing at 5.00 pm

Aaron Curtis
Assessment Manager



AGENDA

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.

Plans contained in this agenda are subject to Copyright Laws.

All meetings are recorded and the recording will be available to view on the Council's website.

INDEX

1. Welcome	3
2. Attendance	3
3. Confirmation of Minutes	3
4. Business Arising from Minutes	3
5. Declaration of Interest by Members of the Panel	3
6. Reports – Application for Decision (Planning, Development and Infrastructure Act 2016)	
6.1 25011361 - 37 Moppa Road South Nuriootpa	4
Applicant: Marty Rosenzweig on behalf of Hahn Corporation Representors: Christopher Jones Robby Falkenberg Marianne Nelson Jason Millward	
6.2 25032235 - 13-21 Washington Street Angaston	147
Applicant: Ben Kromwyk on behalf of The Barossa Council Representors: Carmel Connors	
7. Reports – Review of Assessment Manager Decisions (Planning, Development and Infrastructure Act 2016)	269
Nil	
8. Reports – Panel Updates	269
Nil	
9. Reports – Other Business	
9.1 Barossa Assessment Panel Meeting Schedule 2026	270
9.2 Assessment Manager's Quarterly Report - July 2025 - September 2025	271
10. Reports – Confidential	274
Nil	
11. Next Meeting	274
12. Closure of Meeting	274

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 4 November 2025 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 25011361 - 37 Moppa Road South Nuriootpa

APPLICANT:	Scott Butler
REPRESENTORS:	Christopher Jones Robby Falkenberg Marianne Nelson Jason Willward

APPLICATION DETAILS

PROPOSAL	Truck and trailer parking facility (expansion of existing road transport terminal) with associated four (4) security lighting towers (up to 6 metres in height) and acoustic earthen mound (up to 1.5 metres in height) with an acoustic fence sited atop (2 metres in height) and associated altered internal driveway, stormwater management and landscaping area
APPLICANT	Scott Butler
OWNER	Hahn Corporation
APPLICATION NO	25011361
CERTIFICATE(S) OF TITLE	CT 6023/382
AREA	Approximately 8.7 hectares
CURRENT USE	Road transport terminal (truck and trailer parking facility)
PLANNING AND DEVELOPMENT CODE VERSION	Version 2025.9 – 15 May 2025
PLANNING AND DESIGN CODE EXTRACT LINK	Relevant Code Extract
ZONE	Employment Zone
OVERLAYS	Character Preservation District Hazards (Bushfire – Medium Risk) Hazards (Flooding - Evidence Required) Native Vegetation Prescribed Water Resources Area Traffic Generating Development Water Protection Area Water Resources
APPLICATION TYPE	Code Assessment – Performance Assessed
PUBLIC NOTIFICATION	Notified – Sign on land required
REFERRALS	Nil
PREVIOUS APPLICATIONS	960/633/2006 – Road Transport Terminal 960/970/2008 – Land Division 960/546/2011 – Replace Process Tanks

ASSESSING OFFICER	Paul Vivian (Consultant Planner)
RECOMMENDATION	That Planning Consent be GRANTED subject to Reserved Matters and Conditions

INTRODUCTION

The site owner seeks Development Approval for a truck and trailer parking facility (expansion of existing road transport terminal) with associated four (4) security lighting towers (up to six metres in height) and acoustic earthen mound (up to 1.5 metres in height) with an acoustic fence sited atop (two metres in height) and associated altered internal driveway, stormwater management and landscaping areas at 37 Moppa Road South, Nuriootpa.

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 nine representations were received, of which four representors have requested to be heard. One late representation was received but cannot be considered as a formal representation.

The representors concerns relate to adverse noise, dust, odour, light spill, stormwater management and drainage, health and respiratory issues and general industry and residential interface conflicts.

This application is subject to a 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.*

No statutory referrals were required for assessment of this application.

The site contains an existing 'road transport terminal' that was approved by Council pursuant to Development Application 960/633/2006. This development was subject to 43 conditions including 20 site management conditions imposed by the Environment Protection Authority. There were no conditions restricting the number of heavy vehicles to be on the subject site at any given time or in relation to the hours of operation of the facility. The facility has been operational for many years and the site is now owned and operated by the Hahn Corporation. Based on their website, they primarily operate as a bulk wine transport company servicing a direct need in the Barossa Valley region.

The site is in the Employment Zone where a diverse range of low-impact light industrial, commercial and business activities are envisaged. The continuation and expansion of the truck and trailer parking facility is considered to accord with the intent of this zone. It is acknowledged that the subject site is bordered by residential, rural and other commercial activities and there is a local complexity in the number of different zones in close proximity to each other.

The applicant has provided an Environmental Noise Assessment and a lighting plan to demonstrate that relevant interface assessment criteria are met. The expansion of the facility towards existing residential properties such as 99 Moppa Road South is acknowledged, however, the relevant Planning and Design Code guidelines have been demonstrably satisfied by the applicant. This includes some revisions to the

proposal such as reduction in height of light towers, increase in height of the acoustic fencing and revised landscaping species selection to address representor concerns.

An assessment of the proposal has taken place against the Planning and Design Code which reveals general compliance with the Desired and Performance Outcomes. It is considered that the proposal is an expansion to an appropriate land use in the Employment Zone and the key amenity 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 37 Moppa Road South Nuriootpa as shown in Certificate of Title 6023/382. The Hahn Corporation also owns the adjoining land (CT 5310/38) which contains an existing detention basin and landscaping. The applicant has not included this detention basin in their site plan as it remains unchanged as part of this proposal.

The subject land is irregular in shape and has a series of angled boundary alignments that takes on form of a wedge-shape and has direct Moppa Road street frontage with three existing access points. The primary access point is at the northern boundary of the site via a 50 metre wide crossover constructed in reinforced concrete. This access point is where heavy vehicles enter and exit the subject land. The other two access points are on the western side of the site frontage (one roughly opposite to 78 Moppa Road South and the other 50m further south) and are informal and unpaved.

The northern access point is approximately 350 metres west of the junction of Moppa Road South with Old Kapunda Road and the junction with Old Kapunda Road terminates with the Sturt Highway approximately 150 metres further north. Thus, the site has good connectivity to the Sturt Highway.

The site contains a 'road transport terminal' (as approved under Development Application 960/633/2006) comprising:

- An approximate 10,000 square metre area for truck and trailer parking
- Office building adjacent to the main access point
- An approximate 1,700 square metre undercover truck bay building and workshop
- A range of water storage and other tanks including two large fire tanks at the southern end of the developed portion of the site
- Waste water management system and associated effluent dam
- Circulation and internal driveways
- A former dwelling and shed
- Perimeter landscaping and fencing

A copy of the Development Approval for Development Application 960/633/2006 is contained in **Attachment 1**.

The subject site has a neat and tidy appearance and is well maintained. The balance of the site, south of the established road transport terminal, comprises approximately 4 hectares of land that is devoid of vegetation and has no built form improvements. This area has frontage to Moppa Road north of approximately 150 metres.

The site has a relatively gentle slope with a general fall of around 5 metres from the northwest corner of the site (282.5 metres AHD) towards the southeastern corner (277

metres AHD) over a distance in excess of 400 metres. The most notable change in level occurs within the existing detention and retention basins where the natural landform has been modified to capture over ground water flows and store and dispose of stormwater. Immediately south of allotment 91 is a basin that has raised mounds around the boundary of approximately 4,000 sqm in size. The undeveloped portion of the site to the south and west of this basin grades generally from east down to Moppa Road south.

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

As shown on **Figure 2** the locality is made up of properties fronting Moppa Road South to the west which comprise several vineyards and rural residential sized allotments containing dwellings, the residential subdivision framed by Atze Parade to the east, the Sturt Highway to the north, rural residential properties (albeit in a Rural Zone) immediately north (bounded between the site and Sturt Highway) and a small cluster of residential sized allotments containing dwellings also in the Rural Zone. Further south on the opposite side of Moppa Road south, there is a recycling depot located within the Strategic Employment Zone.

Sensitive receivers about the site along the eastern and southern boundaries. These include urban residential sized properties along Heath Place, Klæbe Court, Rosenberg Court and Atze Parade. The residential land to the east commenced construction in 2014, post approval of the road transport terminal. Dwellings are characterised generally of single storey buildings on comparatively modest allotment sizes. There is also a small group of dwellings between 99 and 115 Moppa Road South on allotments circa 1,000 square metres or greater in area. These appear to be older dwellings likely constructed prior to 2000.

This diversity in land use is reflected in the zoning framework with Rural, Neighbourhood, Employment and Strategic Employment Zones all within the locality.

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

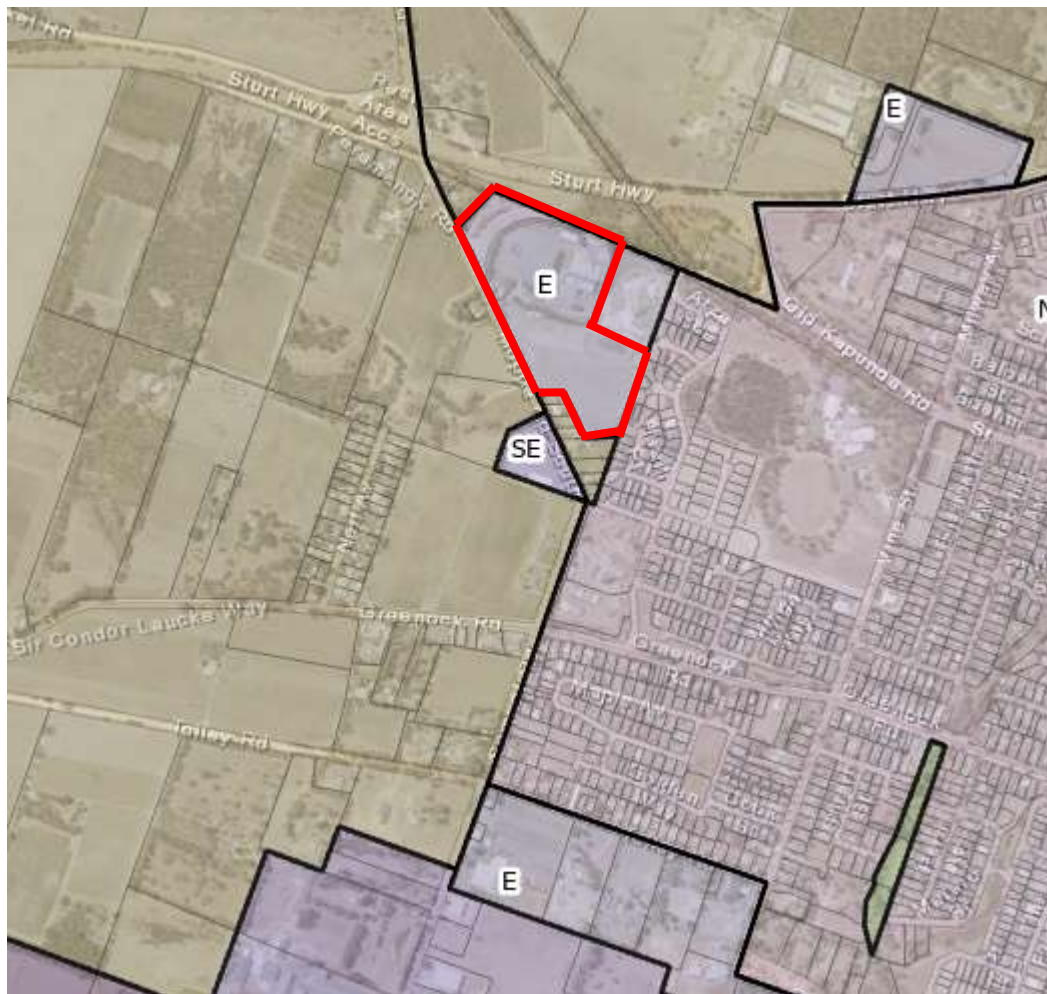


Figure 1: Zone Map – subject site in red

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**.

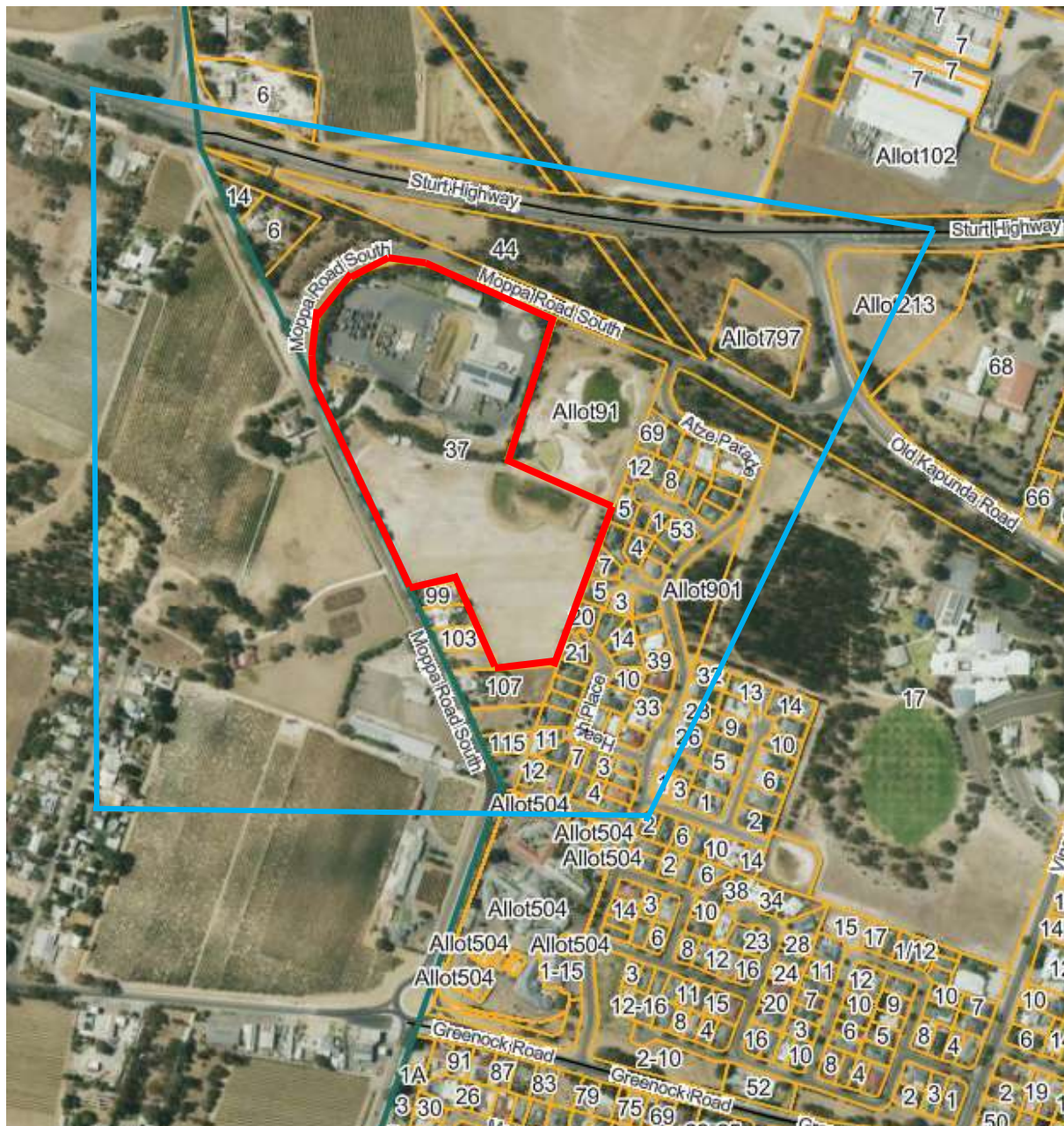


Figure 2: Aerial – Locality, site in red, locality in blue



Figure 3: Aerial – Site



Figure 4: Site Photo – Internal site facing west to locked service gate



Figure 5: Site Photo – Looking south-east towards development site



Figure 6: Looking south-east towards development site



Figure 7: Site Photo - Looking south-east towards eastern side of development site



Figure 8: Site Photo - Looking south-west towards development site



Figure 9: Site Photo – From north-eastern corner of proposed parking area looking east towards residential properties to the east



Figure 10: Site Photo – Internal site looking north to existing building



Figure 11: Site Photo – Internal site looking north-west to existing truck parking area



Figure 12: Site Photo – Internal site of an existing carparking area looking east



Figure 13: Site Photo – Internal site looking south over stormwater basin towards existing buildings



Figure 14: Site Photo - Internal site looking south over stormwater basin towards existing buildings



Figure 15: Site Photo – View from Moppa Road South looking east towards development site



Figure 16: Site Photo – View from Moppa Road South looking south-east towards development site



Figure 17: Site Photo – View from Moppa Road South looking north-east towards development site



Figure 18: Site Photo – View looking south-east along Moppa Road South



Figure 19: Site Photo - View looking north-west along Moppa Road South



Figure 20: Site Photo – View from Moppa Road South looking south-east towards development site showing fence to adjoining residential site



Figure 21: Site Photo – View from Moppa Road South looking east towards southern portion of development site showing adjoining residential site



Figure 22: Site Photo – View from Moppa Road South looking north towards development site

PROPOSAL

The key elements of the proposal are:

- Construction of a new truck and trailer parking area (having total area of 8,100 square metres) on undeveloped land to the south of the existing parking area. This forms a continuation of the existing use of the site for truck and trailer parking.
- Internal driveway connection to the existing exit point onto Moppa Road South.
- All weather gravel surface treatment internally with concrete perimeter kerbing.
- Two upgraded car parking areas having total capacity for 60 vehicles.
- Four x six metre high light poles and security lighting.
- Landscape swales, open detention ponds and earth mounding.
- Cyclone mesh fencing and 2 metre acoustic fencing adjacent 99 Moppa Road South and a section of Moppa Road South frontage.
- Additional internal and perimeter landscaping supported by expanded irrigation system (342 plants in total with selected non-wattle native species).
- Proposed detention basin achieving total volume of 600 m³ and swale.

The extended facility will have capacity for:

- AB Triple Trailers – 22 spaces
- Semi- Trailers – 14 spaces
- Prime Movers – 20 spaces
- Staff – 60 spaces

All vehicles will continue to use the primary entry point. Trucks will not enter or exit via the two existing access points on the western frontage of Moppa Road South (and therefore access is directed away from 78 Moppa Road South).

The hours of operation are stated as follows:

- Sunday night to Friday night – between 6.00 am and 11.00 pm, truck parking/leaving the site.
- Vintage (mid/late January through to early/mid-April) – seven nights a week

The intent of the proposed development is to provide continued support for the local viticulture industry in the bulk transportation of wine as a food grade product.

Attachment 2 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 as it was not considered minor in nature.

The table below provides details of the public notification process:

Representations

Nine representations were received during the public notification period:

- Christopher Jones
- Tony Niutta
- Aaron Slattery
- Shaun Falkenberg
- Delwin Rohrlach
- Robby Falkenberg
- Marianne Nelson
- Jason Millward
- Ruben Martin

One late Representation was received but has not been considered as a formal representation, as follows:

- Stephanie Hough

Person wishing to be heard:

Of the nine representations received, four wish to be heard

- Christopher Jones
- Robby Falkenberg

- Marianne Nelson
- Jason Millward

Applicant

Marty Rosenzweig from Hahn Corporation, the Applicant wishes to appear to respond to representations.

Time period for Public Consultation 27 August to 16 September 2025

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

Summary of Representations**Representors****Applicant's Response***Land Use**Land Use*

- | | |
|--|---|
| <ul style="list-style-type: none"> • The proposal represents a major intensification of industrial use directly adjoining a long-established residence. • In principle issue with original approval and scale of activity close to residential properties. | <ul style="list-style-type: none"> - The proposal does not involve expansion of the company's fleet. The expansion is intended to improve the daily management and safe operation of these assets by relocating parking to a new area, thereby allowing prime-mover (PM) parking to be situated as far as practicable from nearby residences. - While the design accommodates the largest possible vehicle combinations (AB triple containers), the primary purpose of the expanded area is for smaller, quieter vehicles within our tanker fleet and the associated prime movers. - In allowing the proposed parking area for our trailers will alleviate the need for us to relocate the trailers to our Light Pass depot daily. Significant truck movements will be removed as a result which provides not only a commercial benefit but more importantly will eliminate trucks from travelling along the valley floor. |
|--|---|

*Noise Impact**Noise Impact*

- | | |
|---|--|
| <ul style="list-style-type: none"> • Close proximity of residential properties to the proposed truck parking area and potential for adverse noise impacts. | <ul style="list-style-type: none"> - The proposal includes a revision to the height of the southern boundary fence, increasing the height from 1.5 metres to 2 metre atop of the 1.5 metre earthen mound. |
|---|--|

- The noise barrier is insufficient and will not address matters such as truck mounted air conditioners and maintenance activities.
 - Request noise suppression along Moppa Road South as the proposal includes about 144 truck trailer combinations using the area in a period from 10.00 pm to 6.00 am each night.
 - Support the proposal if acoustic barrier including mound, planting and acoustic fence is applied to east side of proposal (six metres width, total three metres in height).
- Resonate have been engaged to prepare an acoustic report for the development. Resonate have provided the following comments in relation to interface impacts:
- A thorough noise assessment has been carried and has been informed by measurement of a sample of the current fleet of Hahn Corp prime movers and tankers/trailers. Environmental noise controls are nominated to comply with the objective requirements of the SA EPA Noise Policy. The assessment has taken a conservative approach and includes a 5dB penalty to account for a potential "annoying" character of trucks moving along the proposed site.
 - In-situ maintenance of trucks or trailers is not planned for the extension area. These activities will be relocated to the current facility or held during regular operating hours 7.00 am to 10.00 pm.
 - It has been confirmed that prime movers will not have reversing beepers installed.
 - None of the fleet of tankers/trailers will have generators or air conditioning condensers.
 - The noise assessment considers the height of the controlling noise sources associated with the prime movers when moving i.e. the engine and the exhaust. At low speeds noise emissions from the engine (at about 2.5 metres) is the controlling source rather than from the exhaust (3.5 – 4 metres).
 - The operation of air brakes has been included in the assessment and is based on measurements of a sample of the Hahn Corporation fleet of vehicles.

Odour Impact

- Existing strong odour issue associated with the facility. Council advise this is associated with the wastewater system. Concerned that issue will worsen if the business expands. Do not support the proposal until this issue is resolved.

Odour Impact

- Concerns about these matters are linked to current operations and are being resolved independently by Hahn Corporation and The Barossa Council.

Dust Impact

- Adverse amenity and air quality impacts from use of coarse gravel in parking areas.

Dust Impact

- The proposal includes revisions to the extent of sealed surface.
- Clean metal screenings will be used as surface layer over compacted rubble base for the inner trailer park trafficable area to further mitigate any risk of dust.
- The surface will continually be managed to ensure the rubble layer remains covered and is not exposed.

Light Spill

- Will lighting be installed in accordance with AS/NZS 4282:201?
- Visual impact and nighttime intrusion from proposed flood lighting. Has appropriate investigation and mitigation strategies been incorporated?

Light Spill

- The updated site lighting plan features shorter poles and new placements, providing enough light for staff safety without brightening the whole area.
- Truck lights can be used without the high beam at night since the lighting in the yard is adequate for visibility.
- Existing western boundary planting along with the intended earthen mound and additional planting will provide suitable screening to block truck low beams before they run parallel to the western boundary, in line with Moppa Road South traffic.

Landscaping

- Plant species selection and respiratory issues.

Landscaping

- The revised landscape plan recommends various plant species for the earthen mound on the southern boundary and nearby areas. Allergenic species will be substituted

- *Unsure if there is sufficient setback from side boundaries to establish a proper fence line.*
- with denser evergreen varieties that are better suited to the local environment.

- *All proposed landscaping will be irrigated, consistent with the current facility boundary plantings. Where possible, the height of returns along the western and eastern mounds will be increased, as indicated on the landscape plan.*

Stormwater Management

- *Potential for stormwater impacts outside of subject land.*
- *Concerned with potential flood risk.*

Stormwater Management

- *The proposal will not affect the management of stormwater, trade waste, or sewer in the current facilities.*
- *GAMA has undertaken the stormwater calculations for a 1% ARI (equivalent to 1 in 100 year storm event) to size the detention pond.*
- *Concerns have been raised regarding stormwater run-off from the presently vacant allotment. The site is kept in good condition and the plan features a controlled stormwater collection area designed to release water according to council engineering standards for discharge onto Moppa Road South.*
- *The earthen mounds around the perimeter will function as physical barriers during heavy rainfall, preventing excessive water from entering neighbouring properties.*
- *The drainage system works using gravity alone, so it does not depend on sump pumps or electrical power.*

Wastewater Management

- *How is additional wastewater to be managed?*

Wastewater Management

- *The proposal will not affect the management of trade waste or sewer in the current facilities.*

Mosquito concerns

- *Previous mosquito issues which could be a problem again?*

Mosquito concerns

- *Hahn Corporation has an existing mosquito treatment plan for current*

stormwater and recycled water areas, aimed at ensuring worker comfort.

What is the construction timeframe - Not stated.

- Construction time frame and related stress to occupiers.

Note that the applicant had indicated in their response to representations that "The current use of the sleeper cabin air conditioning units is required to assist drivers sleeping at night during the warmer months". It was identified that this statement was in conflict with the Environmental Noise Assessment from Resonate. Accordingly, the applicant has indicated they wish to withdraw this aspect of the development. A condition precluding the use of icepacks during the nighttime period is contained within the recommendation.

A copy of the representations and the late representation are contained in **Attachments 3 and 4** respectively and the applicant's response is contained in **Attachment 5**.

REFERRALS

External

This application was not subject to any referrals pursuant to Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017* and Part 9 of the Planning and Design Code

Internal

The following internal advice has been received from staff:

Engineering Services

The applicant has engaged Gama to prepare a stormwater management plan for the site.

Engineering Services have advised there are outstanding matters relating to the stormwater design that are to be addressed. These matters include the permitted rate of discharge to kerb, site detention, use of pre-development time of concentration and run-off coefficients, non-specific IFD values (including coordinates) and details of site outfall.

Engineering advises the outstanding issues can be addressed subject to further amendments and detail being included in the design. It is anticipated further area for detention volume is likely to be required. Noting there is sufficient area available to accommodate for potential increase in the volume of detention.

It is proposed that the outstanding matters relating to the stormwater management plan

Environmental Health

are addressed by way of a Reserved Matter which must be addressed prior to grant of Development Approval.

There is existing trade waste water irrigation area underneath the trees/shrubs planted between the current bitumen surface of the car parking areas and the proposed new car parking area to be developed. A copy of the existing irrigation area is shown on a plan contained in **Attachment 6**. This area will need to be relocated to achieve setback distances as required by the Wastewater Systems Code. There is adequate space on the site in which to relocate, subject to approval pursuant to the SA Public Health Act 2011. A Reserved Matter is recommended in relation to this matter.

We are also advised that Hahn Corporation has recently installed a new wastewater system on-site which connects to the trade waste system. This is a separate matter that has no bearing on the assessment of the development application. Council is working with the Hahn Corporation to ensure that all wastewater approvals are in place.

ASSESSMENT

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

Planning and Design Code Extract Link	Relevant Code <u>Extract</u>
---	--

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. A full and proper assessment of the application relating to design, proximity to sensitive receivers, character impacts, siting, stormwater management and access/parking has been undertaken. On balance, the proposal is considered to satisfy the relevant provisions of the Planning and Design Code.

The expansion of the site in the form of additional truck and trailer parking to an existing road transport terminal is considered to be appropriate within the Employment Zone as a value adding industry in the Barossa Valley region. On this basis, the proposed development 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 site is located at the edge of Nuriootpa township with direct frontage to Moppa Road South and connecting to the Sturt Highway nearby to the north via Old Kapunda Road. Adjoining development comprises viticulture, residential and other employment activities.

The proposed light poles and on-site works will not adversely impact the existing visual character of this part of Nuriootpa noting the modest built form and appearance consistent with existing form of development on the site. New earth mounds and perimeter landscaping will improve the streetscape presentation of the site.

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

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

Assessment

Land Use

Employment Zone	
Desired Outcomes	
DO 1	A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities.
DO 2	Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces..
Relevant Performance Outcomes/Designated Performance Features	
Land use and Intensity	
PO 1.1 A range of employment-generating light industrial, service trade, motor repair and other compatible businesses servicing the local community that do not produce emissions that would detrimentally affect local amenity	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.

The subject site is currently owned and operated by Hahn Corporation as a truck and trailer parking facility primarily used for bulk wine transport. This facility was approved by The Barossa Council as a road transport terminal in 2006 and has been operating in accordance with its Development Approval more than ten years.

The existing facility contains office and administration facilities and a large workshop building for truck cleaning, repairs and maintenance. The proposed development comprises an expansion of the existing land use within the undeveloped portion of the site, with the balance of the undeveloped land of some 125 metres depth acting as a buffer to residential properties to the east. The proposed development does not require additional office, workshop or other built floorspace to support additional on-site parking. Hahn Corporation advise that the additional parking area is not for an increase in their truck inventory, rather it will allow for more efficient operation of their facilities in a competitive economic environment for the wine industry.

A road transport terminal (or truck and trailer parking facility) is not specifically defined in Part 7 Land Use Definitions of the Planning and Design Code. Road transport terminal was however defined in the now repealed *Development Regulations 1993* and meant “*land used primarily for the bulk handling of goods for transport by road, whether or not the land is also used for – (a) the loading and unloading of vehicles used to transport such goods; or (b) the parking, servicing or repairing of vehicles used to transport such goods.* The existing and proposed site operations (albeit with no transfer function) broadly fit within this former definition.

While a road transport terminal (or similar use) is not listed within the list of uses in DTS/DPF 1.1, the proposed development is considered to meet Performance Outcome (PO) 1.1 as it is an employment generating activity that services the local (viticultural) community and will not unreasonably affect the locality based on the assessment of the effects of the development as outlined in this report. It is also noted that the existing use is established on the site and the proposed development takes on the character of the existing use. As such, the proposed form of development is considered to be acceptable.

Built form and character

<i>Built form and character</i>	
<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</i> None are applicable.
<i>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>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>DTS/DPF 2.2</i> None are applicable.

- d) *using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.*

The locality is mixed in character with generally wide open character to Moppa Road South, however, variations in the streetscape are clearly apparent due to the range of built form typologies befitting the diverse mix of land uses including urban residential. Most buildings are single storey in height with street setbacks allowing for front yard landscaping and/or car parking areas for commercial development.

The proposed development only comprises the erection of fencing and the construction of four six metre high light poles. These have been reduced from twenty metres in height to address concerns raised by representors and in order to reduce their visual impact. The new modest light poles have minimal visual impact and are a necessary security function.

The totality of land occupied by the expanded facility is 5.7 hectares (including basins), noting the site is in excess of eight hectares. This is not considered overdevelopment of a site in an Employment Zone and is considered to be appropriate in context of the very large land holding. While there is substantial hardstand proposed, generous buffers are proposed around the perimeter of the hardstand area to accommodate for mounded landscaping having a maximum six metre depth, stormwater detention and retention basins. In addition, an undeveloped buffer space will be accommodated primarily in the eastern half.

With the inclusion of the landscaped buffers, the plantings areas will screen the new hardstand so as to achieve high visual and environmental amenity as desired by PO 2.1.

Building height and setbacks

Building height and setbacks											
PO 3.1 <i>Buildings are set back from the primary street boundary to contribute to the existing/emerging pattern of street setbacks in the streetscape.</i>	DTS/DPF 3.1 <i>Buildings setback from the primary street boundary in accordance with the following table:</i> <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 site 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 site 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 site 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 does not share the same primary street frontage – the setback of the existing building </td></tr> <tr> <td>There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building</td><td>Five</td></tr> </tbody> </table> For the purposes of DTS/DPF 3.2: <i>Building walls are no closer than two metres to the secondary street boundary:</i> (a) <i>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</i>	Development Context	Minimum setback	There is an existing building on both abutting sites sharing the same street frontage as the site 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 site 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 site 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 does not share the same primary street frontage – the setback of the existing building	There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building	Five
Development Context	Minimum setback										
There is an existing building on both abutting sites sharing the same street frontage as the site 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 site 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 site 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 does not share the same primary street frontage – the setback of the existing building										
There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building	Five										

	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 <i>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.</i>	DTS/DPF 3.2 <i>Building walls are no closer than 2 metres to the secondary street boundary</i>
PO 3.4 <i>Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.</i>	DTS/DPF 3.4 <i>Building walls are set back at least three metres from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available.</i>
PO 3.5 <i>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.</i>	DTS/DPF 3.5 <i>Building height is not greater than:</i> a) the following: b) in all other cases (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)) - two building levels up to a height of nine metres. <i>In relation to DTS/DPF 3.5, in instances where:</i> c) 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. d) 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 only proposed structures are the four, six metre high light towers and acoustic fencing which is proposed to be two metre high on top of a 1.5 metre mound. The height of these structures does not conflict with PO 3.5.

The hardstand area will be setback four metre from the Moppa Road South boundary with increased setback of in the order of at least eight metre from the southern

boundary to account for the six metre mounded landscaping and stormwater detention.

Given the proposed development is primarily for truck and trailer parking as an extension of the existing road transport terminal, no new buildings are necessary or proposed.

Character Preservation Overlay

Character Preservation District Overlay (in township)	
Desired Outcomes	
DO 1	Recognise, protect and enhance the special character of Character Preservation Districts.
DO 2	The long term use of land outside of townships for primary production and associated value adding enterprises is assured and promoted.
Relevant Performance Outcomes/Designated Performance Features	
Built Form and Character	
PO 2.1 Development occurring at the edge of townships is sympathetic to the rural landscape and reinforces a clear transition between townships and rural landscape through measures including: (a) being of a low scale (b) orientating residential development towards the rural area (c) ensuring visual separation from the rural area through landscaping and road reserves	DTS/DPF 2.1 None are applicable
PO 2.2 Development contributes to and maintains the historic identity and character of townships through appropriate: a) form b) scale c) siting d) design e) landscaping.	DTS/DPF 2.2 None are applicable.
PO 4.1 Excavation and filling of land is limited to that associated with (a) minimising the visual impact of buildings (b) or structures construction of water storage facilities.	DTS/DPF 4.1 Excavation and/or filling of land is: (a) no greater than 1.5 metres from natural ground level. (b) only undertaken in order to reduce the visual impact of buildings or structures or to construct water storage facilities.

The site is located at the interface of the Nuriootpa township and is located within the township area of the Character Preservation District.

The form and scale of the proposed development is visually modest with no new buildings or large structures. The locality is generally open in character to Moppa Road South. While the proposed development will result in a change in appearance to Moppa Road South, the new plantings proposed to the site frontage is consistent with that sought in PO 2.1 and 2.2.

The proposal incorporates a section of 1.5 metre high mounding with two metre fence on top, primarily for acoustic mitigation, visual screening and for stormwater management along the boundary with 99 Moppa Road South and a small section of the street boundary. The mound will be fully landscaped. This design approach avoids retaining walls or high fences as per PO 4.1.

Overall, it is considered that the proposal satisfies DO 1 in that it recognises the existing character and responds to it through appropriate design.

Interface between land uses

Interface between Land Uses									
Desired Outcomes									
DO1	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</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	7.00 am to 9.00 pm, Monday to Friday 8.00 am to 5.00 pm, Saturday and Sunday
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	7.00 am to 9.00 pm, Monday to Friday 8.00 am to 5.00 pm, Saturday and Sunday								

	Horticulture Zone	
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 sensitive receivers and zones primarily intended to accommodate sensitive receivers c) housing plant and equipment within an enclosed structure or acoustic enclosure providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.	
PO 4.4 External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.	DTS/DPF 4.4 Adjacent land is used for residential purposes	
Air quality		
PO 5.1 Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive	DTS/DPF 5.1 None are applicable	

receivers) within the locality and zones primarily intended to accommodate sensitive receivers.	
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by: (a) incorporating appropriate treatment technology before exhaust emissions are released. (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.
Light spill	
PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1 None are applicable.

The proposed development adjoins residential development to the east within a Neighbourhood Zone and to the south and east both within a Rural Zone. The subject site is a large holding and the current activity is primarily confined to the northwestern section of the site. The new parking area is positioned south of the existing development area. As noted earlier, a buffer area of some 125 metre in depth will remain undeveloped between the proposed development and the eastern boundary.

Representors have raised concerns in relation to a number of interface impacts from the proposed development including hours of operation, noise, dust, odour and light spill. These matters are assessed under further headings below.

Hours of Operation

There are no operational restrictions on the hours of operation for the existing development. The Environmental Noise Assessment undertaken by Resonate has demonstrated compliance with the *Environment Protection (Commercial and Industrial Noise) Policy 2023* (hereafter the 'Noise Policy') for day and night time.

The applicant advises that "Truck parking and departures occur between 10.00 pm and 6.00 am from Sunday night to Friday night throughout the year, in accordance with the acoustic report on vehicle movements. During the vintage period, which typically runs from late January to late March (though the exact length varies each year), truck movements may occur seven nights a week". The applicant therefore suggests the hours of operation will be more extensive than that stated within the Resonate report which states on page 5 "It is proposed that the truck movements are expected from 6.00 am to 11.00 pm inside the proposed extension with the typical activity outlined in Table 3".

In further discussions with the applicant in relation to this matter, there will also be potential for truck arrivals between 10.00 pm and 6.00 am from Sunday night to Friday

night, although the applicant advises the movements during the nighttime period will be limited and at no stage would they exceed the assumptions modelled by Resonate. Resonate have assessed the proposed facility for day time and night time activities and in their modelling for night time activities (10.00 pm to 7.00 am) have assumed five trucks idling for a five minute each in a 15 minute period and 16 truck movements with tanker/trailer attached in an hour.

Noting the application requests that operations at nighttime be kept open, in event the intensity of movements activities at nighttime were to increase beyond the assumptions modelled by Resonate, it is considered appropriate that the movements be controlled by way of condition in event the application were approved.

The key test for this proposal is that of PO 2.1 which seeks that 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. PO 2.1 advises that the following are relevant considerations in weighing up the suitability of appropriate hours:

- 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.*

In weighing up the appropriateness of the operating hours, the facility is proposed to operate 24 hours but with limitation that truck idling and movements are limited during the night-time period. During vintage, movements will be more intensive.

The primary interface impact is that with the existing dwellings and 99, 101 and 103 Moppa Road South which are located within the Rural Zone. The proposal will incorporate a landscaped mound and acoustic fence to reduce noise levels to this area and provide visual screening.

The buffer is more expansive (in order of 125 metres) to the adjacent Neighbourhood Zone to the east. Similar landscaping buffer is proposed on the eastern side of the truck parking area to mitigate the visual impact of the hardstand although acoustic fencing has not been deemed required.

The operating hours are extensive and will result in an increased intensity of operations at the interface of a sensitive use. On balance, the operations will impact the amenity of sensitive receivers but not so unreasonably as to be in fundamental conflict with PO 2.1. In reaching this conclusion, it is noted that:

- The locality is already established with non-residential uses including that of Hahn Corporation, adjacent vineyards and other employment uses.
- Sturt Highway is a primary freight route located in order of 400 metres north.
- The mounded landscaping and acoustic fencing will provide an appropriate interface to the property at 99 Moppa Road South.
- Except during vintage, operations between 10.00 pm and 6.00 am are expected to be low.

Noise Impact

The existing truck parking area and workshop is located approximately:

- 130 metres from dwellings to the east at 12 Rosenberg Court and 69 Atze Parade
- 60 metres to the dwelling at 78 Moppa Road South
- 170 metres to the dwelling at 99 Moppa Road South.

The eastern portion of the site will remain undeveloped with there being approximately 125 metres buffer between the proposed new parking area and the existing dwellings in the adjacent Neighbourhood Zone to the east. However, the additional truck and trailer parking area will be significantly closer to the southern neighbour at 99 Moppa Road South. As noted earlier, the mounded landscaping will be six metres in depth to this site and at least another two metres when accounting for the depth of the detention basin. Internal movement between the car parks will bring vehicles slightly closer to 78 Moppa Road South albeit separated by perimeter landscaping and the existing road reserve.

The subject land is wholly within the Employment Zone and has a longstanding use for truck and trailer parking for bulk transportation purposes. There is often an inherent interface conflict between activities that can operate for extended hours with the amenity needs of sensitive receivers.

The applicant has engaged Resonate acoustic consultants to undertake an Environmental Noise Assessment. Resonate undertook an inspection of the existing facility in January 2025 to measure typical truck noise including vehicles idling and moving at 15 km/hr (plus door slams). The assessment identifies that truck movements within the new parking area are expected from 6.00 am to 11.00 pm although as noted above the applicant seeks operations during all nighttime periods subject to the limitations regarding the number of trucks idling and number of truck movements. This means that noise sources need to be assessed for both day and nighttime periods in accordance with the *Noise Policy*.

Resonate identified that the closest sensitive receivers were in the Rural and Neighbourhood Zones and allocated the day and night time noise factor dB(A) conforming with these land use categories, which is lifted from the Noise Policy-Table 2(subclause(1)(b)).

Modelling was undertaken in SoundPLAN Environmental Software v 9.0 program, using the ISO 9613-2:1996 algorithm. This methodology has been previously accepted by council and is recognised by the Environment, Resources and Development Court.

In preparing their assessment, Resonate identified that acoustic fencing would be needed on top of the mounding along the boundary with 99 Moppa Road South. Resonate advise that the fencing should be constructed from a solid material such as Colorbond or similar with a minimum of 0.42 BMT and minimum density of 4 kg/m³. In response to the representation from 99 Moppa Road South, the acoustic fencing has now been raised to two metres.

The worst case predicted noise levels in a 15 minute period at noise-affected premises, is therefore presented below for both day and nighttime emissions respectively:

Day time (7.00 am to 10.00 pm)

Worst case prediction location	Predicted noise level, Leq,15min dB(A)	Noise Policy day time criteria, d(A)
78 Moppa Road South (west)	$\leq 47+5 = 52^{(1)}$	54
99 Moppa Road South (south)	$\leq 44+5 = 49^{(1)}$	54
6 Klæbe Court (east)	$\leq 37+5 = 42^{(1)}$	51

Night time (10.00 pm to 7.00 am)

Worst case prediction location	Predicted noise level, Leq,15min dB(A)	Noise Policy day time criteria, d(A)
78 Moppa Road South (west)	$\leq 41+5 = 46^{(1)}$	47
99 Moppa Road South (south)	$\leq 42+5 = 47^{(1)}$	47
6 Klæbe Court (east)	$\leq 34+5 = 39^{(1)}$	44

In both cases Resonate has applied a 5 dB(A) penalty to account for the modulating noise associated with the truck movements.

PO 4.1 outlines 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 *Noise Policy* criteria as outlined in DPF 4.1.

With the acoustic treatments in place, the noise levels predicted at sensitive receivers will be no greater than 52 dB(A) during the day (7.00 am to 10.00 pm) and 47 dB(A) during the night (10.00 pm to 7.00 am). As such, Resonate conclude that the predicted indicative noise levels at the three worst case locations will comply with the *Noise Policy*.

It is considered that DTS/DPF 4.1 is met for the closest sensitive receivers in both the Neighbourhood and Rural Zones.

Lighting

The original proposal comprised three 20 metre high light towers placed at three sides within the new parking area. The lighting scheme was devised to ensure safe operations within the parking area. The siting of the towers and Lux levels were tested to ensure that light spill would pass compliance testing pursuant to Australian Standard 4282.2023 (Outdoor Lighting Obtrusive Effects). The original scheme passed the compliance test for the closest residential property at 99 Moppa Road South.

A number of representors raised concern with the visual impact of the light towers and unacceptable nighttime illumination and associated issues with the enjoyment of their properties. In response, the applicant has amended the lighting plan to comprise four six metre high light poles strategically positioned within the northern section of the parking area. The redesigned lighting system and associated lux levels still meet safety criteria such as AS1158.3.1 (Pedestrian Area Lighting) and also pass the obtrusive light compliance test for 99 Moppa Road South.

On this basis, PO 6.1 is considered to be satisfied.

Air Quality

The proposed development may generate air quality issues through vehicle emissions and/or generation of dust from the proposed parking surface area. Representors raised concerns with dust generation from the crushed gravel surface. The applicant and engineer has responded to these concerns as follows:

- Clean metal screenings will be used as surface layer over compacted rubble base for the inner trailer park trafficable area to further mitigate any risk of dust.
- The company will continually manage this surface to ensure the rubble layer remains covered and is not exposed.

In addition, the applicant has expanded the amount of concrete surface to be utilised in the new parking area and access driveway. The ratio of hard standing concrete circulation area has increased from 7,200 square metres in the original proposal to 9,500 square metres in the revised site layout. The amount of crushed gravel parking area has been reduced from 8,100 square metres to 5,900 square metres. The net result is that there will be lower potential for dust generation from the unsealed surface, thereby minimising air quality impacts on neighbouring properties. Further, the proposed perimeter landscaping provides further opportunity to filter dust.

A condition of consent is recommended to ensure ongoing maintenance of the unsealed surfaces in the manner outlined by the applicant.

A number of representors also raised concerns in relation to odour associated with existing trade waste disposal at the site. The applicant acknowledges these matters are linked to current operations and are being resolved independently by Hahn Corporation in cooperation with The Barossa Council.

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	DTS/DPF 1.3 None are applicable.

ensure efficient and safe movement and minimise potential conflict.	
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or b) not located within 6 metres of an intersection of two or more roads or a pedestrian activated crossing.
PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.	DTS/DPF 3.8 None are applicable
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	DTS/DPF 4.1 None are applicable
Vehicle parking rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: a) availability of on-street car parking b) shared use of other parking areas c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared d) the adaptive reuse of a State or Local Heritage Place.	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.

Vehicle parking areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for integration and shared use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	DTS/DPF 6.3 None are applicable.
PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.
PO 6.7 On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.	DTS/DPF 6.7 None are applicable.

The subject site has direct access to Moppa Road South which is a council maintained road. The road has a heavy duty spray seal appropriate for trucks and larger vehicles and has direct connections to the arterial road network. Existing movement patterns are considered to accord with PO 1.1, 1.2 and 3.1.

The existing site access point has been designed to ensure safe driver sightlines (which meets PO 2.1) and access and egress for heavy vehicle movement. All vehicles can enter and exit the site without creating a hazard as sought by PO 3.2.

The existing internal circulation routes, unloading and parking areas are not altered as part of this application with the new parking area connected via an internal driveway into the existing approved hard stand areas. There is ample space for vehicle movements and Council's Engineering staff have not raised concerns with the proposed layout of the new parking area. All existing and proposed operations are in accordance with PO 1.3 and 1.4 with separate parking areas for passenger vehicles and sufficient loading, unloading and turning areas in order to avoid heavy vehicle traffic interrupting on-site operations or resulting in queuing along Moppa Road South.

The proposed development provides a total of 60 passenger car parking spaces, that are located across the site within line marked areas. This in addition to a further 12 spaces located next to the existing office on the site. 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 a truck parking facility (or equivalent). Customer visits to the site are not frequent, such that majority of car parks will be occupied by staff (truck drivers, office staff and maintenance workers on-site).

Based on site observation, the available parking areas are not fully occupied and there are no known issues of parking overspilling into the adjoining public road system. The activity does not generate significant visitor demand and a portion of drivers arrive and leave with their vehicles as part of the operations of the bulk transport activities. Further, in event that additional parking area was required on-site, there are ample hardstand areas available as well as spillover areas that could be utilised for temporary overflow parking. On this basis, it is concluded there is sufficient on-site capacity to cater for car parking demand at any given time.

Overall, the proposal meets the relevant transport, access and parking policies of the Code, subject to standard conditions such as in relation to the completion of the surface treatments in accordance with the plans and compliance with AS 2890.

Bulk Handling and Storage Facilities

General Development Policies	
Desired Outcomes	
DO 1	<i>Facilities for the bulk handling and storage of agricultural, mineral, petroleum, rock, ore or other similar commodities are designed to minimise adverse impacts on transport networks, the landscape and surrounding land uses.</i>
Relevant Performance Outcomes/Designated Performance Features	
Siting and Design	
PO 1.1 <i>Bulk handling and storage facilities are sited and designed to minimise risks of adverse air quality and noise impacts on sensitive receivers.</i>	DTS/DPF 1.1 <i>Facilities for the handling, storage and dispatch of commodities in bulk (excluding processing) meet the following minimum separation distances from sensitive receivers:</i> (a) <i>bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals), where the handling of these materials into or from vessels does not exceed 100 tonnes per day: 300 metres or more from residential premises not associated with the facility bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility: 300 metres or more from residential premises not associated with the facility.</i> (b) <i>bulk petroleum storage involving individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1,000 cubic metres: 500 metres or more.</i>

	(c) coal handling with: a. capacity up to 1 tonne per day or a storage capacity up to 50 tonnes: 500 metres or more b. capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes: 1000 metres or more.
Buffers and Landscaping	
PO 2.1 Bulk handling and storage facilities incorporate a buffer area for the establishment of dense landscaping adjacent road frontages to enhance the appearance of land and buildings from public thoroughfares.	DTS/DPF 2.1 None are applicable.
PO 2.2 Bulk handling and storage facilities incorporate landscaping to assist with screening and dust filtration.	DTS/DPF 2.2 None are applicable.
Access and Parking	
PO 3.1 Roadways and vehicle parking areas associated with bulk handling and storage facilities are designed and surfaced to control dust emissions and prevent drag out of material from the site	DTS/DPF 3.1 Roadways and vehicle parking areas are sealed with an all-weather surface

The proposed development is associated with the transportation of wine, however, there is nil or limited bulk handling or storage of product on the subject site. Based on known site operations there is no transfer of production on the subject land or dispatch of any agricultural commodities.

It is considered that the proposed developments accords with all above policies in that:

- The siting and design of the truck and trailer parking area appropriately mitigates noise, air quality and light spill impacts on sensitive receivers as guided by compliance with relevant assessment criteria or Australian Standards as per PO 1.1.
- There are wide landscaped areas adjacent Moppa Road South and new landscaping around the perimeter of the parking area which satisfies PO 2.1 and PO 2.2.
- There will be all weather crushed gravel within the internal driveway and parking areas. The ratio of hard stand concrete circulation area has increased from 7,200 square metres in the original proposal to 9,500 square metres in the revised site layout. The amount of crushed gravel parking area has been reduced from 8,100 square metres to 5,900 square metres. The applicant also confirms the gravel will be maintained to prevent dust emissions.

Native Vegetation

Native Vegetation Overlay	
Desired Outcomes	
DO 1	Areas of native vegetation are protected, retained and restored in order to sustain biodiversity, threatened species and vegetation communities, fauna habitat, ecosystem services, carbon storage and amenity values
Relevant Performance Outcomes/Designated Performance Features	
Environmental Protection	
PO 1.1 Development avoids, or where it cannot be practically avoided, minimises the clearance of native vegetation taking into account the siting of buildings, access points, bushfire protection measures and building maintenance.	DPF 1.1 An application is accompanied by: (a) a declaration stating that the proposal will not, or would not, involve clearance of native vegetation under the Native Vegetation Act 1991, including any clearance that may occur: (i) in connection with a relevant access point and/or driveway. (ii) within 10 metres of a building (other than a residential building or tourist accommodation). (iii) within 20 metres of a dwelling or addition to an existing dwelling for fire prevention and control. (iv) within 50 metres of residential or tourist accommodation in connection with a requirement under a relevant overlay to establish an asset protection zone in a bushfire prone area. or (b) a report prepared in accordance with Regulation 18(2)(a) of the Native Vegetation Regulations 2017 that establishes that the clearance is categorised as 'Level 1 clearance'.
PO 1.2 Native vegetation clearance in association with development avoids the following: 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 site is located within the Nuriootpa township and was formerly devoid of vegetation due to previous site clearance. Aerial photography from time of the 2006 development showed the site was devoid of vegetation. As such, new perimeter and

internal plantings on the site have been planted. The applicant has signed a declaration that the proposal will not, or would not involve clearance of native vegetation, pursuant to DTS/DPF 1.1. As such, the proposed development satisfies PO 1.1 and 1.2.

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 3 metres from the street boundary – 1 metre wide or the area remaining between the relevant building and the street boundary where the building is less than 1 metre from the street boundary.</i> <i>Or</i> <i>b) in any other case - at least 1.5 metres 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 revised Landscaping Plan identifies proposed new plantings along Moppa Road South, the common boundary with 99 Moppa Road South and within a self-defined 'internal' boundary.

The species selection has been amended following representor concern regarding the original selection that included wattle species. Landscaping is proposed over the earth mounds (part of visual and acoustic mitigation measures) and within the swales and detention ponds that encircle the proposed parking area. Species are proposed to include a mix of River Shea Oak, Yellow Gum, Blackwood, Mallee Gum, Lilly Pilly and smaller shrubs such as Bottlebrush and Saltbush. The new landscaping will be watered via a drop irrigation system.

The landscaped areas measure between 3.5 metres and six metres which exceeds the minimum width requirements set out in PO 5.1 and 5.2. Combined with undeveloped areas of the site and existing landscaping areas, more than 10% of the site is dedicated for landscaping which satisfies PO 5.2(a). The existing landscaped areas as well as proposed new vegetation is able to be irrigated via reused stormwater and/or wastewater collected on the site.

In summary, the proposed landscape scheme is considered to be appropriate and consistent with PO 5.1 and 5.2.

Wastewater 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.

The proposed development does not necessitate new on-site wastewater systems, however, Council's Environmental Health team advise that there is an existing trade waste water irrigation area underneath the trees/shrubs planted between the current bitumen surface of the car parking areas and the proposed new car parking area to be developed. A copy of the existing irrigation area is shown on a plan contained in

Attachment 6. This area will need to be relocated to achieve setback distances as required by the Wastewater Systems Code.

The existing facility has trade waste and on-site waste disposal infrastructure including a wastewater dam. Council's Environmental Health team advise that Hahn Corporation has recently installed a new wastewater system on-site which connects to the trade waste system. This is a separate matter that has no bearing on the assessment of the development application. The applicant has acknowledged representors concerns regarding existing odour and advise they are working with The Barossa Council to address the concerns linked to current operations.

Council's Environmental Health team advise that wastewater approval will be required to facilitate the relocation of the impacted wastewater system. There is adequate space on the site in which to relocate the wastewater system, subject to approval pursuant to the *SA Public Health Act 2011*. A Reserved Matter is recommended in relation to this matter to ensure compliance with PO 12.2.

It is noted that the proposed parking area may lead to additional drivers working at the site over time and thus result in a proportional increase in need for toilet facilities and generation of waste product. There is opportunity to upgrade the capacity of this system in future, noting the substantive area available in which to accommodate for on-site wastewater disposal.

Given all of the above, the proposed development is considered to satisfy PO 12.1 and 12.2.

Stormwater Management

Design in Urban Areas	
Relevant Performance Outcomes/Designated Performance Features	
Water sensitive design	
PO 42.3 <i>Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.</i>	DPF 42.3 <i>None are applicable</i>

As mentioned earlier, the applicant has engaged stormwater engineers, Gama to prepare a stormwater management plan for the development.

The stormwater design incorporates stormwater detention having total volume of 600 m³ which will capture surface flows via gravity to the south-western corner of the hardstand area.

Engineering staff have reviewed the stormwater management plan and advise there are outstanding matters relating to the stormwater design that are to be addressed. These matters include the permitted rate of discharge to kerb, site detention, use of - pre-development time of concentration and run-off coefficients, non-specific IFD values (including coordinates) and details of site outfall.

The main shortfall in the current design is the exceedance in the flow rate to the kerb and gutter which is currently 100L/sec and well exceeds Council's permitted requirement of 12L/sec for the 10% AEP event and 20L/sec for the 1% AEP event.

Engineering advise the outstanding issues can be addressed subject to further amendments to the design. It is anticipated that additional detention volume is likely to be required. Noting the large area available on the site, there is sufficient area available in which to accommodate increased detention volume.

It is proposed that the outstanding matters relating to the stormwater management plan are addressed by way of a Reserved Matter which must be addressed prior to grant of Development Approval.

Water Quality

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

The development incorporates a detention basin and swale to capture all surface water runoff at the low point in the south-western corner of the hardstand area. The detention basin and swale will provide for the holding of stormwater and temporary detention on the site and the swales with plantings themselves provide opportunity to filter the stormwater prior to leaving the site. The site is not subject to any watercourses that would be subject to risk from deterioration in water quality from the development.

The recommended Reserved Matter requests that "Stormwater runoff shall be treated to achieve desired water quality levels consistent with the current best practice and the Environment Protection Authority's 'Stormwater Pollution Prevention Code of Practice for Local and Federal Government'".

Subject to the Reserved Matter, engineering staff are satisfied with this aspect of the development.

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 <i>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.</i>	DPF 1.1 <i>Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished floor level at least 300 mm above:</i> <i>(a) the highest point of top of kerb of the primary street; or,</i> <i>(b) the highest point of natural ground level at the primary street boundary where there is no kerb.</i>

The site is not located within any mapped flood plain. There are no new buildings at risk from potential floodwaters and Council's Engineering staff have reviewed the proposal and have raised no concerns with the proposed parking surface area levels or risks associated with flooding.

This aspect of the development satisfies PO 1.1.

Earthworks

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

The proposal does not identify any significant earthworks necessary to establish the appropriate grading of parking and circulation areas. There will be necessary earthworks to construct the swale/detention ponds and the mounding around the perimeter of the parking areas. The mounds will exceed a vertical height of one metre, however, are considered acceptable due to their purpose as a visual and acoustic screen (with additional fencing on top). Earth removed from the site to establish the swales and detention basins can reduce fill requirements.

The design levels for the hardstand suggest filling is proposed with levels being raised in magnitude of not more than one metre. Clearly foundation material will be necessary to support the loads of heavy vehicles using the parking areas. The design levels show the hardstand will grade toward the south-western corner, to enable the appropriate drainage system to work effectively via gravity.

Overall, earthworks are considered to be appropriate and satisfy PO 8.1.

Advertisements

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

No advertisements are proposed as part of this application, such that PO 6.1 is not relevant to the development.

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.

The applicant has signed an Electricity Declaration for the development, consistent with DPF 1.1, such that POS 1.1 is met.

Other Overlays

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

Traffic Generating Development Overlay

The subject land is within the overlay area due to its proximity to the Sturt Highway. The site does not directly access this State Maintained Road and does not trigger a referral to the Commissioner for Highways.

Hazards (Bushfire – Medium Risk)

The site is located within the Nuriootpa township and does not alter existing site access arrangements, nor does it introduce new buildings (habitable or otherwise) onto the site.

Prescribed Water Resources Area Overlay

The proposed development does not specifically involve any activities listed in PO 1.1 and will not alter the taking of water or change water supply arrangements for the site.

CONCLUSION

The proposed development involves a truck and trailer parking facility (expansion of road transport terminal) with associated four (4) security lighting towers (up to six metres in height) and acoustic earthen mound (up to 1.5 metres in height) with an acoustic fence sited atop (two metres in height) and associated altered internal driveway, stormwater management and landscaping area.

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 nine 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.

On balance, 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 totality of land for truck and trailer parking is large, however, is appropriate in context of the very large land holding with sufficient space for landscaping, circulation, stormwater detention and retention basins and undeveloped buffer space (primarily in the eastern half). The proposal is considered to represent an acceptable expansion of the existing use. The development maintains suitable site access, internal circulation and workshop operations, and is not expected to generate any adverse road network impacts.

The representors concerns in relation to the impacts of the facility are acknowledged. While the development will result in some level of impact arising most notably in relation to noise, the applicant has demonstrated appropriate acoustic performance and the dwellings most impacted by the proposal are located within the adjacent Rural Zone. Buffering is proposed in the form of acoustic mounding and fencing to mitigate the visual and noise impacts of the proposal to an acceptable level.

It is concluded that the expansion of the facility is reasonably consistent with the Desired Outcomes and Performance Outcomes in the Employment Zone and other relevant provisions of the Planning and Design Code, such that Planning Consent is warranted, subject to three Reserved Matters and conditions of consent. The Reserved Matters are recommended in relation to stormwater management, civil and site works and wastewater disposal.

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. 25011361 by Mr Scott Butler to undertake truck and trailer parking facility (expansion of existing use) with associated four (4) security lighting towers (up to 6 metres in height) and acoustic earthen mound (up to 1.5 metres in height) with an acoustic fence sited atop (2 metres in height) and associated altered internal driveway, stormwater management and landscaping areas at 37 Moppa Road South Nuriootpa (CT 6023/382) 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 matters shall be reserved for further assessment and shall be to the satisfaction of the Assessment Manager as delegate for the Barossa Assessment Panel:

- (1) The existing wastewater disposal areas impacted by the proposed development are subject to relocation and shall be approved pursuant to the *South Australian Public Health Act 2011* and *South Australian Public Health (Wastewater) Regulations 2013*.
- (2) The stormwater drainage design shall include final Stormwater Management Plan and Stormwater Calculations. The plan shall adopt and achieve all of the following:
 - (a) The site outfall shall be clearly identified and a standard detail be provided
 - (b) If stormwater disposal is to include infiltration, permeability tests will be required to support infiltration and 'time to empty' calculations
 - (c) IFD values (including coordinates) are to be submitted to Council and rainfall intensities shall be site specific
 - (d) Stormwater calculations shall demonstrate compliance with the maximum discharge as per (g) below
 - (e) Justification for the time of concentration used in pre-development calculations is required
 - (f) Run-off coefficients used for the pre-development and post-development runoff calculations are to be provided
 - (g) Maximum discharge to the kerb and gutter shall not exceed 12L/sec for the 10% AEP event and 20L/sec for the 1% AEP event
 - (h) Cross sections for the site shall be provided. There is a section of the hardstand that will encroach on the batter of an existing basin.

- Demonstrate that this does not compromise the capacity of the existing basin
 - (i) Detention swale/basin shall provide a minimum 300mm freeboard
 - (j) Stormwater runoff shall be treated to achieve desired water quality levels consistent with the current best practice and the Environment Protection Authority's 'Stormwater Pollution Prevention Code of Practice for Local and Federal Government'.
- (3) Final Civil and Siteworks Plan, prepared by a qualified and experienced civil engineer, for all civil and stormwater works, and which shall address all of the following:
- (a) Finished floor level for all hardstand surfaces
 - (b) Cut/fill details
 - (c) Kerbing and ramps, design levels and grades
 - (d) Car parking dimensions, aisle widths, circulation movements and associated pavement markings and signage
 - (e) Stormwater management arrangements including pipes, sumps, swales and basins, sizes and grades
 - (f) Water sensitive design measures
 - (g) Surface water treatment to ensure water quality objectives are met.

Council Conditions

- (1) The development shall be undertaken in accordance with the following endorsed plans and documentation accompanying Application No. 25011361 except where varied by the conditions contained herein:
- Letter from Scott Butler, 13 May 2025
 - Overall Site Plan, Sheet S1, Issue 6, Scott Butler Drafting & Design
 - Part Site Plan, Sheet S2, Issue 6, Scott Butler Drafting & Design
 - Landscape Plan, Sheet S3, Issue 6, Scott Butler Drafting & Design
 - Turning Path Plan, S4, Issue 4, Scott Butler Drafting & Design
 - Lighting Circulation External, Document No. 0360547-IN, Page 1 of 2, Revision R0, Signify
 - Lighting Circulation External, Document No. Page 2 of 2, Revision R0, Signify
 - Environmental Noise Assessment, A240932RP1, Revision B, 10 April 2025, Resonate
 - Formal Response to Public Notification Concerns, 4 November 2025, Scott Butler & Hahn Corporation
 - Response to Planning Application Comments (Noise), 4 November 2025, Resonate
- (2) Prior to commencement of use, the altered wastewater disposal areas shall be connected to an approved wastewater system, pursuant to the *South Australian Public Health Act 2011*, to the reasonable satisfaction of Council.
- (3) The external surfaces of the acoustic fencing shall:
- a) Be of new non-reflective materials; and
 - b) Be in accordance with the approved plans; and
 - c) Be of natural tone; and
 - d) Be maintained in good condition at all times.

- (4) The mounds, acoustic fencing and landscaping works shown on the Approved Plans shall be completed prior to commencement of use and shall be maintained to the satisfaction of Council at all times thereafter. Any dead or diseased plantings shall be replaced within the next growing season.
- (5) Security fencing shall be established prior to commencement of use, in accordance with the Approved Plans.
- (6) The stormwater disposal system shall be fully installed, prior to commencement of use, in accordance with the Approved Stormwater Management Plan and Approved Civil and Site Works Plan, pursuant to the Reserved Matters. Adequate measures shall be deployed during construction, such that temporary disposal of surface or roof water does not adversely impact neighbouring properties.
- (7) The car parking, driveways and vehicle manoeuvring areas shall be constructed and finished in accordance with the treatments identified in the Approved Plans. In the case of the sealed areas, the surface shall consist of a standard appropriate for the intended traffic volumes and vehicles types. Individual car parking bays shall be clearly line-marked. The unsealed hardstand area shall be constructed using clean metal screenings over compacted rubble base. The car parking, driveways and vehicle manoeuvring areas shall be completed, prior to commencement of use, and shall be maintained at all times thereafter in good condition to satisfaction of the Relevant Authority. The unsealed areas shall be regularly serviced to ensure the rubble layer remains covered and is not exposed.
- (8) The car parking layout and associated aisle widths and car park manoeuvring areas shall be designed and constructed to comply with AS 2890.1 – Off-street Parking, Part 1 and Austroads "Guide to Traffic Engineering Practice Part 11 – Parking", AS 2890.2 – *Facilities for Commercial Vehicles*, and AS 2890.6 *Off-Street Parking for People with Disabilities*.
- (9) The car parking, driveways and vehicle manoeuvring areas shall be kept clear and unobstructed of buildings and structures, so as to enable continual and ongoing use of the car parking, driveways and manoeuvring areas at all times.
- (10) All loading and unloading of vehicles and manoeuvring of vehicles in connection with the approved development shall be carried out entirely within the site at all times.
- (11) Noise levels from the truck and trailer parking facility measured at residences (the noise affected premises) shall comply with the *Environment Protection (Commercial and Industrial) Noise Policy 2023* at all times.
- (12) All of the recommended treatments outlined within Section 6.3 of the Environmental Noise Assessment, prepared by Resonate, dated 10 April 2025, A240932RP1, Revision B shall be completed prior to commencement of use and shall be maintained/achieved at all times thereafter.
- (13) The following is not permitted in the truck and trailer parking facility at any time:

- (a) Parking of refrigerated trailers, generators, containers and similar machine driven units;
 - (b) Maintenance of trucks and/or trailers.
- (14) All external lighting shall be in accordance with *Australian Standard 4282 – 2023 Outdoor Lighting Obtrusive Effects* so as to prevent any adverse effect or nuisance on adjoining sensitive receivers or drivers on adjacent public roads.
- (15) Overnight accommodation in prime movers using ice packs (i.e. air conditioning units) in the development is precluded between 10.00 pm and 7.00 am.
- (16) Use of the truck and trailer parking facility during the night-time period (10.00 pm to 7.00 am) shall not exceed the following at any time:
- (a) More than five trucks idling for a five minute each in a 15 minute period.
 - (b) 16 truck movements with tanker/trailer attached in an hour.

Advisory Notes

- (1) Any variation of this approved development and/or the conditions of consent will require a separate request and approval from the Relevant Authority. Granting of Consent does not necessarily imply that future requests for variations will be approved. Any future requests will be assessed by having regard to the relevant rules and requirements in form at the time any request is made.
- (2) Any portion of Council's infrastructure damaged as a result of work undertaken in relation to the development shall be repaired and/or reinstated to Council's satisfaction at the developer's expense.
- (3) 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.
- (4) 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/native-vegetation/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.

- (5) The adjoining owner should be advised of the proposed work on the boundary and issues such as access to perform work, removal of fencing, finished levels and retaining walls should be resolved before commencement of building

work. This approval does not give right to access neighbouring land or to replace or erect boundary fencing. Fencing work is subject to the provisions of the *Fences Act 1975*.

- (6) Excavations on or near the boundary may require the giving of notification to the neighbour pursuant to Regulation 75 of the *Planning, Development and Infrastructure (General) Regulations 2017*. Where mechanical equipment is required to construct retaining walls, the retaining walls may need to be constructed prior to construction of footings on-site.
- (7) 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.
- (8) EPA information sheets, guidelines documents, technical bulletins etc. can be accessed on the following web site: <http://www.epa.sa.gov.au>.
- (9) The applicant is reminded that demolition and construction is required to be carried out so that it complies with the provisions of the *Local Nuisance and Litter Control Act 2016*. Under the *Local Nuisance and Litter Control Act 2016*, construction noise is declared a local nuisance as follows:

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

- On any Sunday or public holiday; or
 - After 7.00 pm or before 7.00 am on any other day.
- (10) Any works associated with the development, such as tree planting, tree removal, footpath renewal or the like, to be undertaken within the road reserve (i.e. the road carriage, verge or footpath area) is subject to separate approval pursuant to the *Local Government Act 1999*. Further enquiries should be directed to Council's Engineering Services Department on 8563 8444.
 - (11) This Consent does not grant authorisation to advertisements, except to the extent that such works are not 'Development' and do not contravene any condition contained within this Authorisation. Separate development authorisation is required for any advertisements.
 - (12) 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*, and such that any resulting noise is not considered a nuisance, to the satisfaction of Council, including any existing infrastructure.
 - (13) 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 Department. 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 crossovers 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.

Further enquiries should be directed to the Works and Engineering team on 8563 8444.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES

- Attachment 1 Development Approval for Development Application 960/633/2006 - Road Transport Terminal Administration Office [↓](#) 
- Attachment 2 Application and Associated Documentation [↓](#) 
- Attachment 3 Representations Received [↓](#) 
- Attachment 4 Late Representation Received [↓](#) 
- Attachment 5 Applicants Response to Representations [↓](#) 
- Attachment 6 Trade Waste Irrigation Area [↓](#) 

SCANNED 20131121 135555

DECISION NOTIFICATION FORM

DEVELOPMENT ACT 1993

FOR DEVELOPMENT APPLICATION

Ref:

DEVELOPMENT NUMBER

960/633/2006

REGISTERED ON 8 October 2013

TO: Whaysai Pty Ltd
PO Box 23
LIGHT PASS SA 5355

LOCATION OF PROPOSED DEVELOPMENT:

Subject Land: Allot 505 Moppa Road South, NURIOOTPA SA 5355, 37 Moppa Road South, NURIOOTPA

CT: CT-5456/966, CT-6023/382

NATURE OF PROPOSED DEVELOPMENT:

Road Transport Terminal Administration office

BUILDING RULES CLASSIFICATION:

FROM: THE BAROSSA COUNCIL

In respect of this proposed development you are informed that:

Nature of Decision	Decision	No. of Conditions
Development Plan Consent	GRANTED	(REFER ATTACHED)
Privately Certified Building Rules Consent	GRANTED	4
DEVELOPMENT APPROVAL	GRANTED	

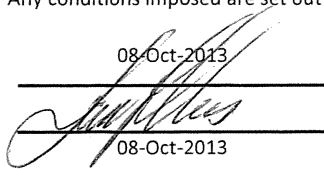
PLEASE NOTE:

Any conditions imposed are set out on the attached sheet.

Date of Decision:

08-Oct-2013

Signed:



Date:

08-Oct-2013

Expiry

05-Mar-2008

☐	Development Assessment Commission or delegate
☒	Council's Chief Executive Officer or delegate
☐	Private Certifier
☒	Sheets Attached

DADNA

DNFPC29

CONDITIONS OF DEVELOPMENT APPROVAL

DEVELOPMENT NO: 960/633/2006

DEVELOPMENT PLAN CONSENT CONDITIONS

- (1) The development shall be in accordance with the plans and details submitted, including the amended site plan dated 24 May 2006 submitted to and approved by Council as part of the application, except as varied by any subsequent conditions imposed herein.
- (2) The site shall be maintained to the reasonable satisfaction of the Council at all times.
- (3) The landscaping as detailed in the application for development shall be established prior to occupation/use of the development and shall be maintained in good health and condition at all times. Any such vegetation shall be replaced if and when it dies or becomes seriously diseased with others of the same, or similar, respective varieties.
- (4) The landscaping when planted shall comprise semi mature trees and shrubs. The trees shall have a minimum height of 1500mm and the shrubs a minimum height and breadth of 300mm when planted. Any such vegetation shall be replaced if and when it dies or becomes seriously diseased.
- (5) All of the carparking, driveway, and vehicle manoeuvring area shall be constructed and finished in bitumen, brick paving or concrete and appropriately drained in accordance with sound engineering practice prior to the occupation or use of the development herein approved.
- (6) The parking areas shall be illuminated to the reasonable satisfaction of Council during the hours of darkness and when they are in use or likely to be used by patrons. Any such lighting shall be directed and shaded in such a manner as to cause no light spill nuisance to any person or adjoining land in the vicinity or nearby vehicular traffic.
- (7) Within 6 metres of the access/egress to the site all structures and/or landscaping shall not exceed 1 metre in height to ensure reasonable sight lines and distances for safe vehicle movements.
- (8) Directional signs not exceeding 0.5m² in face area shall be erected at vehicle access points to indicate the location of visitor parking.
- (9) All mechanical services, flues, exhaust fans, air condition equipment be of such a design and operation so as not to cause unreasonable inconvenience with regards to noise and smell to adjoining occupiers.
- (10) The use and any associated processes or activities carried out shall not detrimentally affect the amenity of the locality by reason of noise, smell, vibration, fumes, smoke, soot, ash, dust or grit.
- (11) The applicant shall provide for the construction of all necessary services and infrastructure including but not necessarily, limited to roads, stormwater drainage, waste disposal, electricity, public lighting and communications to the reasonable satisfaction of Council and all relevant authorities. All associated costs shall be borne by the developer.

DNFPC29

- (12) During construction of infrastructure temporary debris and sediment control measures shall be installed to prevent debris and sediment from leaving the site during all construction stages. Control measures shall be in accordance with a soil erosion and drainage management plan, which shall provide such pollution prevention measures as required to comply with the "Environmental Protection Authority's Stormwater pollution Prevention Codes of Practice".
- for the community
 - for Local, State and Federal Government
 - for the Building and Construction Industry

Temporary debris and sediment control measures shall be in place prior to construction commencing and shall be maintained at all times during construction. Prior to construction a copy of the soil erosion and drainage management plan shall be provided to the Director – Works and Engineering for approval.

- (13) Any portion of Council's infrastructure damaged as a result of work undertaken on or associated with the development shall be repaired / reinstated to Council's satisfaction at the developer's expense.
- (14) The applicant shall engage a Chartered Professional Engineer to prepare a detailed design, calculations and specification for construction of infrastructure to the reasonable satisfaction of the Director, Works and Engineering. The design shall generally be in accordance with relevant Australia Standards, technical codes of practice, approved guidelines, Council land division guidelines and Australian Road Rules and generally meet good engineering practice.
- (15) All vehicle crossovers are to be reinforced concrete, designed and constructed to cater for the proposed heavy industrial movements.
- (16) The removal of any native vegetation to accommodate vehicle access (or any other access) requires the approval of the Director, Works and Engineering.
- (17) It shall be demonstrated that the development is safe from a 100 year Annual Recurrence interval storm, either over the site or over adjacent catchments and watercourses.
- (18) Detention systems shall be provided and it shall be demonstrated that the peak rate of runoff from the site post development does not exceed that from the pre development site, for all storms up to 100 year ARI. Critical storm durations shall be identified.
- (19) Retention systems shall be to be provided and it shall be demonstrated that for 90% of years, the volume of runoff from the post development site does not exceed that from the pre development site.
- (20) Pollution systems shall be incorporated within the development to ensure stormwater runoff leaving the site complies with current best practice environmental standards. This shall at least include collection of silt, gross pollutants and any harmful chemicals.
- (21) Stormwater runoff from the site shall be directed safely into the existing external drainage system(s).
- (22) No stormwater runoff from the site shall be permitted to discharge onto any adjacent property.

- (23) A stormwater management plan, with supporting computations, shall be provided demonstrating compliance with the above requirements. The plan shall at least include existing contours, features and existing stormwater infrastructure, proposed site works details, levels and grading, proposed stormwater systems details, proposed building floor levels and connection details to existing external drainage systems.

CONDITIONS IMPOSED BY THE ENVIRONMENT PROTECTION AUTHORITY

- (24) The caustic and citric washings from the Clean-In-Place washing facility must not be discharged into the on-site wastewater systems to avoid potential soil structural problems that may arise from the irrigation of these wastewater streams.
- (25) Hazardous spills from the workshop and refuelling areas must be captured, diverted away from the on-site wastewater systems and disposed of to a suitable licensed waste disposal facility.
- (26) Suitable cover crops must be established prior to the commencement of effluent irrigation in the proposed tree plantins to uptake the nutrients and salts in the irrigated effluent while the trees are being established. (It is generally considered that young trees below two years of age are sensitive to the pollutants contained in winery waste water).
- (27) All roadways, entrances, loading / unloading areas, and other trafficked areas are to be hard surfaced using either bitumen, concrete or other suitable impervious material.
- (28) All hard surfaced areas are to be kept clean by regular sweeping such that dust generation does not impact off site and such that potential for off-site transfer of material is minimised.
- (29) Any material oils/lubricants, paints, solvents, coolants, degreasing agents, etc. likely to degrade water must be stored within a bunded compound / area suitable for preventing the escape of material into surface or underground water resources.

Note: EPA Guideline – Bunding and Spill Management will assist with appropriate design and management of bunded areas: http://www.environment.sa.gov.au/epa/pdfs/guide_bunding.pdf

- (30) All waste and cleaning of liquids associated with any activity undertaken on the premises must be collected, treated and disposed of to sewer (with the approval of SA Water corporation Trade Waste Group) or contained on-site within a bunded compound / area which is protected from stormwater intrusion and regularly removed by an environment Protection Authority licensed waste transporter.
- (31) The fuel storage facilities should comply with the Australian institute of Petroleum (AIP) codes. The guidelines and codes of practice issued by the AIP (phone (03) 9614 1466 or Fax (03) 9614 1416) provide appropriate industry agreed standards that are applicable when developing fuel storage facilities. Relevant AIP publications include –
- CP1-1992 'The Control of Water Effluents from Service Stations'
 - CP4-1998 'The Design, Installation and Operation of Underground Petroleum Storage Systems (UPSS)'
 - CP5-1995 'Pipeline and Underground Tank Identification'

DNFPC29

(32) All stormwater run-off from the car parking, driveways and other areas that are hard surfaced must be directed into:

- grassed swales, vegetated or garden strips, or
- small infiltration basins over permeable soils, or
- stone filled trenches either open to surface or underground (i.e. similar to a septic tank absorption field)
- which are designed and constructed to effectively contain sediment and other solids, including litter, prior to any discharge off site.

(33) A kit containing absorbent material must be maintained on-site to deal with spill containment.

Dedicated rubbish containers must be provided for the collection of all solid waste material generated by the development.

(34) All containers used to store waste must be:

- covered at all times to prevent the entry of stormwater or dispersal by wind,
- sealed to prevent leakage,
- not used for toxic materials, chemicals, solvents, any liquids or sludges; and
- located on hardstand areas.

(35) All spray painting shall be carried out within the confines of the spray-painting booth.

(36) Noise attributable to the development must not result in a noise level in excess of 5dB(A) below the relevant maximum levels prescribed in the Environment Protection (Industrial Noise) Policy 1994, when measured and adjusted in accordance with that Policy.

Note: The above noise level may be exceeded where it can be shown by an acoustic engineer that the noise from the development will not cause an adverse impact due to the existing influence of ambient noise, or due to the limited duration and / or frequency of occurrence of the activity. An acoustic engineer is defined as a person eligible for membership of both the Institution of Engineers Australia and the Australian Acoustical Society.

(37) Exhaust from the spray-painting booth shall be directed to a chimney terminating not less than 3 metres above the highest structure within a 30 metre radius. Discharge is to be vertical and unimpeded by any conical type rain protector.

(38) Exhaust velocities shall be not less than 10 metres per second.

(39) All decanting, dilution or mixing of any solvents, paints, lacquers or other odorous materials must take place in a dedicated area (paint mixing room) influence of an intrinsically safe exhaust fan coupled to a flue which extends at least 1 metre above the highest structure (excluding the spray booth exhaust chimney) within a 30 metre radius.

(40) Discharge is to be vertical and unimpeded by any conical type rain protector.

(41) The proposed spray-painting facilities must be designed so that floor grades and associated drains can be directed into a dedicated waste water collection, treatment, storage and disposal system.

DNFPC29

SCANNED 20131121 135555

- (42) All cleaning wastes and spills from the spray painting facilities and associated workshop areas must be collected, treated and disposed of to sewer, subject to the requirements and approval of the Manager Trade Wastes – SA Water, or otherwise removed from the site by a licensed waste transporter.
- (43) Any material (paints, solvents, coolants, degreasing agents, etc.) likely to degrade water must be stored within a bunded compound /area suitable for preventing the escape of material into surface or underground water resources.

Note: The "Draft Information Sheet – Bunding, Storage of material Likely to Cause Water Pollution" will assist with appropriate design and management of bunded areas.

NOTES:

- The EPA encourages the recovery of residual wine in the tankers not only for the potential economic benefits but to minimise the pollutant load to land, which can potentially cause odour issues and impacts to soil and groundwater.
- The proponent will need to seek approval from the Department of health for the installation of the proposed system and irrigation of the treated effluent.
- The applicant is reminded of its general environmental duty, as required by Section 25 of the Environment Protection Act, to take all reasonable and practical 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.
- Any information sheets, guidelines documents, codes of practice, technical bulletins etc. that are referenced in this response can be accessed on the following web site:
<http://www.epa.sa.gov.au/pub.html>

BUILDING RULES CONSENT CONDITIONS***Private Certifier Consent***

Building rules consent for this application has been granted by "***Professional Building Services Australia Pty Ltd.***"

DNFPC29

Development Locations

Location 1

Location reference

39 MOPPA RD S NURIOOTPA SA 5355

Title Ref

CT 6023/382

Plan Parcel

D78397 AL100

Additional Location Information**Council**

THE BAROSSA COUNCIL

Zone Overlays

Zones

- Employment

Sub-zones

(None)

Overlays

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

Variations

(None)

Application Contacts

Applicant(s)

Stakeholder info

Mr Scott Butler
Tel. 0408856463
sbdrafting@adam.com.au

Contact

Stakeholder info

[REDACTED]

Invoice Contact

Stakeholder info

Hahn Corporation



Land owners

Stakeholder info

Hahn Corporation



Nature Of Development

Nature of development

Extension of existing yard for the purpose of increased prime mover and trailer parking with new dual direction concrete internal access point to perimeter concrete maneuvering pavement and internal all weather gravel trailer parking. New stormwater management works. Perimeter irrigated landscape zones with banked mounds and acoustic fence and mound and associated light and security poles.

Maintain existing clockwise traffic movement within.

Development Details

Current Use

Existing trucking logistics company with associated prime mover and trailer parking, freight depot, office, mechanical workshop, truck wash and on-site stormwater management

Proposed Use

Extension of existing yard for the purpose of increased prime mover and trailer parking.

Development Cost

\$2,000,000.00

Proposed Development Details

Extension of existing yard for the purpose of increased prime mover and trailer parking with new dual direction concrete internal access point to perimeter concrete maneuvering pavement and internal all weather gravel trailer parking. New stormwater management works. Perimeter irrigated landscape zones with banked mounds and acoustic fence and mound and associated light and security poles.

Maintain existing clockwise traffic movement within.

Element Details

You have selected the following elements

Other - Commercial/Industrial - \$2,000,000.00

- Truck yard parking facility extension

Commercial & Industrial Elements

Does the application include signage?

No

Septic/Sewer information submitted by applicant

Does this development require a new septic system or amendment to an existing septic system? i.e. septic tank and / or wastewater 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?

No

Consent Order

Recommended order of consent assessments

1. Planning Consent

Do you have a pre-lodgement agreement?

No

Declarations

Electricity Declaration

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

Native Vegetation Declaration

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
320- 24 PLANNING - S1 - OVERALL SITE PLAN REV PL1 170425.pdf	Site Plans	17 Apr 2025 12:14 PM
320- 24 PLANNING - S2 - PART SITE PLAN RE V PL1 170425.pdf	Site Plans	17 Apr 2025 12:14 PM
320- 24 PLANNING - S3 - LANDSCAPE PLAN RE V PL1 170425.pdf	Site Plans	17 Apr 2025 12:14 PM
2405102 SWR.pdf	Technical Report - Stormwater	17 Apr 2025 12:14 PM
A240932RP1B.pdf	Technical Report - Acoustic	17 Apr 2025 12:14 PM
FREIGHT YARD EXTENSION NURIOTPA R0.pdf	Electrical Services	17 Apr 2025 12:14 PM

Application Created User and Date/Time

Created User
scott.butler

Created Date/Time
17 Apr 2025 12:14 PM

Tuesday, 13 May 2025

The Barossa Council
43-51 Tanunda Road,
Nuriootpa SA 5355

Attn: Tom Marshall

Application ID 25011361
39 Moppa Road South,
Nuriootpa SA 5355

Hi Tom,

Please find below responses to your request for documentation for the above application.

1. Site Plan
 - a. Please refer to drawing 320-24-S3 PL2
 - b. Please refer to drawing 320-24-S1 PL2
 - c. Please refer to separate amended Gama engineering drawing set, additional level information added.
 - d. Please refer to separate amended Gama engineering drawing set
2. Please refer to drawing 320-24-S2 PL2
3. Please refer to drawing 320-24-S3 PL2
4. Please refer to drawing 320-24-S2 PL2 – the existing vegetation to be removed was planted by company to perimeter irrigated landscaping.
5. Please refer below for the operation hours outlined by the company for the proposed extension
 - a. 6am and 11pm truck parking/leaving between 11pm and 6am Sunday night to Friday night all year round in acc with acoustic report movements. 7 nights a week for vintage - mid-late January through to early-mid April.
 - b. **Note:** the length of the vintage varies each year and therefore 7-night movement is unlikely to be the entire mid-January to mid-April time frame.

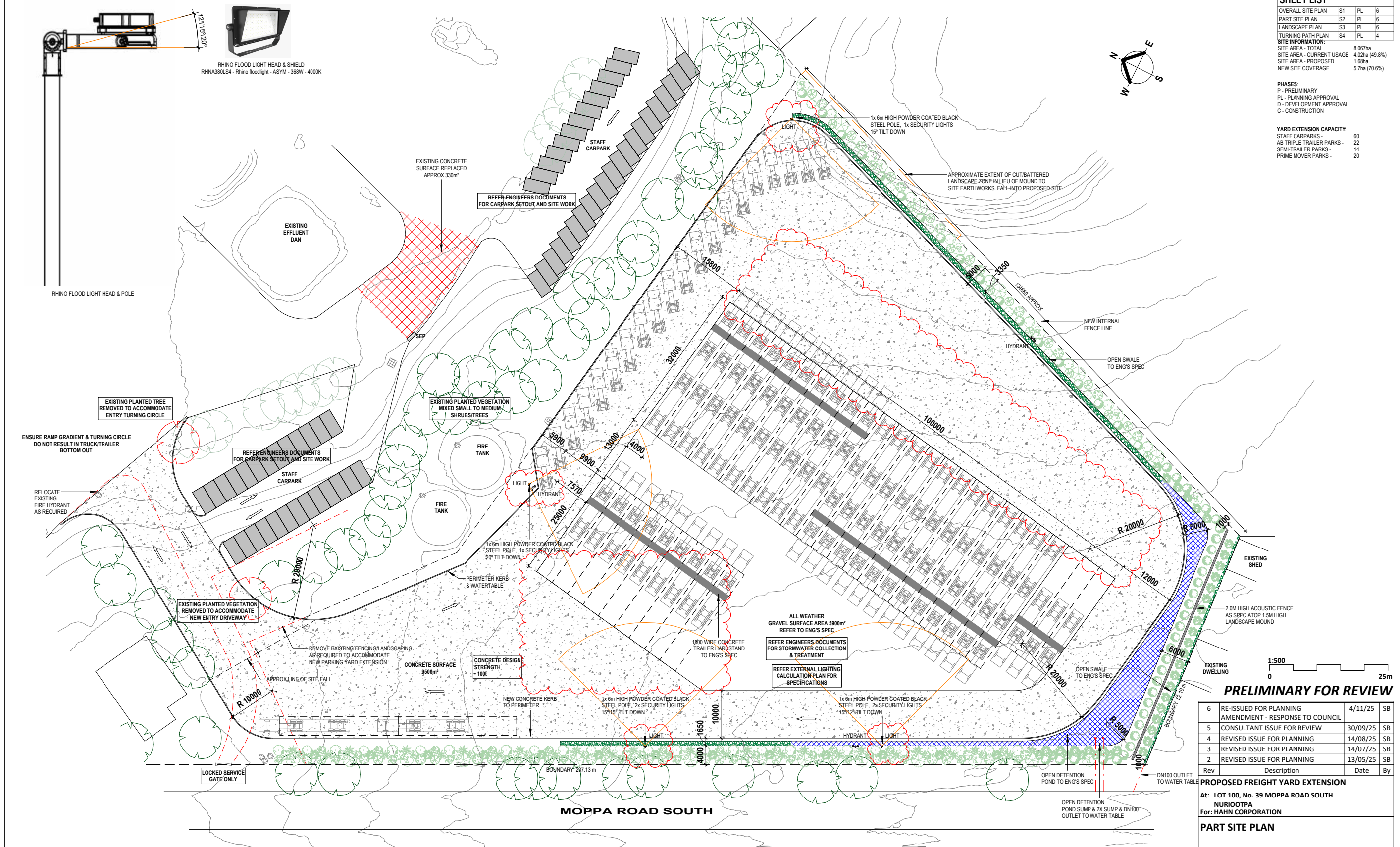
Please let me know if you have any further questions.

Regards

Scott Butler
Drafting & Design

[REDACTED]
[REDACTED]





1 : 500

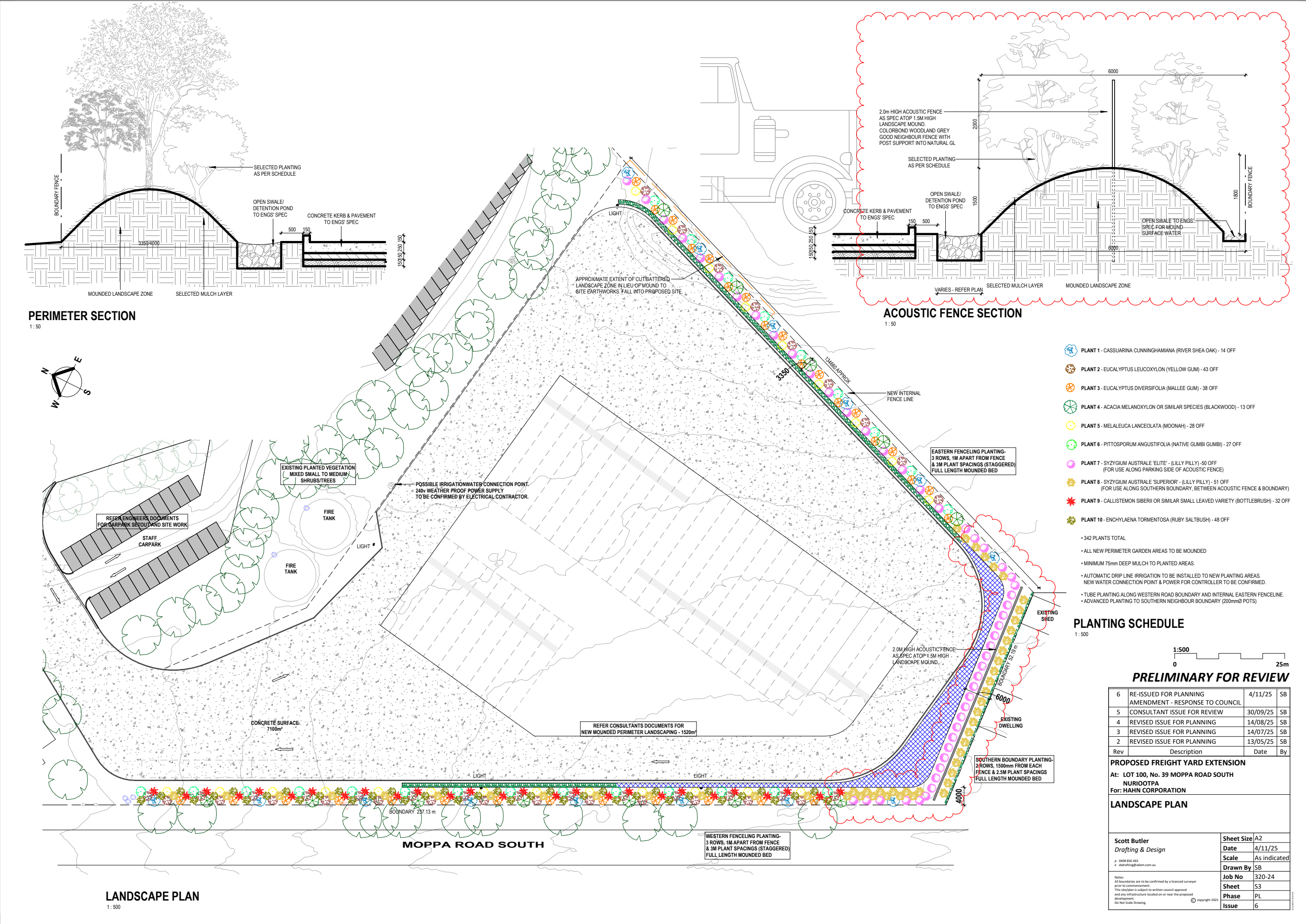
6	RE-ISSUED FOR PLANNING AMENDMENT - RESPONSE TO COUNCIL	4/11/25	SB
5	CONSULTANT ISSUE FOR REVIEW	30/09/25	SB
4	REVISED ISSUE FOR PLANNING	14/08/25	SB
3	REVISED ISSUE FOR PLANNING	14/07/25	SB
2	REVISED ISSUE FOR PLANNING	13/05/25	SB
Rev	Description	Date	By

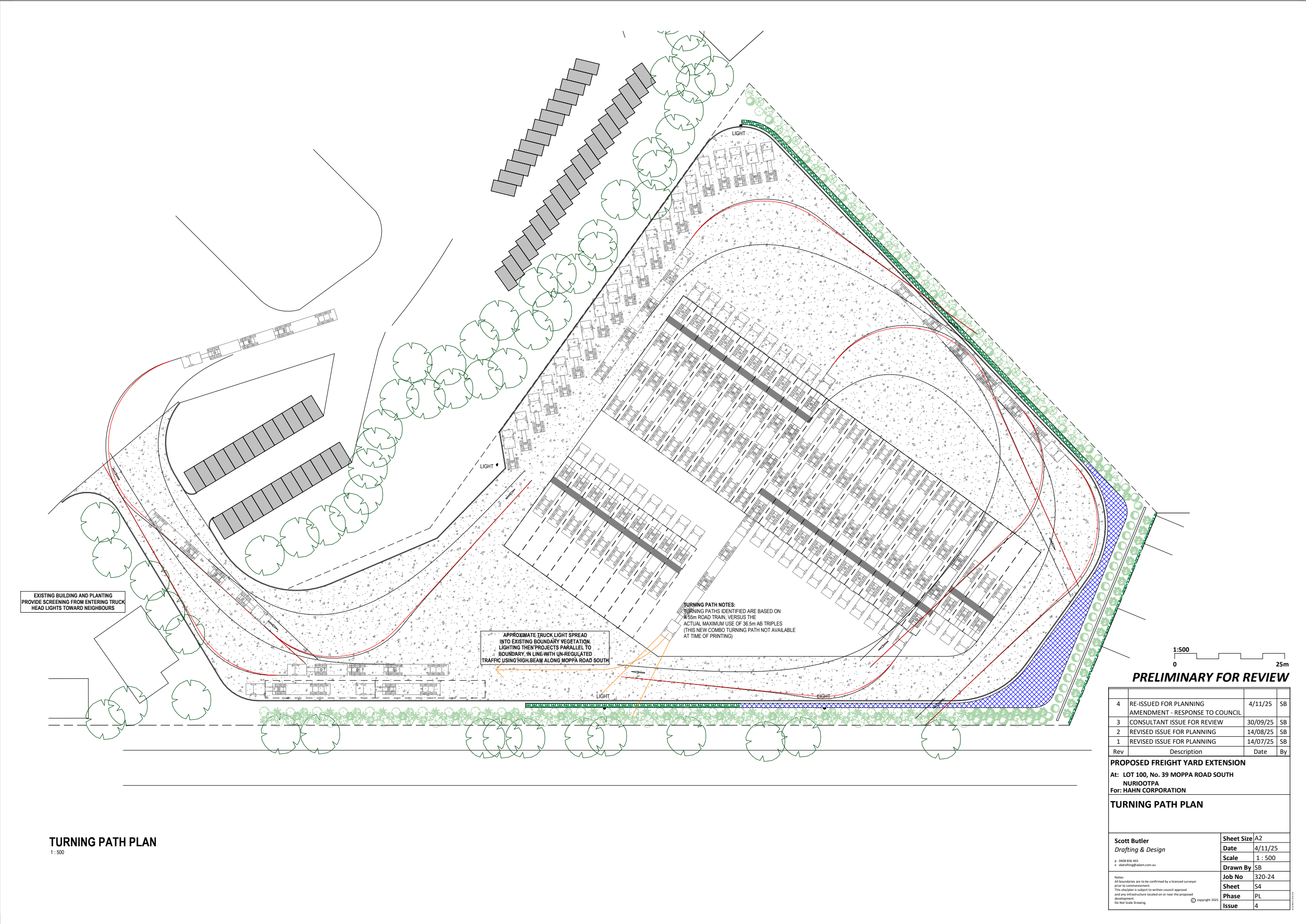
PROPOSED FREIGHT YARD EXTENSION At: LOT 100, No. 39 MOPPA ROAD SOUTH NURIOOTPA For: HAHN CORPORATION
PART SITE PLAN

Scott Butler
Drafting & Design
p 0408 856 463
e sbdrafting@adam.com.au

Notes:
All boundaries are to be confirmed by a licenced surveyor prior to commencement.
This site/plan is subject to written council approval and any infrastructure located on or near the proposed development.
Do Not Scale Drawing.

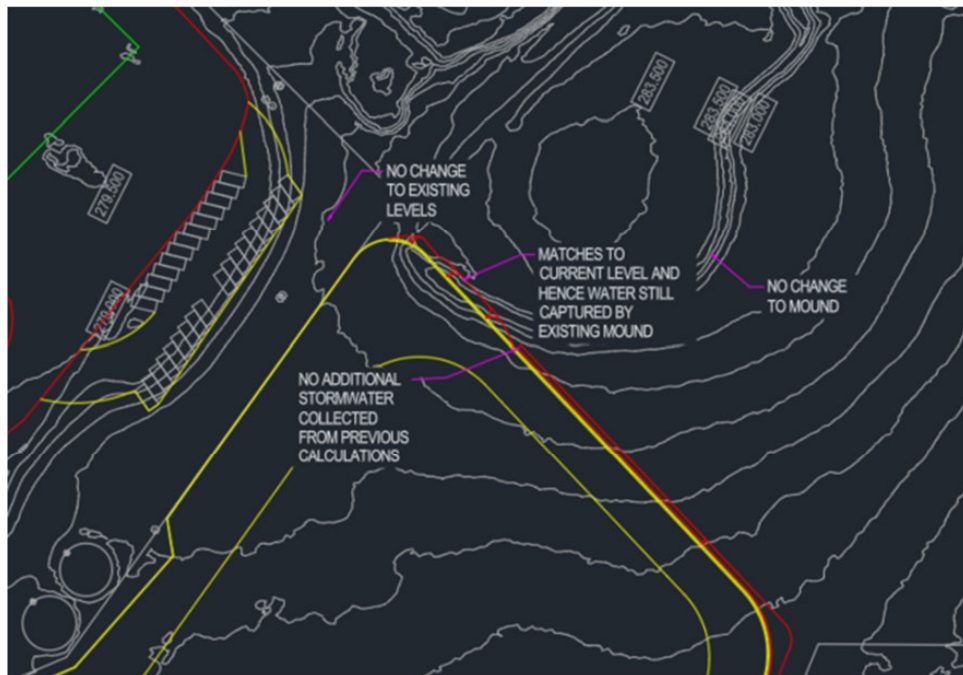
Sheet Size	A2
Date	4/11/25
Scale	As indicated
Drawn By	SB
Job No	320-24
Sheet	S2
Phase	PL
Issue	6





Required Information 1:

The existing mound is currently reducing the amount of water that run down the slope. It has a barrier on one side only and hence is a barrier not a detention basin. The new earthworks in the corner will still allow the existing level to remain with a batter. This will ensure that the mound is still working as it is currently, there is no additional water running into the new stormwater system than has been calculated previously.



Luminaire Schedule				
Symbol	Tag	Description	Qty	LLF
	RH1	RHNA380LS4 - Rhino floodlight - ASYM - 368W - 4000K	6	0.850

Calculation Summary				
Project: CAL-H				
Label	Grid Z	Avg	Min	Max/Avg
CARPARK	0	15	0	30.07

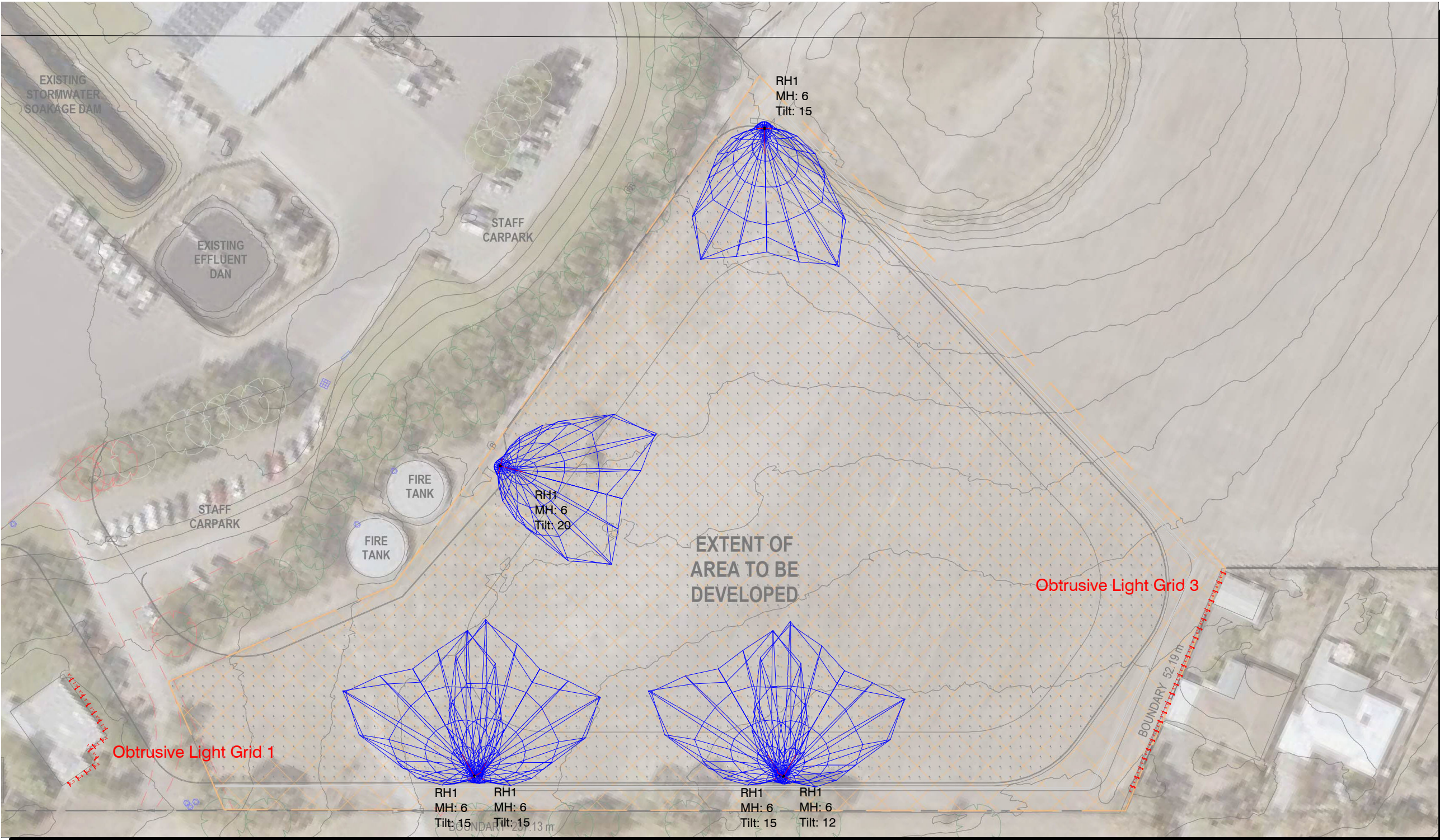
DESIGN NOTES

- This scheme is subject to the normal accuracies and tolerances of lighting schemes as described within AS 3827. For the purpose of this design these have been assessed to be +- 15%.
- This scheme was based upon supplied drawings and may have been scaled manually. Any dimensional information must be verified independently of this drawing.
- A maintenance factor (LLF - Light Loss Factor) is listed in the luminaires schedule and applied to the calculated results to estimate lux levels at the end of 50,000 hrs of use. This includes lumen depreciation (approx. 10%) and an assumed % of dirt build up on the face of the luminaire over this time. The appropriateness of this LLF should be reviewed by the client and updated if deemed unreasonable by client. A maintenance policy should be adopted to support this value.

PRELIMINARY DESIGN FOR BUDGETING PURPOSES

- This design is preliminary for budgetary purposes only based upon the (limited) information supplied. Please contact Pierlite for further refinement of the design for construction phase.

  96-112 Gow Street Padstow NSW 2211, Australia www.signify.com www.pierlite.com.au	This design calculation is based upon specified parameters supplied by the client, and other design inputs assumed by us, as detailed in this document. In practice, the accuracy of the values will differ due to environmental variations such as actual luminaire positioning, room surface reflectance, supply voltage, local luminaire ambient temperature, obstacles/furniture, etc. These results are also subject to normally accepted photometric tolerances, and calculation/program uncertainties. Pierlite provides this calculation without any representation or warranty of any kind. The Company shall be under no liability to the Customer for failure to attain such performance figures unless the performance of the Goods supplied is specifically guaranteed in writing, and any such written guarantee shall be subject to recognised manufacturing variations and tolerances applicable to the Goods.	REV	DATE	COMMENTS	DESIGNED	PROJECT FREIGHT YARD EXTENSION NURIOOTPA	TITLE LIGHTING CALCULATION EXTERNAL	REVISION R0
		R0	17/02/2025	FOR REVIEW	BC+TH			SHEET A3
		R1						
		R2						
		R3						
		R4				CLIENT OBRIEN	DOCUMENT NO. 0360547-IN	PAGE NO. Page 1 of 2
		R5						



PLAN
1:750@A3

signify
PHILIPS PIERLITE
96-112 Gow Street
Padstow NSW 2211, Australia
www.signify.com
www.pierlite.com.au

This design calculation is based upon specified parameters supplied by the client, and other design inputs assumed by us, as detailed in this document. In practice, the accuracy of the values will differ due to environmental variations such as actual luminaire positioning, room surface reflectance, supply voltage, local luminaire ambient temperature, obstacles/furniture, etc. These results are also subject to normally accepted photometric tolerances, and calculation/program uncertainties. Pierlite provides this calculation without any representation or warranty of any kind. The Company shall be under no liability to the Customer for failure to attain such performance figures unless the performance of the Goods supplied is specifically guaranteed in writing, and any such written guarantee shall be subject to recognised manufacturing variations and tolerances applicable to the Goods.

REV	DATE	COMMENTS	DESIGNED
R0	14/02/2025	PRELIMINARY NOT FOR CONSTRUCTION	BC+TH
R1	08/10/2025	PRELIMINARY NOT FOR CONSTRUCTION	IN
R2			
R3			
R4			
R5			

PROJECT
FREIGHT YARD EXTENSION
NURIOOTPA

CLIENT
--

TITLE
LIGHTING CALCULATION
EXTERNAL

DOCUMENT NO.
--

REVISION	R0
SHEET	A3
PAGE NO.	Page 2 of 2

gama consulting

Suite 3, 83 Fullarton Road,

Kent Town SA 5067

p 08 7123 4050

e admin@gamaconsulting.com.au

w www.gamaconsulting.com.au

ABN: 83 607 495796



STORMWATER MANAGEMENT AND ROADWORKS CONCEPT REPORT – Rev A

PROJECT No.: 2405102

DATE: 04 July 2025

CLIENT: Hahn Corporation

SITE: Moppa Road, Nuriootpa, SA

PREPARED BY: L. Williams





Contents

1. Overview

1.1 Background

1.2 Scope of assessment

2. Stormwater management strategy

2.1 Site description

2.2 Flood

2.3 Proposed Development

2.4 Design criteria

2.5 Stormwater Strategy

3. Conclusion

Appendices

Appendix 1: Stormwater Drainage Plan

Appendix 2: Calculations



1. Overview

1.1 Background

Gama Consulting have been engaged by Hahn Corporation to prepare a Stormwater Management Plan (SMP) and Carpark design for a proposed extension to their Transport Yard located at Moppa Road, Nuriootpa, SA.

This report is intended to conceptually outline the stormwater management design and detail the methodology used.

The report also indicates the proposed road layout and sets out concept road levels and construction details.

The report is based on the current Australian best stormwater management procedures and in accordance with the requirements of the Institution of Engineers, Australia publication, Australia Rainfall and Runoff, and WSUD Greater Adelaide Region.

1.2 Scope of assessment

The preparation of the plan comprises the scope of services listed below:

- Prepare a Stormwater Management Plan detailing the proposed method of collection and the disposal of site generated stormwater runoff.
- Prepare a preliminary site plan showing possible drainage infrastructure and concept carpark design.

2. Stormwater management strategy

2.1 Site description

The proposed development is situated on approximately 1.47 ha of grassland to the south of the currently developed Hahn Corporation Transport Yard.

The site topography comprises of a raised section at the north, adjacent the existing development and slopes down to the south.

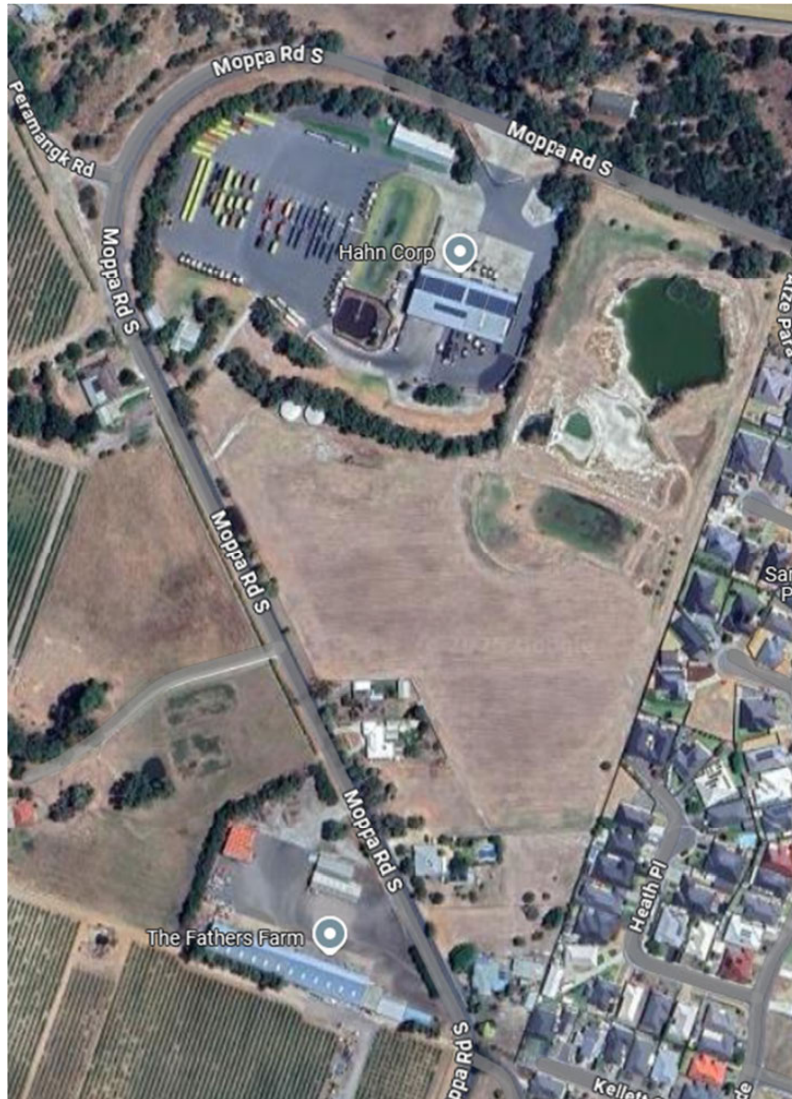


Figure 1 – Aerial image of existing site



2.2 Flood event

Based on WaterConnect - flooding information, (<https://www.waterconnect.sa.gov.au/Pages/Home.aspx>) the current available data shows no indication that the proposed development will be affected by major stormwater events.

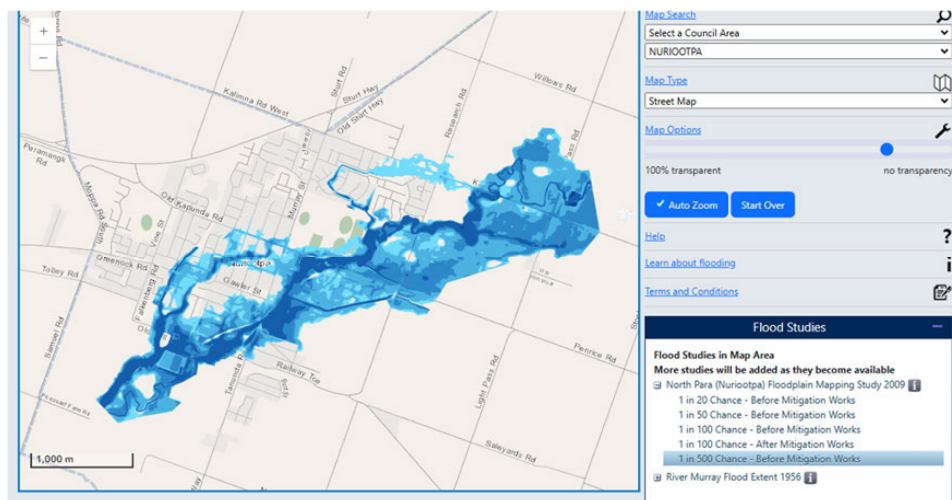


Figure 2 – Flood map

2.3 Proposed development

The proposed development consists of expanding the Transport Yard totalling 14.7 ha and establishment of internal roads. Additional carparking will also be incorporated to ensure there is no issues with truck movement through the facility.

2.4 Design Criteria

The stormwater management strategy has been prepared as follows with consideration of the requirements:

- Peak flow rate discharging from the whole development site post-development does not exceed the peak flow rate from the pre-development site.
- Detention shall be provided to limit the 5% AEP post-development peak discharge to the 5% AEP pre-development peak discharge from the site, or maximum permitted point discharge, below, whichever is the lesser.
- Maximum shall be provided to limit the 5% AEP event shall be 12 L/S. 1% AEP event shall be 20 L/S.



2.5 Stormwater management strategy

Based on stormwater requirements, the following stormwater management methodology is proposed:

- The stormwater run-off generated by proposed carparking will be directed to a large open detention pond at the southern end of the site.
- A bund will be provided for acoustic purposes but will also provide added protection to the adjoining properties from stormwater that runs to the pond.
- Small sumps and outlet pipes will be provided to allow flow from the pond to Moppa Road South at the required outlet flow.
- An additional overflow sump to be installed to allow for water to be taken to additional dam in large storm event.

3. Carpark Surface

The surface is to be unsealed with a gravel cover. The subgrade and sub-base have been designed to take the load of the trucks for a design life of 20 years. To ensure there is no issues with the surface a maintenance program will be undertaken.

3. Conclusion

Based upon the calculations undertaken and the methodology described above, the stormwater shall flow from the site at a rate no more than the design criteria. The proposed stormwater drainage plan demonstrates that the run-off from the proposed development will have no detrimental impact on the existing drainage system.

With a continued maintenance program the unsealed surface will remain within the site to ensure no issues with adjoining properties or stormwater.

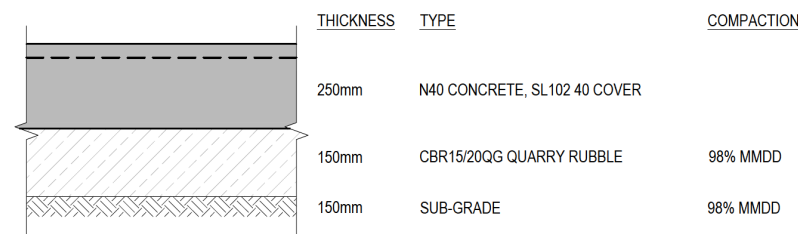


Appendix 1

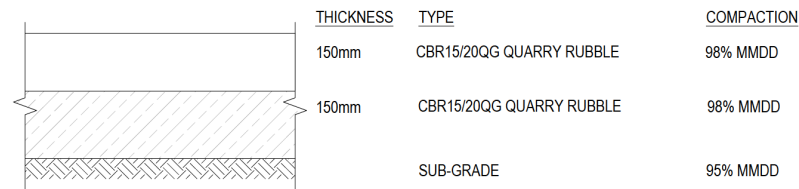
Proposed future Stormwater drainage plan and carpark



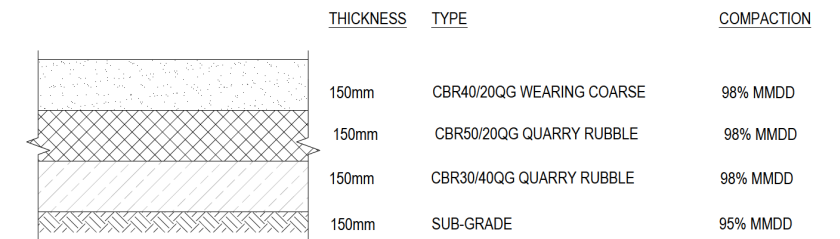




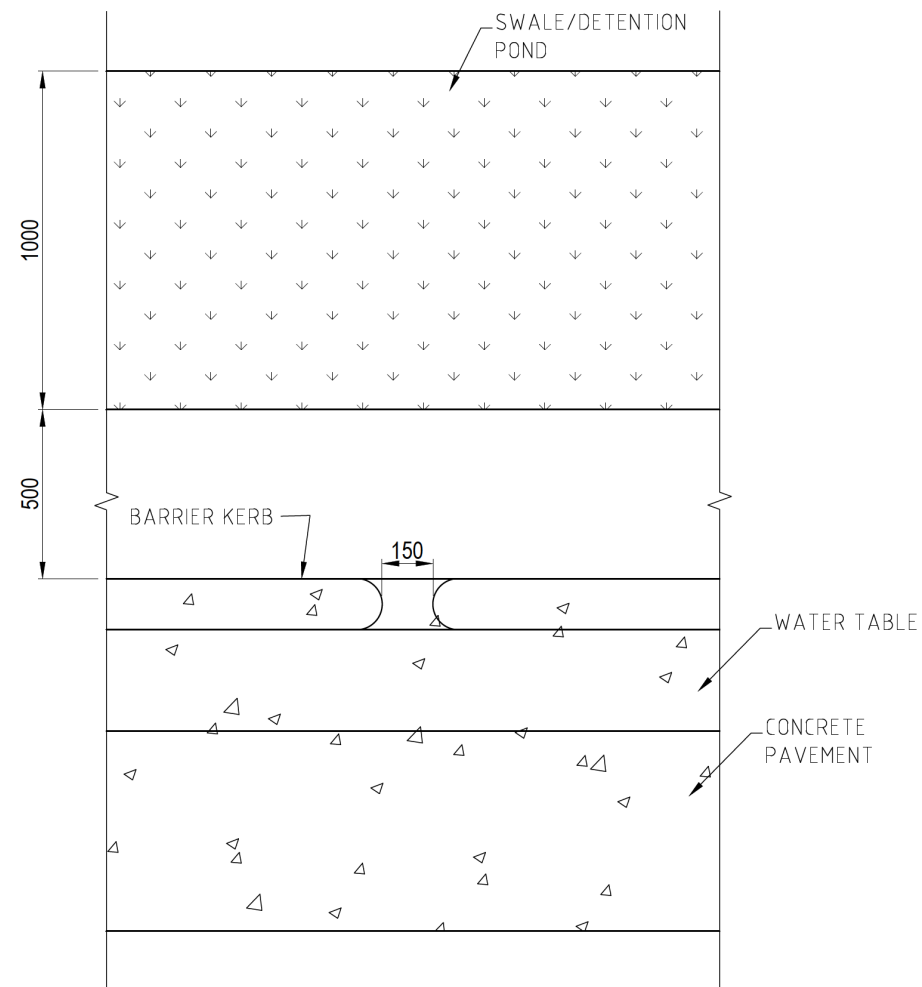
CONCRETE PADS AND ROAD PATHWAY PAVEMENT



CAR PARKING PAVEMENT
SCALE 1:10

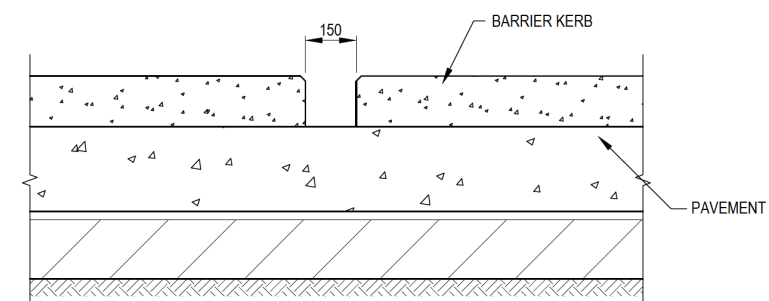


PRIME MOVER/TRAILER PARKING INFILL PAVEMENT
SCALE 1:10



KERB OPENING DETAIL
SCALE 1:10

PROVIDE KERB OPENING AT MAXIMUM 6m CTS



KERB OPENING SECTION
SCALE 1:10

PROVIDE KERB OPENING AT MAXIMUM 6m CTS

G	FOR APPROVAL	04/07/2025	LW
F	FOR APPROVAL	13/05/2025	LW
E	FOR APPROVAL	25/02/2025	LW
D	PRELIMINARY ISSUE	10/01/2025	LW
C	PRELIMINARY ISSUE	22/12/2024	LW
B	PRELIMINARY ISSUE	24/09/2024	LW
A	PRELIMINARY ISSUE	06/09/2024	LW
REV	REVISION DESCRIPTION	DATE	CHK

 THIS DRAWING IS COPYRIGHT © AND REMAINS THE PROPERTY OF GAMA CONSULTING PTY LTD	a/ Suite 3, No.83 Fullarton Rd, KENT TOWN, SA. 5067 T: 08 7123 4000 admin@gamaconsulting.com.au www.gamaconsulting.com.au	PROJECT HAHN HAULAGE TRANSPORT YARD EXTENSION SITE ADDRESS MOPPA ROAD, NURIOPTA, SA CLIENT HAHN CORPORATION	DESCRIPTION DETAILS AND SECTIONS COUNCIL LIGHT REGIONAL COUNCIL	<table><tr><th colspan="2">APPROVAL NOT FOR CONSTRUCTION</th></tr><tr><td>DRAWN SC / LW</td><td>DESIGNED LW</td></tr><tr><td>DRAFT CHK LW</td><td>DESIGN CHK LW</td></tr></table> DRAWING NO. 2405102 C03 REV. G	APPROVAL NOT FOR CONSTRUCTION		DRAWN SC / LW	DESIGNED LW	DRAFT CHK LW	DESIGN CHK LW	SHEET SIZE: A1
	APPROVAL NOT FOR CONSTRUCTION										
DRAWN SC / LW	DESIGNED LW										
DRAFT CHK LW	DESIGN CHK LW										



Appendix 2
Calculations

 gama consulting Suite 3, 83 Fullarton Road, Kent Town SA 5067 p (08) 7123 4050 e admin@gamaconsulting.com.au w www.gamaconsulting.com.au ABN: 83 607 495796	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">JOB NO: 2405102</td> <td style="width: 50%;">SHEET: 1</td> </tr> <tr> <td>DATE: 25-Feb-25</td> <td>ENG: LW</td> </tr> </table>	JOB NO: 2405102	SHEET: 1	DATE: 25-Feb-25	ENG: LW
JOB NO: 2405102	SHEET: 1				
DATE: 25-Feb-25	ENG: LW				

Stormwater Detention Design

Pre Development

ARI	100 yrs storm	
Duration	5 mins	
I	186 mm/hr	
Cpervious	0.2	
Total Area	14696 m2	
Roof Area	0 m2	
Paved Area	0 m2	
Pervious Ar	14696 m2	
Qroof	0.00 L/S	
Qpaved	0.00 L/S	
Qpervious	151.93 L/S	
Qtotal	151.93 L/S	Allowable is more than 12L/s or 20L/s, therefore this is not critical

Post Development

Total Area	14696 m2	
Roof Area	0 m2	
Paved Area	6037 m2	
Pervious Ar	8659 m2	
Qroof	0.00 L/S	
Qpaved	280.86 L/S	
Qpervious	223.80 L/S	
Qtotal	504.66 L/S	

Therefore detention required

 gama consulting Suite 3, 83 Fullarton Road, Kent Town SA 5067 p (08) 7123 4050 e admin@gamaconsulting.com.au w www.gamaconsulting.com.au ABN: 83 607 495796	<table style="width: 100%; border: none;"> <tr> <td style="width: 35%;">JOB NO: 2405102</td> <td style="width: 35%;">SHEET: 2</td> </tr> <tr> <td>DATE: 25-Feb-25</td> <td>ENG: LW</td> </tr> </table>	JOB NO: 2405102	SHEET: 2	DATE: 25-Feb-25	ENG: LW
JOB NO: 2405102	SHEET: 2				
DATE: 25-Feb-25	ENG: LW				

Detention Basin
5% AEP

Allowable Flow Out = 12 L/s

Duration	Intensity	Volume in	Volume out	Volume Detained
5 min	120.81	98287.0	7200	91087.0
6 min	112.12	109460.5	7560	101900.5
10 min	89.02	144847.4	9000	135847.4
12 min	81.34	158821.2	9720	149101.2
15 min	72.43	176779.9	10800	165979.9
18 min	65.59	192102.6	11880	180222.6
20 min	61.83	201211.3	12600	188611.3
24 min	55.66	217359.0	14040	203319.0
30 min	48.71	237773.0	16200	221573.0
45 min	37.79	276702.2	21600	255102.2
60 min	31.32	305770.9	27000	278770.9
90 min	24.02	351753.7	37800	313953.7
120 min	19.83	387192.6	48600	338592.6
180 min	15.08	441669.1	70200	371469.1

Max Orifice Diameter	
Height, Hmax	0.50 m
Velocity, V	3.13 m/s
Flow from tank, Q	12.00 L/S
Area required, A	6.28E-03 m ²
Maximum Orifice Diameter, D	89 mm

1% AEP

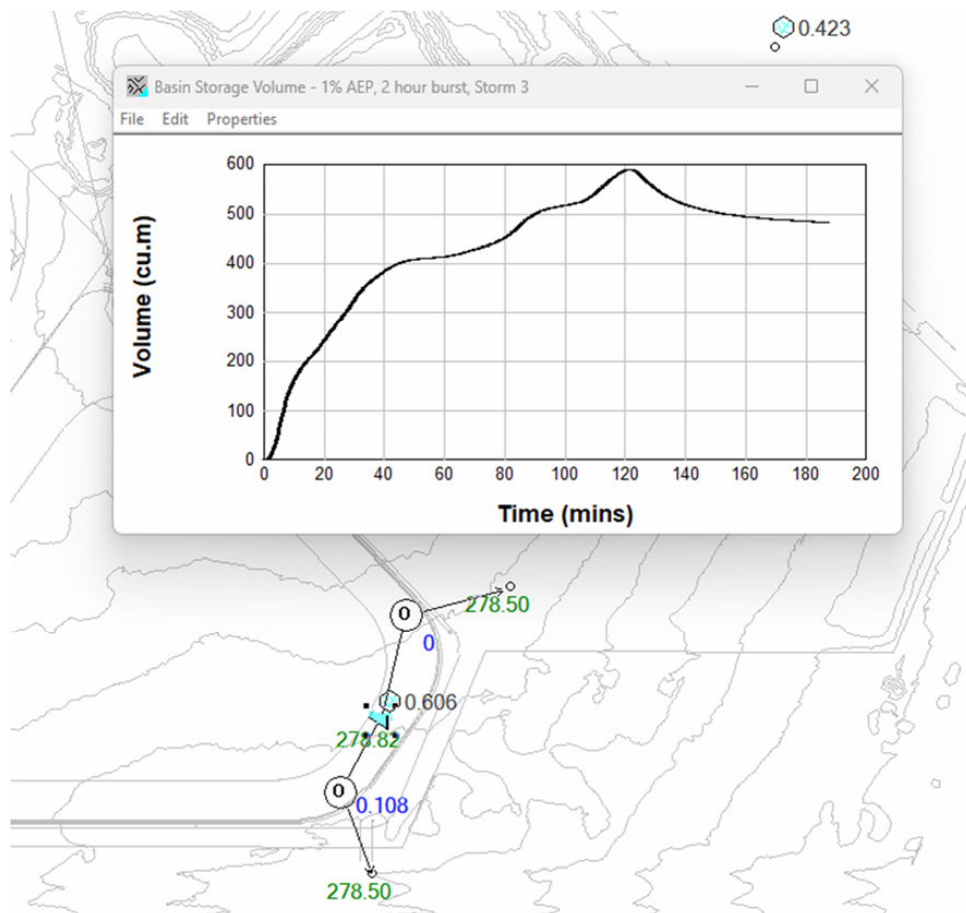
Allowable Flow Out = 20 L/s

Duration	Intensity	Volume in	Volume out	Volume Detained
5 min	186.09	151396.6	12000	139396.6
6 min	172.37	168281.4	12600	155681.4
10 min	136.07	221404.0	15000	206404.0
12 min	124.05	242215.1	16200	226015.1
15 min	110.14	268818.7	18000	250818.7
18 min	99.49	291390.3	19800	271590.3
20 min	93.65	304762.1	21000	283762.1
24 min	84.08	328342.5	23400	304942.5
30 min	73.34	358001.9	27000	331001.9
45 min	56.54	413991.5	36000	377991.5
60 min	46.64	455337.0	45000	410337.0
90 min	35.48	519576.2	63000	456576.2
120 min	29.1	568195.0	81000	487195.0
180 min	21.95	642880.4	117000	525880.4

Max Orifice Diameter	
Height, Hmax	0.50 m
Velocity, V	3.13 m/s
Flow from tank, Q	20.00 L/S
Area required, A	1.05E-02 m ²
Maximum Orifice Diameter, D	115 mm



In addition to the above, provide additional overflow for 1% AEP to show the detention pond will not overflow. See below:



Date 4/07/2025

Designer LW

Reviewer CZ

Gama Job No. 2405102



Page 3

Pavement Design - Road A

Geotechnical Report	Lab+Field	Report No. LF250054
		Subgrade rectification needed to ensure at least 3% CBR
Traffic Report	n/a	
Traffic Distribution	n/a	
CBR	3	%
The CBR is based on subgrade replacement of 100mm and to be confirmed by the civil contractor following placement of the 100mm replaced subgrade layer.		

Design in accordance with Austroads Guide to Pavement Technology Part 2 - Pavement Structural Design

USER		
Design Period (Years)	20	
Subdivision No. of Lots	1	If no. of lots is 0, manually update AADT
Trips per lot	2	If no. of lots is 0, manually update AADT
Construction Daily Traffic (AADT)	100	Assumed 100 vehicles per day for 6 months Construction
Average Daily Vehicles after Construction	30	Assumed 15 vehicles per day after Construction per year
Annual Average Daily Traffic (AADT)	33.5	
Direction Factor	0.5	0.5 for two way, 1 for one way road
Percentage Heavy Vehicles (%)	99	
Lane distribution factor	1	
Heavy vehicle growth rate (compound) %	1	
N _i	16.5825	Initial daily heavy vehicles
N _{HV}	1.33.E+05	Cumulative Heavy Vehicle Axle Groups over Design Period
N _{HVAG}	2.8	Urban Road 2.5, Rural Road 2.8 (average number of axle groups per heavy vehicle)
N _{DT}	3.73.E+05	Cumulative Heavy Vehicle Axle Groups x No. of average heavy vehicle axle groups per heavy vehicle
ESA/HVAG	0.8	Equivalent Standard Axles per Heavy Vehicle Axle Group
DESA	2.99.E+05	Design Equivalent Standard Axles
Lightly Trafficked Pavement Design	ESA < 10 ^{4.5}	Note, if ESA > 10 ^{4.5} Refer to Figure 8.4
Design CBR	3	Design CBR Contractor to confirm when placed engineered fill
Minimum Basecourse Thickness	200	mm Note, if ESA > 10 ^{4.5} Refer to Figure 8.4 for basecourse thickness
Minimum Total Crushed Rock Thickness	446.6532776	mm
Pavement Design		
Asphalt Depth	0	mm AC10 Hotmix C320 with EcoPrime
Basecourse	300	mm PM1/20 QG 98% MMDD ± 3% OMC
Subbase Layer 01 (max. 200mm)	150	mm PM2/20 QG 96% MMDD ± 3% OMC
Engineered Fill Layer	150	mm PM2/20 QG 96% MMDD ± 3% OMC
Subgrade	-	mm 98% SMDD
Total Design Thickness	450	mm
Design Check	OK	If Design Pavement Thickness > Minimum Total Crushed Rock Thickness

Resonate

Hahn Corporation

Facilities Extension - Nuriootpa

Environmental Noise Assessment

A240932RP1 Revision B

Thursday, 10 April 2025

www.resonate-consultants.com

**Document Information**

Project	Hahn Corporation Facilities Extension Nuriootpa
Client	SB Drafting
Report title	Environmental Noise Assessment
Project Number	A240932

Revision Table

Report revision	Date	Description	Author	Reviewer
0	07 February 2025	Initial issue	Gurkirat Singh	Greg Barry
A	19 March 2025	Update based on Hahn Corporation comments	Greg Barry	Darren Jurevicius
B	10 April 2025	Final Issue	Greg Barry	Darren Jurevicius

Disclaimer

This report has been prepared by Resonate Consultants Pty Ltd (Resonate) for the exclusive use of our Client. Our advice is not intended for use by any third parties, and any reliance on our advice by third parties shall be entirely at their own risk. Resonate accepts no responsibility or liability for any consequences arising from the use of our advice by persons other than our Client. Our advice has been prepared for the specific purpose and scope agreed with our Client. It is not intended to be a substitute for professional advice in other contexts or to address other issues outside the scope of work for this project.

The information, findings, and recommendations are based on the conditions and data available at the time of preparation. Any opinions or recommendations expressed are subject to the assumptions, limitations, and conditions as stated. Any reliance on external information has been accepted in good faith as being accurate and valid.



Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
Characteristic	Associated with a noise source, means a tonal, impulsive, low frequency, intermittent, or modulating characteristic of the noise that is determined in accordance with the <i>Guidelines for the use of the Environment Protection (Commercial and Industrial Noise) Policy 2023</i> to be fundamental to the nature and impact of the noise.
Continuous noise level	A-weighted noise level of a continuous steady sound that, for the period over which the measurement is taken using fast time weighting, has the same mean square sound pressure as the noise level which varies over time when measured in relation to a noise source and noise-affected premises in accordance with the Noise Policy
Day	Between 7 am and 10 pm as defined in the Noise Policy
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of loudness.
dB(A)	Units of the A-weighted sound level.
Frequency (Hz)	The number of times a vibrating object oscillates (moves back and forth) in one second. Fast movements produce high frequency sound (high pitch/tone), but slow movements mean the frequency (pitch/tone) is low. 1 Hz is equal to 1 cycle per second.
Indicative noise level	Indicative noise level determined under clause 5 of the Noise Policy.
L ₉₀	Noise level exceeded for 90 % of the measurement time. The L ₉₀ level is commonly referred to as the background noise level.
L _{eq}	Equivalent Noise Level—Energy averaged noise level over the measurement time.
L _{max}	The maximum instantaneous noise level.
Night	Between 10 pm on one day and 7 am on the following day as defined in the Noise Policy
Noise source	Means a commercial or industrial premises at which an activity is undertaken, or a machine or device is operated, resulting in the emission of noise
Quiet noise designated area	A noise designated area is a quiet noise designated area if the land uses under the Planning and Design Code provisions that make land use rules for the noise designated area are principal land uses that all fall within either or both of the following land use categories (a) Residential; (b) Rural Living.



Table of Contents

Executive summary.....	2
1 Introduction	3
2 Proposed development	4
2.1 Location	4
2.2 Operation	5
3 Site visit and noise measurements	6
3.1 Details	6
3.2 Instrumentation	6
3.3 Measurement procedure	6
3.4 Measurement results.....	6
3.5 Existing barriers	7
4 Planning & Design Code	8
4.1 Zoning	8
4.2 Interface between land uses	8
5 Noise criteria	9
5.1 Environmental noise policy	9
5.2 Noise characteristics	11
6 Assessment	12
6.1 Noise modelling	12
6.1.1 Modelling parameters	12
6.1.2 Modelling scenarios.....	12
6.2 Sound levels	12
6.3 Recommended treatments.....	13
6.3.1 Proposed acoustic fencing	13
6.3.2 Road surface	13
6.4 Predicted noise levels	13
6.4.1 Summary	14
7 Conclusion	15
Appendix A – Noise Characteristics.....	16



Executive summary

This report outlines the environmental noise assessment for the proposed extension for Hahn Corporation Pty Ltd (Hahn Corporation), located at 39 Moppa Road South, Nuriootpa SA 5355.

The potential noise emissions from the development have been assessed to adjacent noise-affected premises.

The potential environmental noise impact has been assessed against the:

- Planning & Design Code
- *Environment Protection (Commercial & Industrial Noise) Policy 2023* (Noise Policy)

A summary of the noise assessment and outcomes are outlined in Table 1.

Table 1 Assessment summary and outcomes

Noise source	Outcome	
	Day—7 am to 10 pm	Night—10 pm to 7 am
Truck Idling	15 Trucks Idling in a 15-minute period	5 trucks idling in a 15-minute period
Truck Movements	20 truck movements with trailer/tanker attached in an hour	16 truck movements with trailer/tanker attached in an hour

A summary of the indicative noise mitigation treatments is outlined in Table 2.

Table 2 Indicative noise mitigation

Element	Treatments
Acoustic Barrier	Proposed 1500mm high acoustic barrier on top of the 1500mm high landscape mound, located on the southern boundary (Figure 3).
Road Surface	The road surface inside the proposed extension will be well maintained and not have purpose-built dips or bumps for speed management.

This assessment has demonstrated that, with the indicative noise mitigation treatments detailed in this report, the facility will be able to operate within the relevant noise provisions in the Planning & Design Code and relevant environmental noise requirements.



1 Introduction

This report outlines the environmental noise assessment of the proposed yard development for Hahn Corporation Pty Ltd (Hahn Corporation). The project involves an extension of the existing freight yard for the additional truck, trailer and tanker parking. The site is located at 39 Moppa Road South, Nuriootpa SA 5355.

This assessment is based on the following inputs:

- A preliminary site plan (Revision P7), dated 04/02/2025, provided by SBD Drafting
- Assumptions for vehicle movements and the nature of operations, based on the discussion with Hahn Corporation
- Measured noise levels for the truck, and trailer/tanker as a noise source, undertaken by Resonate during the site visit to Hahn Corporation Pty Ltd on 15 January 2025.

The noise impact assessment has been undertaken in consideration of the following guidelines:

- SA Planning & Design Code
- *Environment Protection (Commercial & Industrial Noise) Policy 2023* (Noise Policy).

Resonate

2 Proposed development

2.1 Location

The subject site is located at 39 Moppa Road South Nuriootpa, SA 5355 and is bounded by residential developments to the west and south, and Hahn Corporation's existing facility to the north. The closest noise affected premises are located to the South and West across Moppa Road South and to the East along Klaebe Court.

Figure 1 shows an aerial image of the site in relation to adjacent land and zoning.

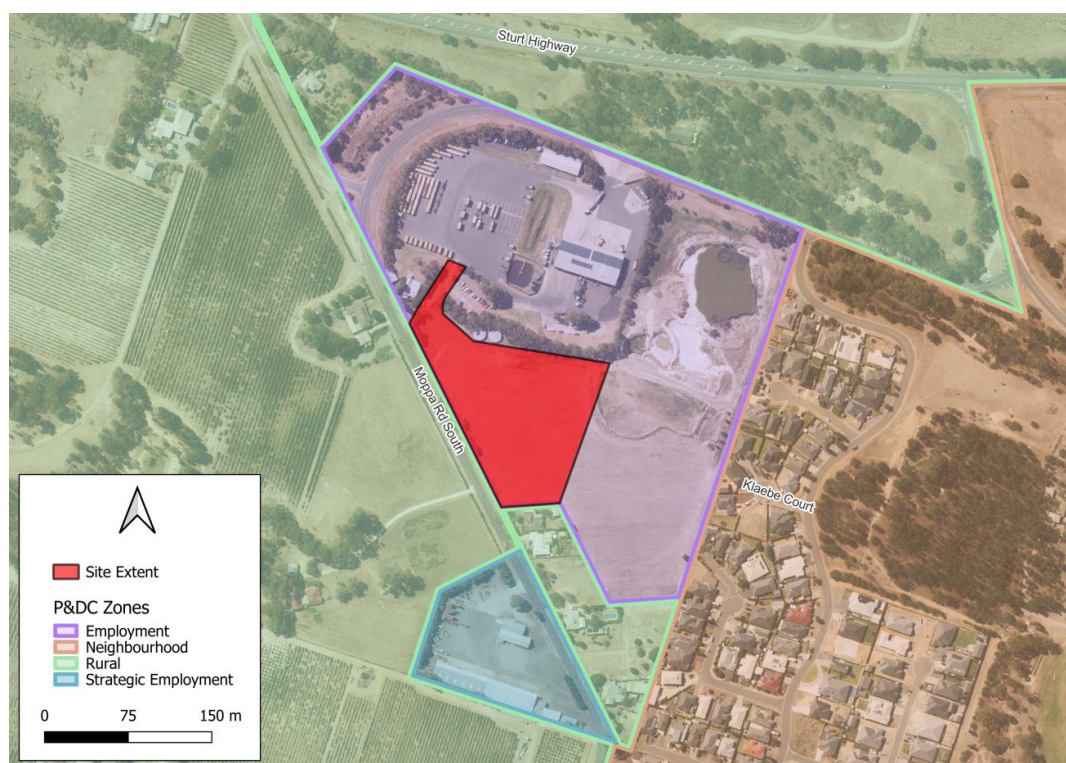


Figure 1 Aerial image of site, adjacent land, and zoning



2.2 Operation

It is proposed that the truck movements are expected from 6 am to 11 pm inside the proposed extension with the typical activity outlined in Table 3.

Table 3 Typical vehicle operations

Noise sources	Period	
	Day—7 am to 10 pm	Night—10 pm to 7 am
Truck Idling	15 Trucks Idling in a 15-minute period	5 trucks idling in a 15-minute period
Truck movements	20 truck movements with trailer/tanker attached in an hour period	16 truck movements with trailer/tanker attached in an hour



3 Site visit and noise measurements

3.1 Details

Resonate visited the Hahn Corporation site on 15 January 2025 to understand the existing site conditions and undertake attended noise measurements for the typical truck noise sources. Measurements were taken in the parking of the Hahn Corporation site for trucks moving at 15 km/hour and idling on a concrete surface. The measured noise levels were subsequently used to calculate the sound power levels outlined in Section 6.2.

3.2 Instrumentation

The noise measurements were taken with a calibrated Brüel & Kjær 2250 sound level meter (Serial Number 3001247), which is a Class 1 instrument suitable for field and laboratory use. The sound level meter was calibrated both before and after the measurements using a Class 1 Brüel & Kjær 4231 sound level calibrator (Serial Number 2713581), and the calibration was found to have not drifted. Both the sound level meter and calibrator carry current calibration certificates from a NATA accredited laboratory. Copies of the calibration certificates are available on request.

3.3 Measurement procedure

Noise measurements were undertaken in accordance with the following:

- The microphone of the sound level meter was at a height of approximately 1.5 metres above the ground and at least 3.5 metres away from any wall or facade.
- The axis of maximum sensitivity of the microphone of the sound level meter was directed towards the noise source.
- A wind shield was used during all measurements, and the measurements were undertaken during a calm, still night (for which the wind velocity did not exceed 5 m/s).
- Care was taken to avoid any effect on the measurement of extraneous noise, acoustic vibration or electrical interference.
- Noise measurements were undertaken for a period of up to 1 minute. These time periods were chosen based on the truck pass-by speed.

3.4 Measurement results

The results of the measured noise levels from the truck and tanker sources are outlined in Table 4.

Table 4 Attended noise measurements

Noise Source	Number of Measurements	Measurement Duration	Distance from the source	Average noise levels
		Seconds	Metres	dB(A)
Truck Idling	4	10	8	65 Leq
Truck Door Slam	2	2	8	77 L _{max}
Truck movement with trailer/tanker attached	5	Up to 60	8 – 10	76 L _{max} 71 Leq



3.5 Existing barriers

The following existing fencing was observed at the time of site visit:

- 1.8m high fence at 99 Moppa Road South, located on the southern end of the site.
- 2.1m high fence on the eastern boundary with residential premises located along Klæbe Court.



4 Planning & Design Code

4.1 Zoning

The zoning of the subject site (noise source) and noise-affected premises are as outlined in Table 5.

Table 5 Summary of zones/subzones

Location	Zone / Subzone
Subject site	Employment zone
Residential premises to the west and south along Moppa Rd South	Rural zone
Residential premises to the east along Klaebe Court	Neighbourhood zone

The Desired Outcomes, Performance Outcomes, and Designated Performance Features of the zones/subzones have been used by the EPA in their *Indicative Noise Factor Guidelines* to determine appropriate land use categories and indicative noise factors used to derive environmental noise criteria.

4.2 Interface between land uses

Interface between Land Uses is a General Development Policy that is relevant to the subject site. The relevant Assessment Provisions relating to noise are outlined in Table 6.

Table 6 Relevant Assessment Provisions—Activities generating noise or vibration

Relevant Assessment Provisions	
Desired Outcome	
DO1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Commercial and Industrial Noise) Policy criteria.



5 Noise criteria

5.1 Environmental noise policy

As noted in DTS/DPF 4.1, environmental noise emissions from the subject site should comply with the *Environment Protection (Commercial & Industrial Noise) Policy 2023* (Noise Policy).

As noted in Section 4.1, the environmental noise criteria are based on the land use categories determined based on the principal land uses outlined in the Planning & Design Code for the noise source and noise-affected premises. The land uses and indicative noise factors are as shown in Table 7 and Table 8. Note that the indicative noise factors in Table 7 are used where the noise source and noise affected premises falls within the same land use category (being only General Industry and Special Industry). In all other cases the indicative noise factors in Table 8 are to be used.

Table 7 Excerpt from Noise Policy—Table 1(subclause(1)(a))

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

Table 8 Excerpt from Noise Policy—Table 2(subclause(1)(b))

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

Based on the land use categories as outlined in the EPA's *Indicative Noise Factor Guidelines*, the relevant criteria for the noise-affected premises in each zone are as outlined in Table 9. In accordance with Part 5 of the Noise Policy, the relevant criteria are the average of the relevant indicative noise factors less 5 dB(A).



Table 9 Summary of zones, land uses, and Noise Policy criteria

Site	Zone/subzone	Land use categories	Criteria, L_{Aeq}	
			Day (7 am to 10 pm)	Night (10 pm to 7 am)
Subject site	Employment	Light Industry & Commercial	N/A	N/A
Residential premises to the west and south along Moppa Rd South	Rural zone	Rural Industry	54	47
Residential premises to the east along Klæbe Court	Neighbourhood zone	Residential	51	44

Additionally, as the noise-affected premises are situated in a residential and rural living land use category it is in a 'quiet noise designated area', a maximum noise criterion of $L_{max,fast}$ 60 dB(A) at night, 10 pm to 7 am, is applicable.

For information, the land use categories as nominated in Table 9 are presented in Figure 2.

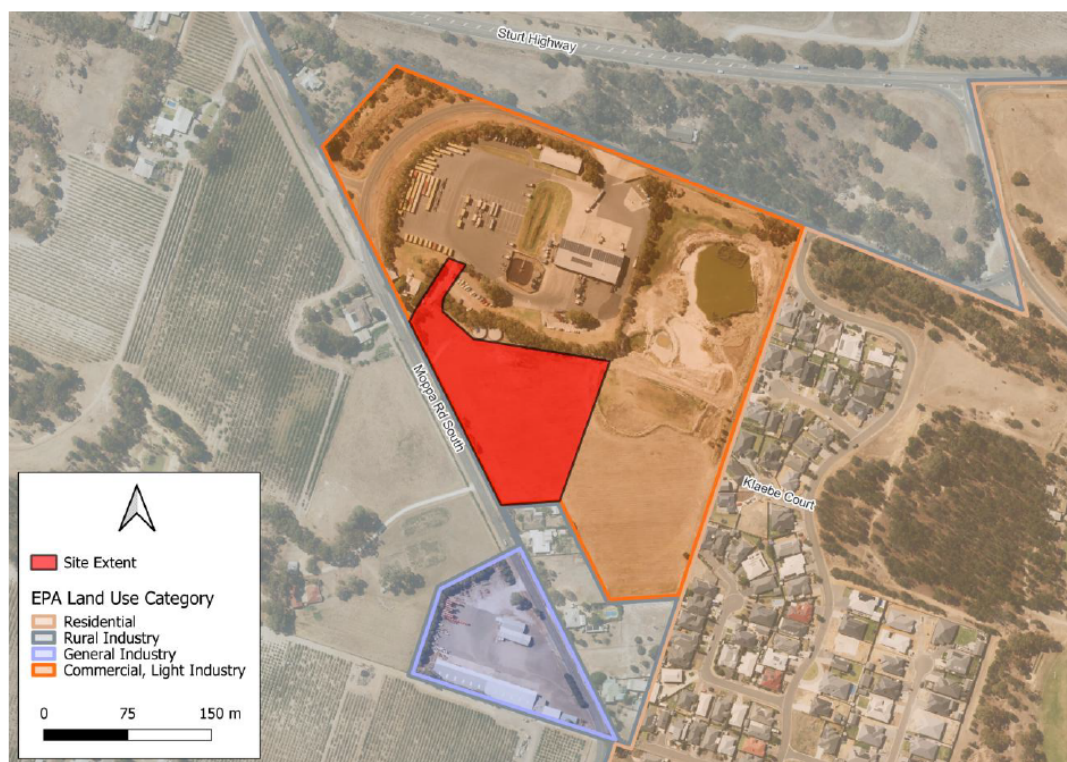


Figure 2 Land use categories

Hahn Corporation Facilities Extension Nuriootpa—Environmental Noise Assessment

A240932RP1 Revision B

www.resonate-consultants.com

10 of 17



5.2 Noise characteristics

Under the Noise Policy, noise that exhibits annoying characteristics attracts a penalty to account for such noise being more noticeable and annoying when compared to constant, broadband or steady noise. For a penalty to be applied, the characteristic must dominate the overall noise impact at the receiver, rather than being part of it. These characteristics are considered in the assessment of the predicted noise levels at the receivers. Refer to Section 0 for further information.

The noise characteristics and their subjective test as defined under the Guidelines for the use of the Environment Protection (Commercial and Industrial Noise) Policy 2023 (the Guidelines) are outlined in Appendix A – Noise Characteristics.



6 Assessment

6.1 Noise modelling

6.1.1 Modelling parameters

Modelling was undertaken in SoundPLAN Environmental Software v9.0 program, using the ISO 9613-2:1996 algorithm.

This method predicts sound pressure levels under meteorological conditions favourable to propagation from noise sources. These conditions are for downwind propagation, or, equivalently, propagation under a well-developed moderate groundbased temperature inversion, such as that which commonly occurs at night.

Specific terms are provided in the algorithm for the following physical effects:

- geometrical divergence
- atmospheric absorption
- ground effect
- reflection from surfaces
- screening by obstacles.

6.1.2 Modelling scenarios

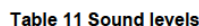
Modelling scenarios aligned with the operations as outlined in Section 2.2 are presented in Table 10.

Table 10 Modelling scenarios

Scenarios	Activity	Criteria
Day—7 am to 10pm		
Truck idling	• 15 trucks idling for 5 minute each in a 15 minute period	Noise Policy (day)
Truck movement	• 20 truck movements with tanker/trailer attached in an hour	Noise Policy (day)
Night—10pm to 7 am		
Truck idling	• 5 trucks idling for 5 minute each in a 15 minute period	Noise Policy (night)
Truck movement	• 16 truck movements with tanker/trailer attached in a an hour	Noise Policy (night)

6.2 Sound levels

Sound levels adopted in the noise modelling of the proposed development are outlined in Table 11.



(1) Based on attended measurements undertaken by Resonate at Hahn Corporation (Section 3.4)

6.3.1 Proposed acoustic fencing

REVISIONS

Rev	Description	Date
1	ISSUED FOR PERMIT REVIEW	14/01/2015
2	ISSUED FOR PLANTING REVIEW	14/01/2015
3	REVISED ISSUE FOR LANDSCAPE	22/02/2015
4	REVISED ISSUE FOR CONCRETE TANKS	21/03/2015
5	REVISED CONCEPT ISSUE	27/04/2015
6	FINAL ALTERNATIVE CONCEPT ISSUE	26/05/2015

Legend

- 1500mm Acoustic Barrier
- 1500mm Landscape mound

PROPOSED FREIGHT YARD EXTENSION

401-405 MOPPA ROAD SOUTH
NAMBIDJA
HARMAN CORPORATION

LANDSCAPE PLAN

Scott Butler
Landscape & Design

Sheet Size: A2
Date: 14/01/25
Scale: As indicated
Drawn By: JH
Job No: 1215-24
Sheet: 03
Phase: P
Author: JH
Date: 14/01/25

Figure 3 Location of the proposed 1500mm high solid barrier (on top of 1500mm landscape mound)

To minimise the noise generated by trailers/tankers, the road surface along the route of the trucks is to be well maintained and should not have any purpose-built dips or bumps for speed management.

A summary of the worst case predicted noise levels in a 15 – minute period at noise-affected premises is presented in Table 12 and Table 13 for day and nighttime emissions respectively.



Table 12 Predicted noise levels—day

Worst case prediction location	Predicted noise level, $L_{eq,15min}$ dB(A)	Noise Policy day time criteria, dB(A)
78 Moppa Road South (west)	$\leq 47 + 5 = 52^{(1)}$	54
99 Moppa Road South (south)	$\leq 44 + 5 = 49^{(1)}$	54
6 Klæbe Court (east)	$\leq 37 + 5 = 42^{(1)}$	51

(1) A 5 dB(A) penalty may be applicable to account for the modulating noise associated with the truck movements. The presented level includes a 5 dB(A) penalty.

Table 13 Predicted noise levels—night

Prediction location	Predicted noise level, $L_{eq,15min}$ dB(A)	Noise Policy nighttime criteria, dB(A)
78 Moppa Road South (west)	$\leq 41 + 5 = 46^{(1)}$	47
99 Moppa Road South (south)	$\leq 42 + 5 = 47^{(1)}$	47
6 Klæbe Court (east)	$\leq 34 + 5 = 39^{(1)}$	44

(1) A 5 dB(A) penalty may be applicable to account for the modulating noise associated with truck movements. The presented level includes a 5 dB(A) penalty.

Additionally, the assessment shows that the maximum noise levels ($L_{max,fast}$) are expected to be significantly lower than the 60 dB(A) criterion.

6.4.1 Summary

The predicted indicative noise levels comply with the Noise Policy criteria based on:

- proposed scenarios as outlined in Section 6.1.2, and
- indicative treatments as outlined in Section 6.3.



7 Conclusion

An environmental noise impact assessment has been undertaken for the proposed yard extension of truck/trailer parking at Hahn Corporation, Nuriootpa SA 5355.

This assessment has demonstrated that, with the indicative noise mitigation treatments detailed in this report the noise emissions from the operation of the proposed development will be able to comply with the relevant policy and legislation.



Appendix A – Noise Characteristics

Table 14 Subjective tests for noise characteristics

Noise characteristic	Subjective test under the Guidelines ⁽¹⁾
Low frequency	A noise source that attracts a low frequency characteristic will often be described as something with a rumbling, rolling, roaring or booming noise that is clearly audible above everything else. Some examples include the noise from a freight train locomotive as it moves away from a resting position, a jet aircraft taking off or the rumbling sound of thunder in nature.
Tonal	A noise source that attracts a tonal characteristic will often be described as something with a pitch or sharply defined note that is clearly audible above everything else. Some examples include the noise from tonal reversing signal on a truck, a whistle, the squealing generated by train wheels going around curves, or the distinctive note that can be heard from an unmuffled high performance motor held at constant speed. Note that the reversing signal on a truck may attract a penalty for a modulating characteristic due to the rise and fall of sound and a penalty for a tonal characteristic due to the distinctive tone used to attract attention, but only if both dominate the noise impact and are not simply audible in the ambient noise. A tonal characteristic would not be applied to a noise that only exhibited tonality at an instant in time. An example is the noise from a wailing siren. At any instant in time, a wailing siren exhibits a tone, but this tone moves across the frequency spectrum over time to generate a modulating noise.
Impulsive	Impulsive noise characteristics can be described as the sudden onset of a sound. A noise source that attracts an impulsive characteristic will often be described as something with a thumping, banging or impact noise that is clearly audible above everything else. It is distinguished by a sharp rise in noise level. Some examples include the noise from a heavy mechanical press that consistently produces an impact noise as it stamps out a metal template, the noise from the dropping of material that causes a short burst of loud sound as the material hits the ground, or the noise of heavy hammering and banging from a workshop area. An impulsive characteristic would not be applied to a noise that simply varies in level. The modulating characteristic is established to deal with such a noise. A short burst or impact, or series of impacts, need to be present to apply the impulsive characteristic.
Modulating	A noise source that attracts a modulating characteristic will often be described as something with a cyclical, varying, fluctuating, pulsating, or changing noise characteristic that is clearly audible above everything else. Modulation can occur to the measured noise level of a source. The most common case for noise with such characteristics is moving equipment that are out of balance (such as a fan) or in the case of a forklift moving about on a loading zone. It can also occur due to a change to the frequency content, as in the case of a wailing siren. Modulation noise characteristics would also apply to regular truck movements coming in and out of a subject site. The modulation, or rise and fall of the sound, can also occur over a short period, such as the bark from an engine brake, which rises and falls in level many times over a one-second period, or the noise experienced when the rear window of a car is left down, and the speed of the vehicle is sufficient such that the wind noise produces a pulsing sound.

Resonate

Noise characteristic	Subjective test under the Guidelines ⁽¹⁾
Intermittent ⁽²⁾	Subjectively, a noise source has intermittent noise characteristics if it is described as a noise that comes and goes, or starts and stops. This could apply to a generator that operates sporadically (starts and stops multiple times) during an assessment period. The intermittent noise characteristics may also be applicable for situations when the noise characteristics themselves are intermittent in nature.

(1) The descriptions for the subjective tests are directly from the Guidelines.

(2) Only applicable during the nighttime period (10 pm to 7 am).



Acoustics • EMF • Structural Dynamics • Vibration

Tuesday, 4 November 2025

Project number: A240932

Reference: A240932LT1A

Scott Butler

SB Drafting

sbdrafting@adam.com.au

Dear Scott,

**Hahn Corporation Facilities Extension Nuriootpa
Response to Planning Application Comments (Noise)**

This letter presents the technical response to Representors comments regarding noise impacts from the proposed project. The comments and responses are presented in Table 1:

Table 1 Response to comments from Representors

Representor #	Comment	Response
1	<i>"I'm worried that the proposed truck parking site, with its anticipated noise levels from trucks coming and going, will have a substantial impact on our quality of life if it's situated too close to our homes. Furthermore, with the border being so close, I question whether there'll be enough space to establish a proper fence line, which could lead to additional issues. Given these concerns, I respectfully request that you reconsider the site's boundaries to minimize the potential disturbance to nearby residents. I'd appreciate it if you could look into alternative solutions or adjustments to the proposed site plan"</i>	A thorough noise assessment has been carried and has been informed by measurement of a sample of the current fleet of Hahn Corp prime movers and tankers/trailers. Environmental noise controls are nominated to comply with the objective requirements of the SA EPA Noise Policy. The assessment has taken an onerous approach and includes a 5 dB penalty to account for a potential "annoying" character of trucks moving along the proposed site.
3	<i>"The total 3 m barrier is insufficient. Truck cabins typically exceed 4 m in height (see Appendix A), meaning noise from engines, reversing alarms, coupling/uncoupling, and idling will carry directly over into my property. • A further and serious issue is the operation of truck-mounted generators and refrigeration/air-conditioning units, which often run all night during summer months to keep loads cool. These produce a constant, low-frequency drone that is highly intrusive and will disturb sleep. • In addition, the yard will inevitably host truck maintenance activities, including the use of rattle guns for tyre changes and other high-noise servicing equipment. These generate sharp bursts of noise that will be unreasonably disruptive for a neighbouring residence."</i>	The noise assessment considers the height of the controlling noise sources associated with the prime movers when moving i.e. the engine and the exhaust. At low speeds noise emissions from the engine (at about 2.5m) is the controlling source rather than from the exhaust (3.5 – 4m). It has been confirmed that none of the fleet of tankers/trailers have generators or air conditioning condensers. In-situ maintenance of prime movers or trailers is not planned for the extension area. These activities will be relocated to the current facility or held during the day time period (7am to 10pm).

Hahn Corporation Facilities Extension Nuriootpa—Response to Planning Application Comments (Noise)

A240932LT1A

www.resonate-consultants.com

1 of 3



Acoustics • EMF • Structural Dynamics • Vibration

Representor #	Comment	Response
4	<i>"Trucks reversing at all hours of the night with reversing beepers operating.</i> <i>Operating of air brakes on and off and prime movers revving the motors to build up air supply on trailers.</i> <i>Rattle guns and air compressors operating throughout the night, changing prime mover and trailer tyres and possibly some of the maintenance work being performed.</i> <i>Ice packs operating on prime movers throughout the night on hot summers and possibly through the day as well are of a major concern.</i> <i>It would be good to have some noise suppression along Moppa Road South opposite my residence at 78 Moppa Road South as you are proposing about 144 truck trailer combinations using the area in a period from 10 pm to 6 am each night. That is not including the day time use.</i> <i>My wife and myself have had problems in the past sleeping at nights due to the noise factor created by moving vehicles and air conditioners running through the night. I have made numerous phone calls in the past to the Hahn Corp about the noise and I must admit they have been reasonable in trying to control the issue. As the company seems to be getting larger we believe this development should not proceed."</i>	It has been confirmed that prime movers will not have reversing beepers installed. The operation of air brakes has been included in the assessment and is based on measurements of a sample of the Hahn Corp fleet of vehicles. In-situ maintenance of prime movers or trailers is not planned for the extension area. These activities will be relocated to the current facility or held during the day time period (7am to 10pm).
6	<i>"The noise from extra traffic, air brakes, tyre fitters, Truck air conditioning will only echo even further from the top of the proposed parking area"</i>	Refer to Responses 1,2 and 4.
8	<i>"Have concerns over light spillage / glow towards Klaebe court and acoustics. Ideally same treatment of acoustic barrier including mound, planting and acoustic fence of Southern side to be applied to East side of proposal (6m width, total 3m in height)"</i>	Refer to Response 1.
9	<i>"• no amount of prevention will alleviate the noise of a Prime mover starting or moving in the 11pm-6am time frame when people are trying to sleep.</i> <i>• We all come home at night for rest and relaxation, but this will now be 'denied'.</i> <i>• We currently have issues with them leaving anytime from 4.00am disturbing us.</i> <i>• Then they move down Moppa Road South through the 10-14 gear changes and can apply those exhaust brakes just in case we were not awake.</i> <i>• The fact that you have actually mentioned about ground mounds and acoustic fencing means you already know it 'will' be a problem for us!</i> <i>• This could be said it is akin to people snoring but there is no C-Pap big enough for this magnitude of irritation and sleep deprivation."</i>	Refer to Response 1,2 and 4.

Hahn Corporation Facilities Extension Nuriootpa—Response to Planning Application Comments (Noise)

A240932LT1A

www.resonate-consultants.com

2 of 3



Acoustics • EMF • Structural Dynamics • Vibration

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

Yours sincerely,

A handwritten signature in black ink, appearing to read "Greg Barry", with a long, sweeping horizontal line extending to the right.

Greg Barry
Principal Consultant
p +61 8 8155 5888
m 0450455079
greg.barry@resonate-consultants.com

Hahn Corporation Facilities Extension Nuriootpa—Response to Planning Application Comments (Noise)

A240932LT1A

www.resonate-consultants.com

3 of 3

Details of Representations

Application Summary

Application ID	25011361
Proposal	Truck and trailer parking facility (expansion of existing use) with associated three (3) security lighting towers (up to 20m in height) and acoustic earthen mound (up to 1.5m in height) with an acoustic fence sited atop (1.5m in height) and associated altered internal driveway, stormwater management and landscaping areas
Location	39 MOPPA RD S NURIOOTPA SA 5355

Representations

Representor 1 - Ruben Martin

Name	Ruben Martin
Address	
Submission Date	28/08/2025 08:21 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

Dear Scott Butler, I'm writing to express my deep concerns about the proposed truck parking site near our residential area. Specifically, I'd like to bring to your attention the proximity of the site to existing residential properties. In my opinion, the border is too close and needs reconsidered As you may be aware, Hanns Transportation is currently located at a distance from residential areas, and yet it already causes significant noise pollution. I'm worried that the proposed truck parking site, with its anticipated noise levels from trucks coming and going, will have a substantial impact on our quality of life if it's situated too close to our homes. Furthermore, with the border being so close, I question whether there'll be enough space to establish a proper fence line, which could lead to additional issues. Given these concerns, I respectfully request that you reconsider the site's boundaries to minimize the potential disturbance to nearby residents. I'd appreciate it if you could look into alternative solutions or adjustments to the proposed site plan. Thank you for your time and consideration. Sincerely, Ruben.

Attached Documents

Representations

Representor 2 - Jason Millward

Name	Jason Millward
Address	
Submission Date	06/09/2025 08:19 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

My wife and I do not support the development as this time. Since moving into the property there has been a regular odour emanating from the transport premises. Over the last 2 months there have been at least 20 days where an odour has been impacting our general enjoyment of our property. The odour has a strong stagnant and fecal smell, lasting several hours. We have not had the ability to hang washing outside, as the clothes absorb the smell which means we have to wash them again. We also have not been able to open windows to enjoy the fresh air, generally enjoy being in the garden or have meals/bbqs outside (all things we normally love to do). Additionally, we have had drift of waters from their impact sprinklers land on us in our backyard. This water also contained the same odour and on a couple occurrences we have had to re-shower and wash our clothes after being covered in the spray drift. This also deters us from having guests over as we are embarrassed by the issue. We have reported this issue to Council and Council confirmed the source of the odour is coming from the site. It has been advised that there are issues with the existing trade waste system not being managed appropriately. This gives me concerns with being able to consume the fruit from our trees when ripened and any vegetables that we may grow as we do not know what contaminants may be present in the spray drift. Our concerns are that if there is going to be an increase/expansion of the business then the issue will not only remain, but become worse, with the additional visitors/employees, trucks, and activities on the site that comes with it the development. Until such time that the company can manage their own wastes and the odour that currently is produced we are not in support of the development.

Attached Documents

Representations**Representor 3** - Marianne Nelson

Name	Marianne Nelson
Address	
Submission Date	08/09/2025 05:06 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 support the development with some concerns
Reasons	
See attached letter dated 7.9.2025	

Attached Documents

25011361MarianneNelson08092025-12174780.pdf

To:
The Assessment Manager
The Barossa Council
43-51 Tanunda Road
Nuriootpa SA 5355

Re: Development Application ID 25011361 – 39 Moppa Road South, Nuriootpa
Applicant: Hahn Corporation

From: Resident of 99 Moppa Road South, Nuriootpa

Date: 7/9/2025

Objection – Proposed Yard Extension at 39 Moppa Road South

Dear Sir/Madam,

I am the resident of 99 Moppa Road South, whose property directly adjoins the southern boundary of the proposed yard extension. My home is the most directly and immediately impacted by this proposal.

While I acknowledge the inclusion of a 1.5 m earth mound and 1.5 m acoustic fence, these measures are minimal and will not protect my household from the significant impacts that will result from this development.

1. Noise Impacts

- The total 3 m barrier is insufficient. Truck cabins typically exceed 4 m in height (see Appendix A), meaning noise from engines, reversing alarms, coupling/uncoupling, and idling will carry directly over into my property.
 - A further and serious issue is the operation of truck-mounted generators and refrigeration/air-conditioning units, which often run all night during summer months to keep loads cool. These produce a constant, low-frequency drone that is highly intrusive and will disturb sleep.
 - In addition, the yard will inevitably host truck maintenance activities, including the use of rattle guns for tyre changes and other high-noise servicing equipment. These generate sharp bursts of noise that will be unreasonably disruptive for a neighbouring residence.
-

2. Dust and Air Quality

- The proposal relies on coarse gravel truck parking areas. With constant heavy vehicle movements, the gravel will break down into fine dust, which will become airborne and travel into adjoining properties.
 - This poses respiratory health risks and will reduce amenity for my household.
 - In my specific case, the dust will also settle on rooftop solar panels, reducing their efficiency and requiring constant cleaning at my expense. This is an unreasonable impact for a residential neighbour to bear.
-

3. Stormwater and Drainage

- My property lies directly downslope of the detention pond. In the event of system failure, poor maintenance, or overflow, stormwater runoff will discharge directly onto my land.
 - Without enforceable conditions on stormwater design and maintenance, the risk of property damage remains unacceptably high.
-

4. Lighting and Visual Amenity

- The proposed security and flood lighting will spill directly into my home and garden, intruding into private living spaces and reducing night-time amenity.
 - Without full shielding and directional control, my property will be subjected to a permanent industrial glow.
-

5. Vegetation and Landscaping

- The landscaping plan places heavy emphasis on wattle plantings, which are allergenic and inappropriate along residential boundaries.
 - This choice creates unnecessary health risks and fails to provide genuine screening or amenity for residents.
-

6. Character and Land Use

- While the land is zoned for employment, it also falls within Character Preservation and Water Protection overlays.

- The proposal represents a major intensification of industrial use directly adjoining a long-established residence.
- Council has a duty to ensure that industrial development is balanced with the preservation of residential amenity and community character.

Conclusion

The development, in its current form, is inadequate to protect my home from unreasonable impacts.

I therefore request that Council require amendments and conditions, including:

- Construction of a taller and more effective acoustic barrier that exceeds truck cabin height.
- Prohibition of overnight truck generators and refrigeration units operating adjacent to residential boundaries.
- Prohibition of truck maintenance activities (including rattle guns and other high-noise tools) outside approved hours.
- Sealed truck parking areas and dust suppression measures to prevent airborne dust affecting neighbouring homes and solar panels.
- Enforceable stormwater design and maintenance requirements.
- Full shielding of all floodlighting to prevent spill into residential properties.
- Replacement of allergenic wattle with suitable, low-risk screening vegetation.

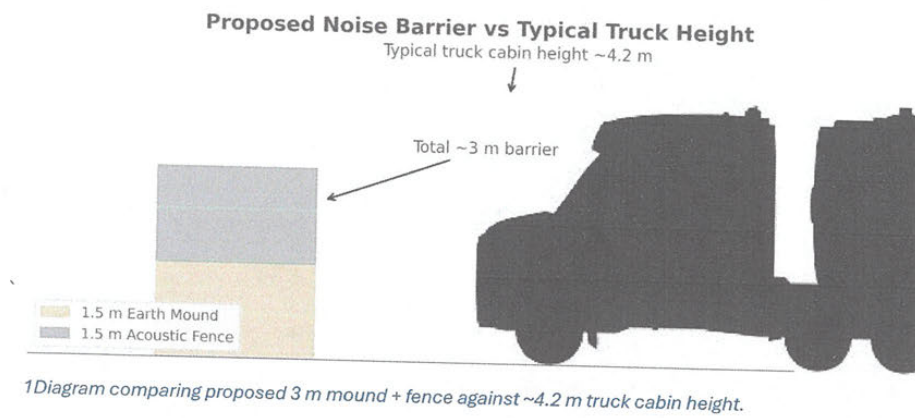
These measures are necessary if this development is to proceed in a way that allows industry to expand without imposing unfair and harmful impacts on existing residents.

Yours sincerely,

Marianne Nelson

Resident, [REDACTED]
[REDACTED]
[REDACTED]

Appendix A – Noise Barrier vs Truck Height



Representations**Representor 4** - Robby Falkenberg

Name	Robby Falkenberg
Address	
Submission Date	09/09/2025 09:34 AM
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 support the development with some concerns
Reasons	
See attached letter dated 8.9.2025	

Attached Documents

25011361RobbyFalkenberg08092025-12177911.pdf

BAROSSA COUNCIL

08 September 2025

P.O. Box 867

Nuriootpa S.A 5355

Att: Assessment Panel**Re: Application ID 25011361****LIGHT DEVELOPMENT AT 39 MOPPA ROAD SOUTH**

Looking at the Hahn Corp development plan parcel Application ID: 25011361 a number of concerns have come to my attention as listed below. I have problems sleeping due to noise and Asthma attacks in the past years. as I am a driver and at times, during vintage, do shift work that means sleeping through the day as well. My wife and myself built our home away from towns for a quiet life of country living.

1.DUST

Only compacted quarry rubble is being used for truck and trailer parking areas that will naturally break down to dust after a period of time with bogies and tri-axles driving on it constantly. What will happen to the dust on windy days. I have seen the dust hang in the air on warm ,windless nights.

2. NOISE

Trucks reversing at all hours of the night with reversing beepers operating.

Operating of air brakes on and off and prime movers revving the motors to build up air supply on trailers.

Rattle guns and air compressors operating throughout the night, changing prime mover and trailer tyres and possibly some of the maintenance work being performed.

Ice packs operating on prime movers throughout the night on hot summers and possibly through the day as well are of a major concern.

It would be good to have some noise suppression along Moppa Road South opposite my residence at 78 Moppa Road South as you are proposing about 144 truck trailer combinations using the area in a period from 10 pm to 6 am each night. That is not including the day time use.

My wife and myself have had problems in the past sleeping at nights due to the noise factor created by moving vehicles and air conditioners running through the night. I have made numerous phone calls in the past to the Hahn Corp about the noise and I must admit they have been reasonable in trying to control the issue. As the company seems to be getting larger we believe this development should not proceed. Personally, I believe it should not have been

approved in the first place being in the close proximity of housing estates and nursing homes. That is the reason of having industrial estates, for eliminating the issues we are facing now.

3. LIGHTS

A light # 2T3P placed roughly opposite my residence on the northern end of the roadway. Probably not a good idea. Have you thought of placing the light on the other side of Moppa Road South so it does not face my residence and will point in an easterly direction. I noticed an obtrusive light grid has been placed around the drivers quarters and also for the residents on the south end of the roadway. There seems no positive strategies by the developers in alleviating the problems to 78 Moppa Road South, as mentioned above, even though you have tried to address the issues with residents in the Barossa Council area, but how about extending the thought process to my residence as well, even though I am in the Light Council Region.

Thank you for the opportunity to put our views forward.

Regards

Robby Falkenberg



R P & M T Falkenberg



Representations

Representor 5 - Delwin Rohrlach

Name	Delwin Rohrlach
Address	
Submission Date	13/09/2025 06:56 AM
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

We are writing to formally express our concerns regarding the recent application to install three 3 x 20-meter high light towers at the property. While we acknowledge the importance of community development and activity, we are concerned about the potential for light trespass (spillage and pollution) beyond the proposed installation site, which could adversely affect neighbouring properties. Specifically, we request clarification on the following points:

- Light Spill & Pollution: What measures are proposed to minimise light spillage beyond the property boundary? How will the installation prevent undue light disturbance to neighbouring properties?
- Environmental and Visual Impact: Has an assessment been conducted to evaluate the impact of the height and brightness of these towers on surrounding areas, including potential light pollution?
- Mitigation Strategies: What mitigation strategies are planned to be in place? (such as Curfews and dimming, minimising dust illumination)
- Compliance: Will lighting be installed in accordance with AS/NZS 4282:2019 These factors are crucial for the proposed development and how they might affect the amenity, environment, and wellbeing of adjoining or adjacent properties and the wider community. We appreciate your attention to this matter and request that our concerns be considered during the planning review process. Thank you for your consideration.

Attached Documents

Representations

Representor 6 - Shaun Falkenberg

Name	Shaun Falkenberg
Address	
Submission Date	13/09/2025 03:56 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

In regard to Application ID 25011361. I do not support this development for a number of reasons below; - Firstly, I do not believe that there was enough forethought to the Council approving the transport depot in its current location in the first place. Having a busy depot placed less than 150m from rural living areas, less than 160m from residential, less than 500m from a primary school facility, less than 500m from a tertiary education facility and less than 500m from an aged care complex was very short sighted. The proposed development (depot expansion will only complex the relative distances from living, educational and care facilities) - Secondly the biggest concern for me at 94 Moppa Rd South is the light, noise, dust and smell concerns which will only be compounded by this development. The current lighting in the depot lights up my whole 4 acre front paddock with shadows right up to my place of residence. Surely there does not need to be yard lighting from such a height which will only amplify the current lighting situation. Headlights from trucks will certainly shine straight into my house until the trees grow. Dust will be another area of concern, there is no way a yard of this size should be not allowed to be sealed properly. The noise from extra traffic, air brakes, tyre fitters, Truck air conditioning will only echo even further from the top of the proposed parking area. - Thirdly where will the extra waste water go, You indicate that there will be a swale and detention ponds in the SW corner, I can only imagine the insect issues and water smell problems we will have with dirty stagnate water lying near our gateway, I see no plans to alleviate this, currently water runs off this block and into the council kerbing on Moppa Rd Sth when the paddocks are over irrigated, where will all of this water end up? I am guessing back into council SWMMS water scheme or the north Para river? This development will only reduce the value of my property, increase the problems listed above(which I have not complained about in the past but enough is enough) reduce the outlook, character and views from my property. I believe that the council need to provide alternative industrial areas for this type of development out of the town area. Shaun Falkenberg

Attached Documents

Representations**Representor 7** - Aaron Slattery

Name	Aaron Slattery
Address	
Submission Date	14/09/2025 01:00 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
Reasons	
Potential for more jobs in the barossa. Local business is trying to expand. Let them. If Nuriootpa traders can build such a large warehousing and distribution centre only minutes up the road. Which would be noisy. Why cant Hahn Corporation build a quiet parking area for their vehicles.	

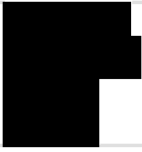
Attached Documents

Representations**Representor 8** - Tony Niutta

Name	Tony Niutta
Address	
Submission Date	15/09/2025 09:04 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 Have concerns over light spillage / glow towards Klaebe court and acoustics. Ideally same treatment of acoustic barrier including mound, planting and acoustic fence of Southern side to be applied to East side of proposal (6m width, total 3m in height).	

Attached Documents

Representations**Representor 9** - Christopher Jones

Name	Christopher Jones
Address	
Submission Date	16/09/2025 01:23 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 attached	

Attached Documents

ApplicationId25011361-12250801.pdf

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

Applicant:	Hahn Corporation
Development Number:	25011361
Nature of Development:	Truck and Trailer parking facility
Zone/Sub-zone/Overlay:	Employment
Subject Land:	39 Moppa Road Soth Nuriootpa SA 5355
Contact Officer:	Tom Marshall
Phone Number:	08 85638444
Close Date:	16 th September 2025

My name*: Christopher Jones	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 refused are:

Please refer to attached document**Government of South Australia**
Department for Trade

[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:
 - Click here to enter text. [list any accepted or deemed-to-satisfy elements of the development].

I:	☒ wish to be heard in support of my submission*
	☐ do not wish to be heard in support of my submission
By:	☒ appearing personally
	☐ being represented by the following person: 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:

Jones

Date: 16th September 2025

Return Address: Barossa Council, 43-51 Tanunda Road, NURIOOTPA SA, 5355

Email: barossa@barossa.sa.gov.au, <https://www.barossa.sa.gov> or

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

Prime Mover & Trailer Parking facility.

First why would we or anyone WANT to live next door to a facility like this?

Noise pollution

-no amount of prevention will alleviate the noise of a Prime mover starting or moving in the 11pm-6am time frame when people are trying to sleep.

-We all come home at night for rest and relaxation, but this will now be 'denied'.

-We currently have issues with them leaving anytime from 4.00am disturbing us.

-Then they move down Moppa Road South through the 10-14 gear changes and can apply those exhaust brakes just in case we were not awake.

-The fact that you have actually mentioned about ground mounds and acoustic fencing means you already know it 'will' be a problem for us!

-This could be said it is akin to people snoring but there is no C-Pap big enough for this magnitude of irritation and sleep deprivation.

20m light poles

-will keep our house nicely illuminated but do we have the privilege to actually turn them off?

-I suspect they will be like streetlights and we will complain about them constantly until we become desensitised.

Storm water or just general rainwater

-run off has always be an issue since we have lived here (35 Years). The ground is like a big sponge (clay) and when it is full the water needs to run.

-As there are now gutters on the road, all run off is directed to the road and it becomes the river for the water to pass down until it now can flood the new roundabout and get away.

-There has been a water collection pond tried but after 3 seasons of a rather significant mozzie infestation it got dug over. Much to every house holds relief.

The new pond/s

-will the mozzie problem come back again?

-will the water being pumped to the road be done when it can least handle it (storms)?

-if the power is interrupted and the sump pumps are not usable will this leave houses in danger of flooding?

-will the additional pond, not on the plan yet, be viable if no power during storms to run pumps?

-will extra water held be a risk to the houses below (see page)?

Final concerns

The construction of such a facility will cause stress just with the amount of soil preparation needed and the noise, dust, vibration and heavy vehicle traffic (and that awful beeping noise they make) needed to complete the task.

-Will it be 6 days a week for ? months or 7 days a week for ? months?

-will we be able to sell our house if the stress created from this facility is unliveable?

'Probably not for any reasonable price so we can relocate'. If at all!

From: [MBX Barossa](#)
To: [MBX Development](#)
Subject: FW: Hahn Transport Development
Date: Thursday, 18 September 2025 10:35:27 AM

From: Stephanie Hough <stephanie_hough@outlook.com>
Sent: Thursday, 18 September 2025 8:17 AM
To: MBX Barossa <barossa@barossa.sa.gov.au>
Subject: [EXTERNAL] Hahn Transport Development

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

To whom it may concern,

I am aware I have missed the deadline and have been waiting a call back. However, I thought I would send through my concerns, hoping that they will be heard.

I live at 7 Klæbe court Nuriootpa and have received a letter stating that Hahns Transport will be expanding their truck yard. I have a few key points which are concerning below.

1. The letter suggested that there will be 20 trucks moving within an hour and the proposed plan states they are using gravel. I'm worried about dust and noise as it will be louder than on concrete.
2. The noise testing was completed on concrete, however the upgrade is going to be gravel. They also didn't test the brakes releasing which is already heard from their current yard.
3. The waste water management is already struggling. We get a stale water smell very regularly which gets on our clothes, prevents me from opening the house and makes outside unpleasant. With 2 young children, I'm worried about health issues if they cannot fix it before they increase the amount of trucks they will have.

I have solutions and happy to discuss further. I would appreciate if I'm involved in future discussions around this issue as I feel my concerns are valid and need to be addressed.

Thank you
Stephanie Hough

Sent from [Outlook for Android](#)

Formal Response to Public Notification Concerns: Hahn Corporation Truck and Trailer Parking Facility Expansion

Date: 4 November 2025

Application ID: 25011361

Hahn Corporation Official Correspondence to Local Council

39 Moppa Road South, Nuriootpa, SA 5355

Proposal: Expansion of existing truck and trailer parking facility, including the addition of three security lighting towers (up to 20m in height), an acoustic earthen mound (up to 1.5m in height) with an acoustic fence sited atop (1.5m in height), and associated alterations to the internal driveway, stormwater management, and landscaping areas.

To:

The Barossa Council

43-51 Tanunda Road, Nuriootpa, SA

Attention: Tom Marshall

Dear Tom,

I am writing on behalf of Hahn Corporation in response to concerns raised following the completion of public notification for the above-mentioned application. We appreciate the feedback received from the public and would like to provide further clarification on key points of concern.

Introduction

Hahn Corporation has a longstanding history in the region, providing local employment opportunities and maintaining a strong local identity. The site is adjacent to a designated Class 2 freight route, which is used by various businesses in the area.

Truck parking and departures occur between 10pm and 6am from Sunday night to Friday night throughout the year, in accordance with the acoustic report on vehicle movements. During the vintage period, which typically runs from late January to late March (though the exact length varies each year), truck movements may occur seven nights a week. However, it is unlikely that seven-night movements will cover the entire vintage period each year.

Key Areas of Concern

The proposal raises five main concerns: noise, dust, stormwater, lighting, and landscaping. The following sections address each issue individually, with input from relevant specialist consultants added where necessary. Marty Rosenzweig will represent Hahn Corporation for any further queries from respondents. We recognise the challenge of balancing commercial business needs with those of adjacent residential areas. The main aim of this proposal is to expand parking capacity to support business operations.

1. Noise

- 1.1. The proposal does NOT involve the expansion of the company's fleet. Hahn Corporation oversees a specific collection of assets, but this does not include any refrigerated units. Existing workplace practices related to the workshop and truck wash will remain unchanged.
- 1.2. The expansion is intended to improve the daily management and safe operation of these assets by relocating parking to a new area, allowing prime-mover (PM) parking to be situated as far as practicable from nearby residences. The issue at hand is the safe & practical parking of the existing fleet. Our import/export container operations require storage area for the containers which in turn is impacting our ability to park existing trucks & trailers. To further support our claim the current stagnant nature of the wine industry is well documented and does not lend itself to an increase in fleet nos. be it PM's or trailers. While the design accommodates the largest possible vehicle combinations (AB triple containers), the primary purpose of the expanded area is for smaller, quieter vehicles within our tanker fleet and the associated PM's
- 1.3. No company policy mandating PM audible reverse alarms, the very few PMs equipped with these alarms will be removed. PM truck idling between 10pm and 7am will be minimised and confined to their parked locations, with only brief idling during coupling and uncoupling.
- 1.4. In-situ maintenance of PMs or trailers is not planned for the extension area. These activities will be relocated to the current facility or held during regular operating hours from 7am to 10pm.
- 1.5. In reference to Icepacks on PM's. The current use of these sleeper cabin air conditioning units is required to assist drivers sleeping at night during the warmer months. They are considered highly appropriate & effective in managing driver fatigue.
- 1.6. Observations show that on weekday late afternoons, heavy vehicles not affiliated with Hahn often use exhaust brakes along Moppa Road South, close to homes.
- 1.7. The proposal includes a revision to the southern boundary fence: increasing the height from 1.5m atop a 1.5m earthen mound to 2.0m atop a 1.5m earthen mound.
- 1.8. There is existing noise emanating from Sturt highway traffic 24/7 most notably from heavy vehicles.
- 1.9. **SEE SEPARATE LETTER FROM RESONATE ACOUSTIC ENGINEERS to each respondent.**

2. Dust

- 2.1. The proposal includes revisions to the extent of sealed surfaces.
 - 2.1.1. **Engineers Comment** - Clean metal screenings will be used as surface layer over compacted rubble base for the inner trailer park trafficable area to further mitigate any risk of dust.
- 2.2. The company will continually manage this surface to ensure the rubble layer remains covered and is not exposed.

3. Stormwater (Trade Water and Sewer)

- 3.1. The proposal will not affect the management of stormwater, trade waste, or sewer in the current facilities. Concerns about these matters are linked to current operations and are being resolved independently by Hahn Corporation and the Barossa Council.
- 3.2. Concerns have been raised regarding stormwater run-off from the presently vacant lot. The site is kept in good condition, and the plan features a controlled stormwater collection area designed to release water according to council engineering standards for discharge onto Moppa Road South.
- 3.3. The earthen mounds around the perimeter will function as physical barriers during heavy rainfall, preventing excessive water from entering neighbouring properties. The drainage system works using gravity alone, so it doesn't depend on sump pumps or electrical power.
- 3.4. Hahn Corporation has an existing mosquito treatment plan for current stormwater and recycled water areas, aimed at ensuring worker comfort. The proposed stormwater catchment pond will be included in this plan, providing advantages to both the business and nearby residents.

3.5. Engineers Comment

- 3.5.1.GAMA has undertaken the stormwater calculations for a 1% ARI (equivalent to 1in100 year storm event) to size the detention pond. This has some contingency allowed for combined with the acoustic/landscape mound and fence, in the unlikely event of multiple 1in100 rain events the water will overflow into the street and not over the boundary. These calculate for all water from within the site and any flow from adjoining sites that may come across the boundary.

4. Lighting

- 4.1. The updated site lighting plan features shorter poles and new placements, providing enough light for staff safety without brightening the whole area. Staff will have access to safe lighting, though it is not mandatory for trailer coupling and uncoupling tasks.
- 4.2. Truck lights can be used without the high beam at night since the lighting in the yard is adequate for visibility. It's important to note that the low beams on trucks are just as unobtrusive as those on any other vehicle driving along Moppa Road South, where there are no rules about using lights.
- 4.3. Existing western boundary planting, along with the intended earthen mound and additional planting, will provide suitable screening to block truck low beams before they run parallel to the western boundary, in line with Moppa Road South traffic.

5. Landscaping

- 5.1. The revised landscape plan recommends various plant species for the earthen mound on the southern boundary and nearby areas. Allergenic species will be substituted with denser evergreen varieties that are better suited to the local environment. The selection of species will be open to negotiation with Hahn Corporation to achieve an outcome acceptable to adjoining neighbours.
- 5.2. All proposed landscaping will be fully irrigated, consistent with current facility boundary planting. Where possible, the height of returns along the western and eastern mounds will be increased, as indicated on the landscape plan.

Conclusion

In allowing an alternative parking option for our trailers this alleviates the need for us to relocate the trailers to our Light Pass depot daily. Significant truck movements will be removed as a result which provides not only a commercial benefit but more importantly eliminates trucks from travelling along the valley floor.

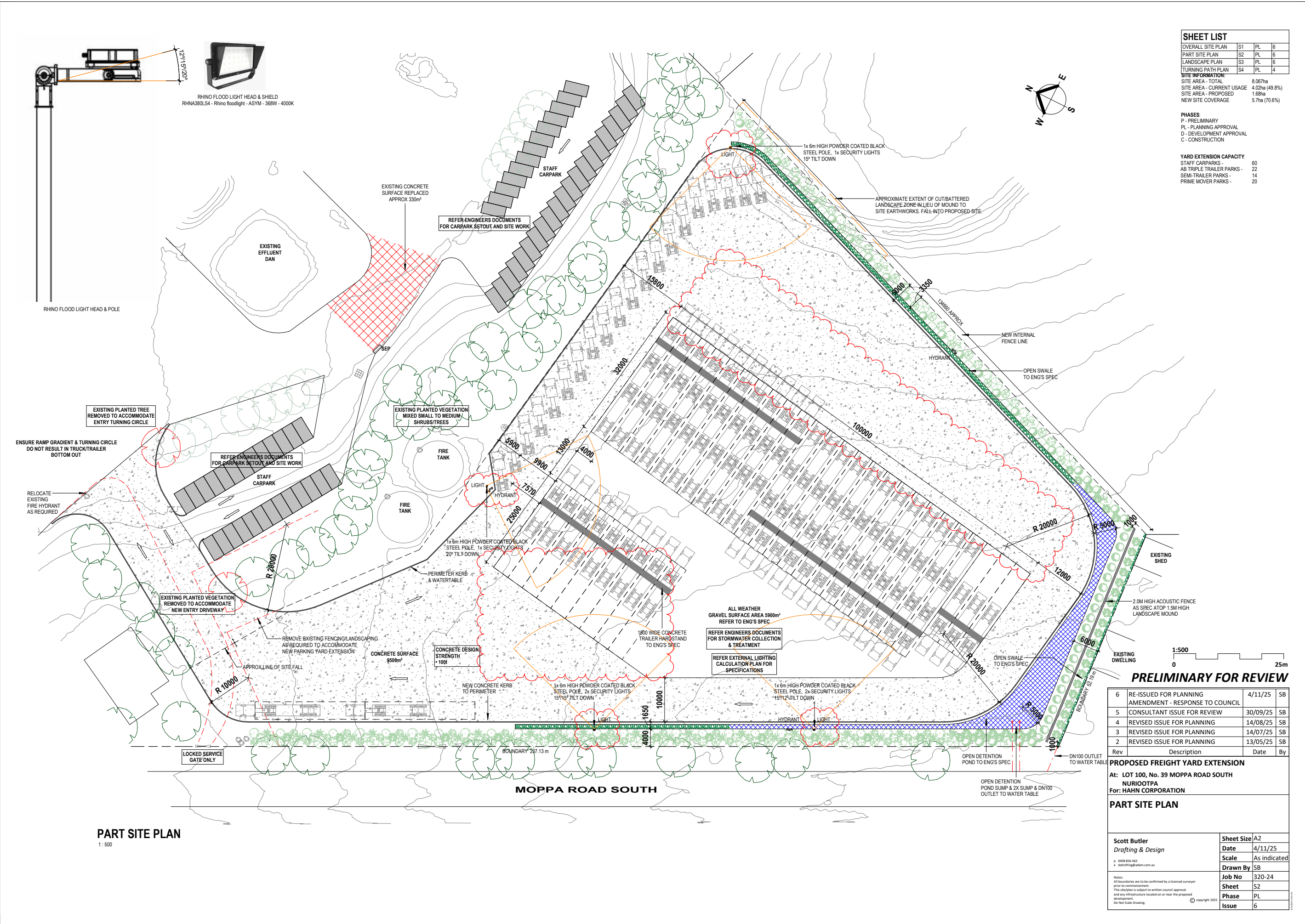
Thank you to the Barossa Council for considering these revisions. We aim to provide clarity and certainty to both the council and respondents regarding the proposal.

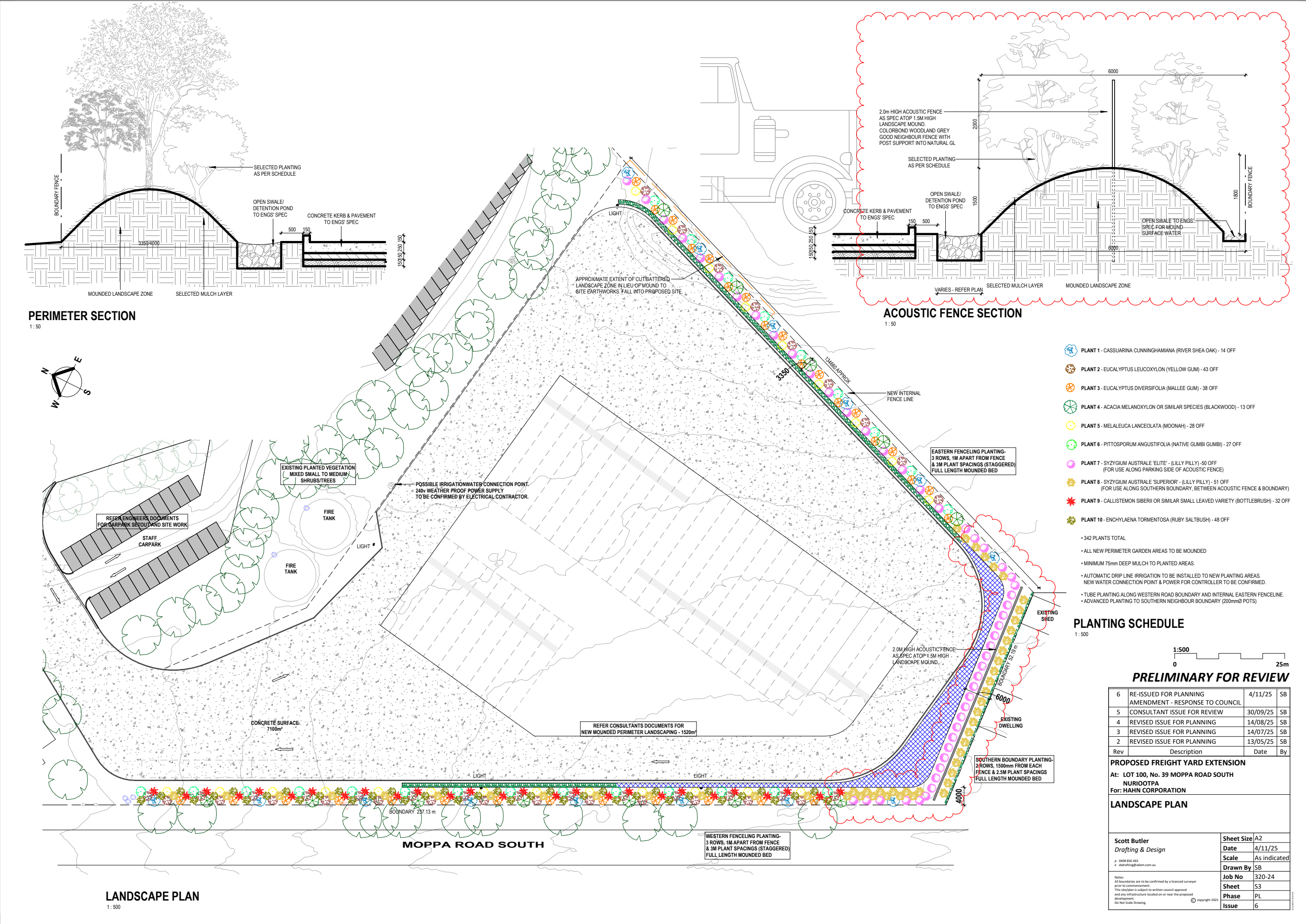
Yours sincerely,

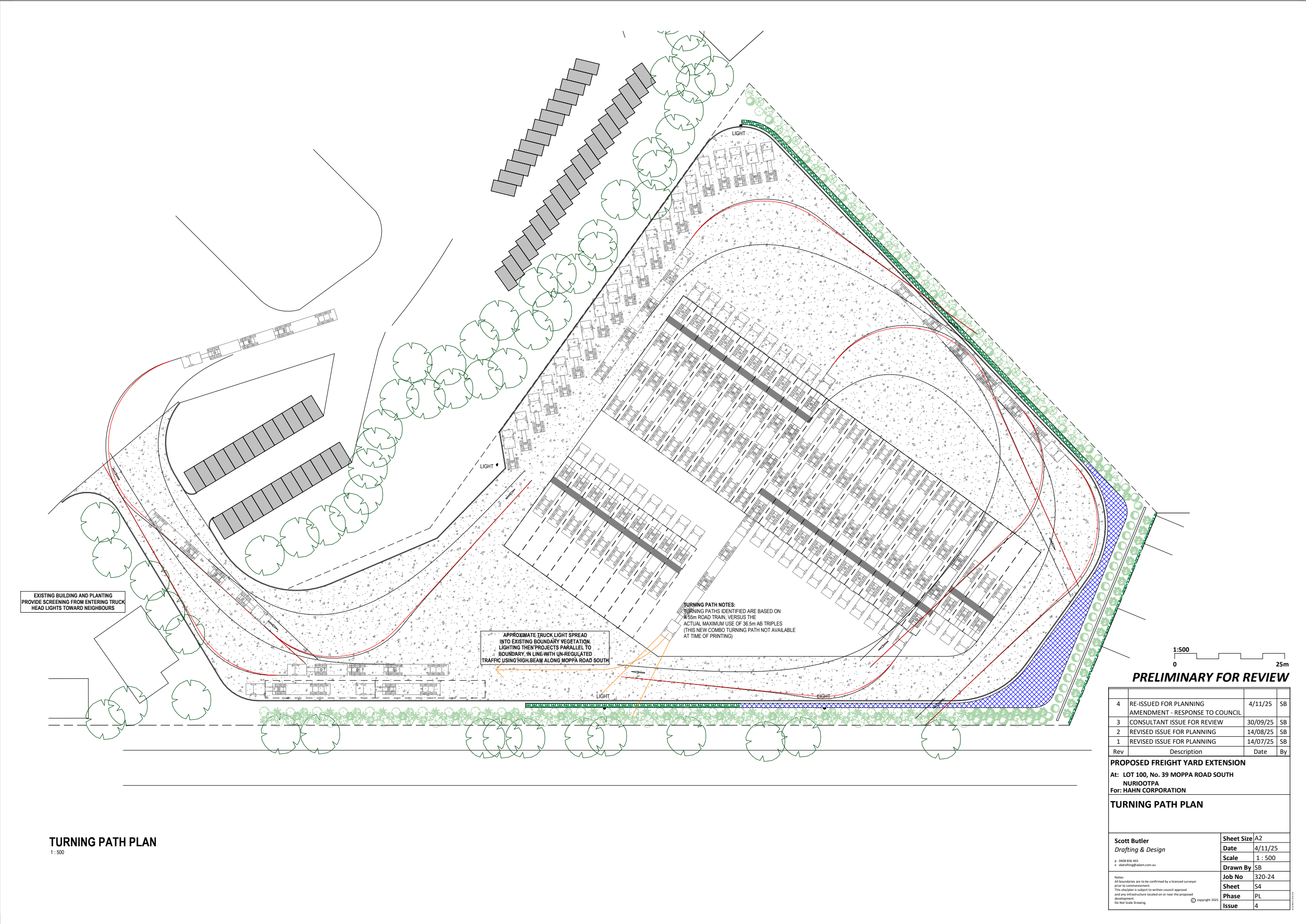
Scott Butler

And on behalf of Kym Hahn and Marty Rosenzweig









Luminaire Schedule				
Symbol	Tag	Description	Qty	LLF
	RH1	RHNA380LS4 - Rhino floodlight - ASYM - 368W - 4000K	6	0.850

Calculation Summary				
Project: CAL-H				
Label	Grid Z	Avg	Min	Max/Avg
CARPARK	0	15	0	30.07

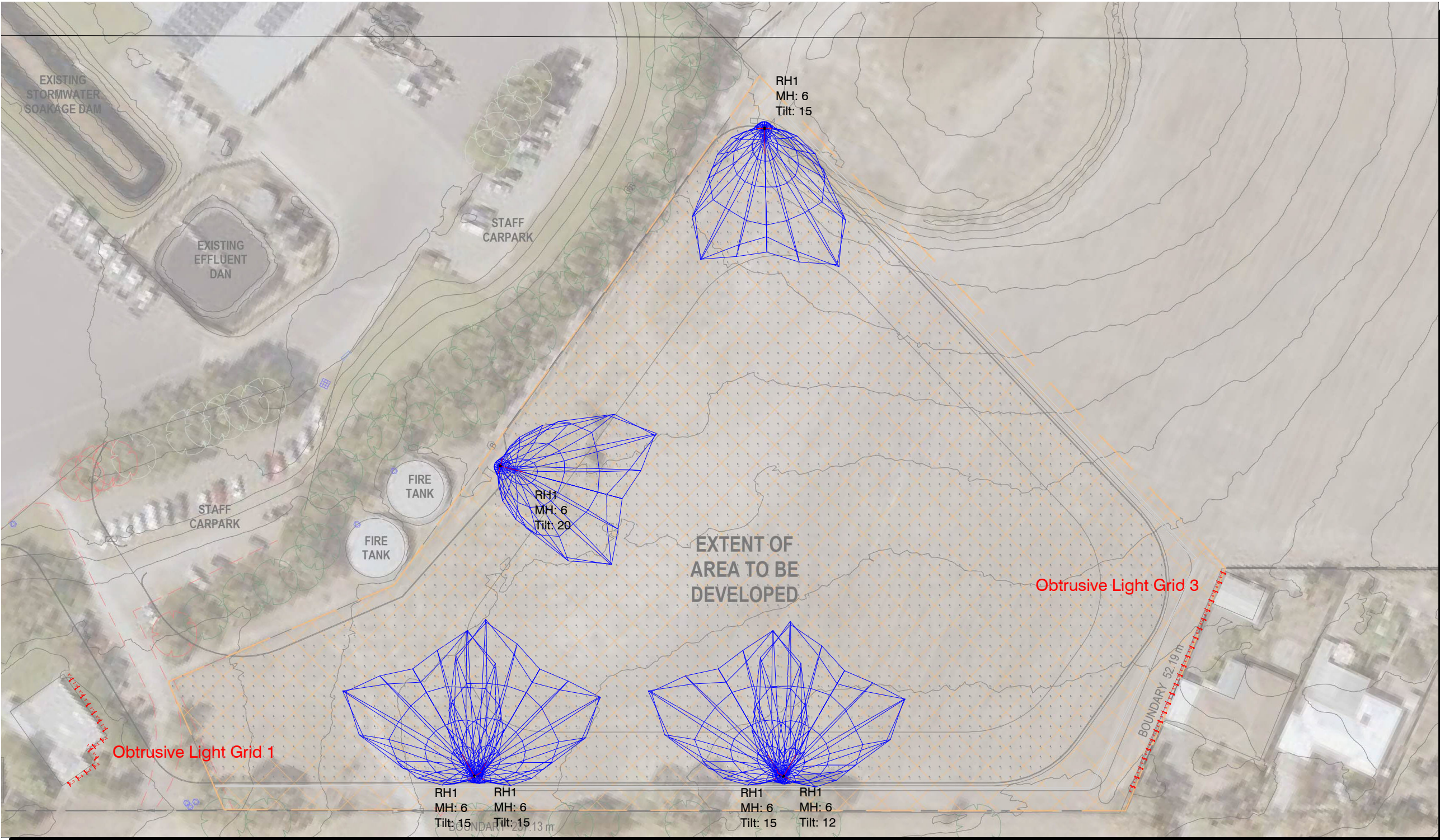
DESIGN NOTES

- This scheme is subject to the normal accuracies and tolerances of lighting schemes as described within AS 3827. For the purpose of this design these have been assessed to be +- 15%.
- This scheme was based upon supplied drawings and may have been scaled manually. Any dimensional information must be verified independently of this drawing.
- A maintenance factor (LLF - Light Loss Factor) is listed in the luminaires schedule and applied to the calculated results to estimate lux levels at the end of 50,000 hrs of use. This includes lumen depreciation (approx. 10%) and an assumed % of dirt build up on the face of the luminaire over this time. The appropriateness of this LLF should be reviewed by the client and updated if deemed unreasonable by client. A maintenance policy should be adopted to support this value.

PRELIMINARY DESIGN FOR BUDGETING PURPOSES

- This design is preliminary for budgetary purposes only based upon the (limited) information supplied. Please contact Pierlite for further refinement of the design for construction phase.

  96-112 Gow Street Padstow NSW 2211, Australia www.signify.com www.pierlite.com.au	This design calculation is based upon specified parameters supplied by the client, and other design inputs assumed by us, as detailed in this document. In practice, the accuracy of the values will differ due to environmental variations such as actual luminaire positioning, room surface reflectance, supply voltage, local luminaire ambient temperature, obstacles/furniture, etc. These results are also subject to normally accepted photometric tolerances, and calculation/program uncertainties. Pierlite provides this calculation without any representation or warranty of any kind. The Company shall be under no liability to the Customer for failure to attain such performance figures unless the performance of the Goods supplied is specifically guaranteed in writing, and any such written guarantee shall be subject to recognised manufacturing variations and tolerances applicable to the Goods.	REV	DATE	COMMENTS	DESIGNED	PROJECT FREIGHT YARD EXTENSION NURIOOTPA	TITLE LIGHTING CALCULATION EXTERNAL	REVISION R0
		R0	17/02/2025	FOR REVIEW	BC+TH			SHEET A3
		R1						
		R2						
		R3						
		R4				CLIENT OBRIEN	DOCUMENT NO. 0360547-IN	PAGE NO. Page 1 of 2
		R5						



PLAN
1:750@A3

signify
PHILIPS PIERLITE
96-112 Gow Street
Padstow NSW 2211, Australia
www.signify.com
www.pierlite.com.au

This design calculation is based upon specified parameters supplied by the client, and other design inputs assumed by us, as detailed in this document. In practice, the accuracy of the values will differ due to environmental variations such as actual luminaire positioning, room surface reflectance, supply voltage, local luminaire ambient temperature, obstacles/furniture, etc. These results are also subject to normally accepted photometric tolerances, and calculation/program uncertainties. Pierlite provides this calculation without any representation or warranty of any kind. The Company shall be under no liability to the Customer for failure to attain such performance figures unless the performance of the Goods supplied is specifically guaranteed in writing, and any such written guarantee shall be subject to recognised manufacturing variations and tolerances applicable to the Goods.

REV	DATE	COMMENTS	DESIGNED
R0	14/02/2025	PRELIMINARY NOT FOR CONSTRUCTION	BC+TH
R1	08/10/2025	PRELIMINARY NOT FOR CONSTRUCTION	IN
R2			
R3			
R4			
R5			

PROJECT
FREIGHT YARD EXTENSION
NURIOOTPA

CLIENT
--

TITLE
LIGHTING CALCULATION
EXTERNAL

DOCUMENT NO.
--

REVISION	R0
SHEET	A3
PAGE NO.	Page 2 of 2



Acoustics • EMF • Structural Dynamics • Vibration

Tuesday, 4 November 2025

Project number: A240932
Reference: A240932LT1A

Scott Butler
SB Drafting
sbdrafting@adam.com.au

Dear Scott,

**Hahn Corporation Facilities Extension Nuriootpa
Response to Planning Application Comments (Noise)**

This letter presents the technical response to Representors comments regarding noise impacts from the proposed project. The comments and responses are presented in Table 1:

Table 1 Response to comments from Representors

Representor #	Comment	Response
1	<i>"I'm worried that the proposed truck parking site, with its anticipated noise levels from trucks coming and going, will have a substantial impact on our quality of life if it's situated too close to our homes. Furthermore, with the border being so close, I question whether there'll be enough space to establish a proper fence line, which could lead to additional issues. Given these concerns, I respectfully request that you reconsider the site's boundaries to minimize the potential disturbance to nearby residents. I'd appreciate it if you could look into alternative solutions or adjustments to the proposed site plan"</i>	A thorough noise assessment has been carried and has been informed by measurement of a sample of the current fleet of Hahn Corp prime movers and tankers/trailers. Environmental noise controls are nominated to comply with the objective requirements of the SA EPA Noise Policy. The assessment has taken an onerous approach and includes a 5 dB penalty to account for a potential "annoying" character of trucks moving along the proposed site.
3	<i>"The total 3 m barrier is insufficient. Truck cabins typically exceed 4 m in height (see Appendix A), meaning noise from engines, reversing alarms, coupling/uncoupling, and idling will carry directly over into my property. • A further and serious issue is the operation of truck-mounted generators and refrigeration/air-conditioning units, which often run all night during summer months to keep loads cool. These produce a constant, low-frequency drone that is highly intrusive and will disturb sleep. • In addition, the yard will inevitably host truck maintenance activities, including the use of rattle guns for tyre changes and other high-noise servicing equipment. These generate sharp bursts of noise that will be unreasonably disruptive for a neighbouring residence."</i>	The noise assessment considers the height of the controlling noise sources associated with the prime movers when moving i.e. the engine and the exhaust. At low speeds noise emissions from the engine (at about 2.5m) is the controlling source rather than from the exhaust (3.5 – 4m). It has been confirmed that none of the fleet of tankers/trailers have generators or air conditioning condensers. In-situ maintenance of prime movers or trailers is not planned for the extension area. These activities will be relocated to the current facility or held during the day time period (7am to 10pm).

Hahn Corporation Facilities Extension Nuriootpa—Response to Planning Application Comments (Noise)

A240932LT1A

www.resonate-consultants.com

1 of 3



Acoustics • EMF • Structural Dynamics • Vibration

Representor #	Comment	Response
4	<i>"Trucks reversing at all hours of the night with reversing beepers operating.</i> <i>Operating of air brakes on and off and prime movers revving the motors to build up air supply on trailers.</i> <i>Rattle guns and air compressors operating throughout the night, changing prime mover and trailer tyres and possibly some of the maintenance work being performed.</i> <i>Ice packs operating on prime movers throughout the night on hot summers and possibly through the day as well are of a major concern.</i> <i>It would be good to have some noise suppression along Moppa Road South opposite my residence at 78 Moppa Road South as you are proposing about 144 truck trailer combinations using the area in a period from 10 pm to 6 am each night. That is not including the day time use.</i> <i>My wife and myself have had problems in the past sleeping at nights due to the noise factor created by moving vehicles and air conditioners running through the night. I have made numerous phone calls in the past to the Hahn Corp about the noise and I must admit they have been reasonable in trying to control the issue. As the company seems to be getting larger we believe this development should not proceed."</i>	It has been confirmed that prime movers will not have reversing beepers installed. The operation of air brakes has been included in the assessment and is based on measurements of a sample of the Hahn Corp fleet of vehicles. In-situ maintenance of prime movers or trailers is not planned for the extension area. These activities will be relocated to the current facility or held during the day time period (7am to 10pm).
6	<i>"The noise from extra traffic, air brakes, tyre fitters, Truck air conditioning will only echo even further from the top of the proposed parking area"</i>	Refer to Responses 1,2 and 4.
8	<i>"Have concerns over light spillage / glow towards Klaebe court and acoustics. Ideally same treatment of acoustic barrier including mound, planting and acoustic fence of Southern side to be applied to East side of proposal (6m width, total 3m in height)"</i>	Refer to Response 1.
9	<i>"• no amount of prevention will alleviate the noise of a Prime mover starting or moving in the 11pm-6am time frame when people are trying to sleep.</i> <i>• We all come home at night for rest and relaxation, but this will now be 'denied'.</i> <i>• We currently have issues with them leaving anytime from 4.00am disturbing us.</i> <i>• Then they move down Moppa Road South through the 10-14 gear changes and can apply those exhaust brakes just in case we were not awake.</i> <i>• The fact that you have actually mentioned about ground mounds and acoustic fencing means you already know it 'will' be a problem for us!</i> <i>• This could be said it is akin to people snoring but there is no C-Pap big enough for this magnitude of irritation and sleep deprivation."</i>	Refer to Response 1,2 and 4.

Hahn Corporation Facilities Extension Nuriootpa—Response to Planning Application Comments (Noise)

A240932LT1A

www.resonate-consultants.com

2 of 3



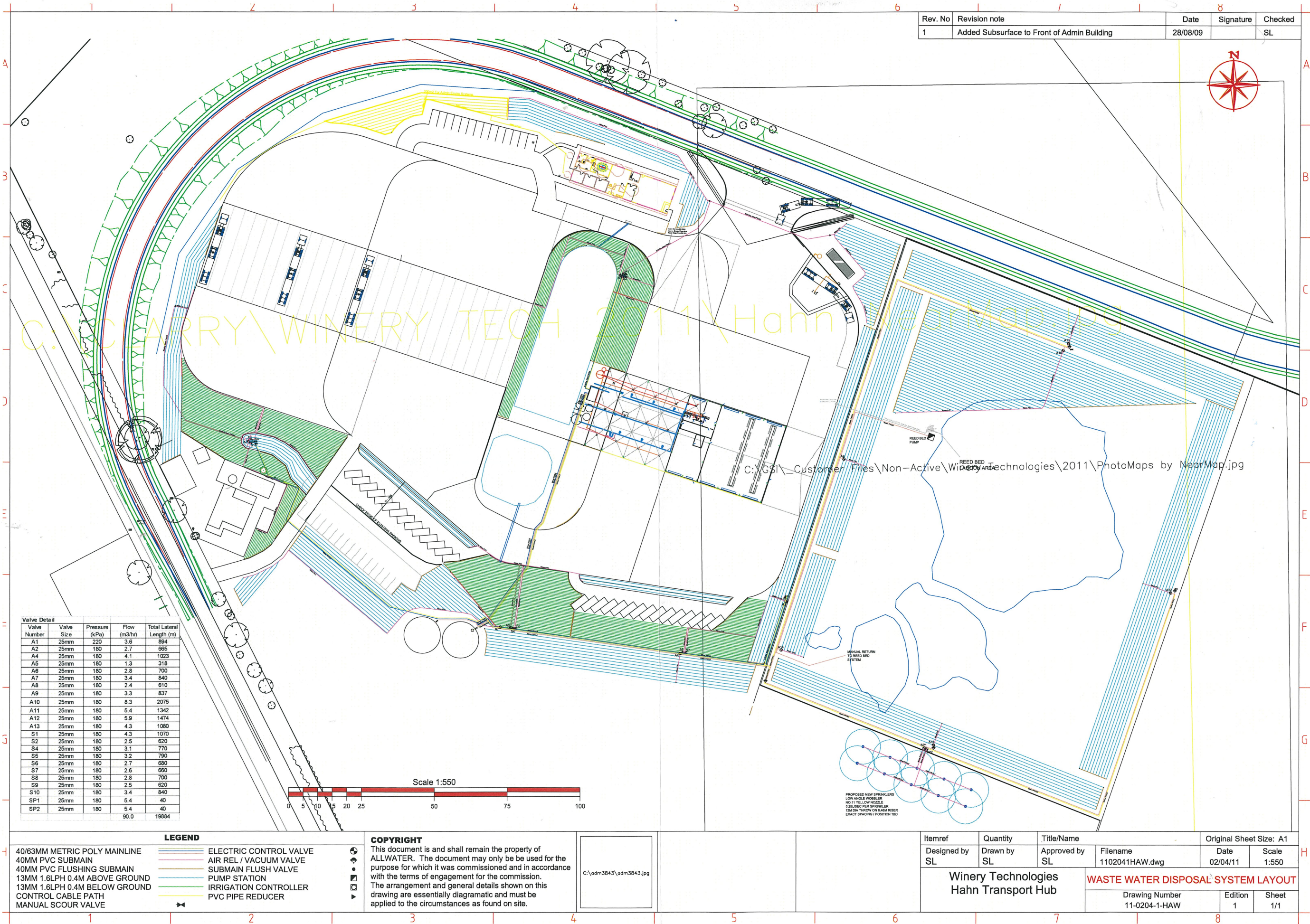
Acoustics • EMF • Structural Dynamics • Vibration

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

Yours sincerely,

A handwritten signature in black ink, appearing to read "Greg Barry", with a long, sweeping horizontal line extending to the right.

Greg Barry
Principal Consultant
p +61 8 8155 5888
m 0450455079
greg.barry@resonate-consultants.com



6.2 25032235 - 13-21 Washington Street Angaston

APPLICANT:	Benn Kromwyk on behalf of The Barossa Council
REPRESENTORS:	Carmel Connors

APPLICATION DETAILS

PROPOSAL	Installation of four (4) light towers (each 27 metres high) and removal of six (6) existing light towers
APPLICANT	The Barossa Council
OWNER	The Barossa Council
APPLICATION NO	25032235
CERTIFICATE(S) OF TITLE	CT 5796/108
AREA	Approximately 10.2 ha
CURRENT USE	Recreation
PLANNING AND DEVELOPMENT CODE VERSION	Version 2025.20 – 23 October 2025
PLANNING AND DESIGN CODE EXTRACT LINK	Relevant Code Extract
ZONE	Established Neighbourhood Zone
OVERLAYS	Heritage Adjacency Local Heritage Place (16874) Historic Area (Baro2) Character Preservation District (Township) Hazards (Flooding - Evidence Required) Native Vegetation Water Protection Area Prescribed Water Resources Area
APPLICATION TYPE	Performance Assessed
PUBLIC NOTIFICATION	Notified – Sign on Land
REFERRALS	Nil
PREVIOUS APPLICATIONS	960/106/1995 – Light for Tennis Courts 960/357/1998 – Extension to Clubrooms 960/399/1998 – Shed Construction 960/176/1999 – Enclosure of Verandah 960/587/1999 – Temporary Building 960/708/1999 – Trainers Room 960/70/2000 – Gable Roof Shelter 960/697/2002 – Repair of Fire Damaged Building (Grandstand) 960/901/2003 – 4 Tennis Court Light Towers 960/191/2003 – Replacement Football Club Changerooms 960/1022/2003 – Storage Shed Extension 960/781/2010 - Verandah 960/261/2011 – Verandah 960/941/2011 – Outbuilding (Shed)

	960/447/2015 – Store Room Addition to Existing Clubrooms 960/164/2017 - Additions to Existing Clubrooms 960/340/2020 – Extension to the existing community clubrooms with multipurpose room, additional change room and amenity facilities, bar and spectator terrace; associated earthworks and retaining wall 2203995 - Amendment to 960/340/2020 - Extension to the existing community clubrooms with multipurpose room, additional change room and amenity facilities, bar and spectator terrace; associated earthworks and retaining wall - Being an altered spectator terrace canopy structure including roofing, box gutter and sump
ASSESSING OFFICER	Paul Vivian (Consultant Planner)
RECOMMENDATION	That Planning Consent be GRANTED subject to Conditions

INTRODUCTION

Development Application 25032235 was lodged in October 2025 for the installation of four (4) light towers (each 27 metres high) and removal of six (6) existing light towers at the Angaston Recreation Park. This proposal forms part of The Big Project that comprises the upgrade of strategic recreation and community facilities across the Barossa Region. The Big Project is guided by a Council vision to deliver jobs and growth in the community and provide for health and wellbeing outcomes that will genuinely transform the Barossa.

Angaston Recreation Park has undergone significant upgrade in the last five years including:

- Clubroom and changeroom upgrades.
- Junior oval and cricket net additions.
- Tennis and netball court resurfacing.

These improvements have been guided by the Angas Recreation Park Master Plan. The upgraded park was officially opened in 2022.

The applicant has outlined the importance of the proposal for park activities noting Angaston Oval has six existing light poles that are primarily used for football and cricket training and some night games. The quality is very poor and not conducive to a safe environment. The proposed use will not change from the current recreation use of the site for cricket and football training and games. It will provide the clubs with greater opportunities as it will enable them to host state level events and regional carnivals. It will also alleviate scheduling issues allowing junior and women teams to grow and diversify.

The site is located within the Established Neighbourhood Zone. The application underwent public notification. In excess of 100 stakeholders (owners and/or occupiers) were notified with one (1) representation received who has requested to be heard by the Panel in relation to the proposed development.

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

- (1) *A representation has been received as a result of public notification and the representor has indicated a desire to be heard in support of their representation.*

An assessment of the proposal has taken place against the Planning and Design Code which reveals general compliance with Desired and Performance Outcomes.

The key assessment matters are the potential amenity impact on nearby residential properties resulting from light spill and visual impact of the four (4) light towers. The proponent has not sought to change current operating hours for games and training (that in any case are not restricted by any condition of a Development Approval).

Taking into account the large site area and existing built form, boundary setbacks, tall verticality of existing vegetation and the reduction from six to four existing light towers (albeit eight metres taller) it is considered that the proposal will not adversely affect the character of the Historic Area nor adversely impact on the outlook of adjacent residential properties. Light towers are a typical built form within regional recreation facilities and the size, type of fixtures and location of the towers has been analysed by the applicant's lighting supplier to minimise height while achieving safe sporting conditions.

The proposal is considered to achieve an appropriate balance between Council's and the sporting clubs' aspirations to utilise the upgraded facility, while maintaining an acceptable level of visual impact on the surrounding locality. Accordingly, Planning Consent is supported, subject to the recommended conditions.

SITE AND LOCALITY

The subject site is the Angas Recreation Park comprising:

- Clubroom and grandstand
- Netball and tennis courts
- Upgraded existing oval and new junior oval
- Angaston Show Hall
- Associated car parking and landscaping.

The site is bound by Park Road, Gramp Avenue, Washington Street and Radford Road. These are primarily residential streets with a mix of character homes and more contemporary dwellings. There is a high degree of undulation in the adjoining streets (in particular to the north and west) with a resultant mix of dwellings that are elevated above street level.

The Angas Recreation Park is listed as a Local Heritage Place on the SA Heritage Register. Listing details include the Agricultural Show Hall and original sections of the Grandstand.

The main entry connects onto Washington Street with an additional entry from Park Road. The site is well vegetated with a range of mature trees and vegetation.

The locality is defined principally by visual reference of the proposed light towers. The locality comprises predominantly township residential sized allotments occupied mostly by detached dwellings on the adjacent streets surrounding the Angas Recreation Park as well as some larger rural living land nearby to the west.

The locality has good amenity formed by mature street trees, well landscaped gardens, some substantial historic residences and the outlook onto the park inclusive of existing built form including the current six (6) 19 metre high towers.

Figure 1 below provides a Zone map.

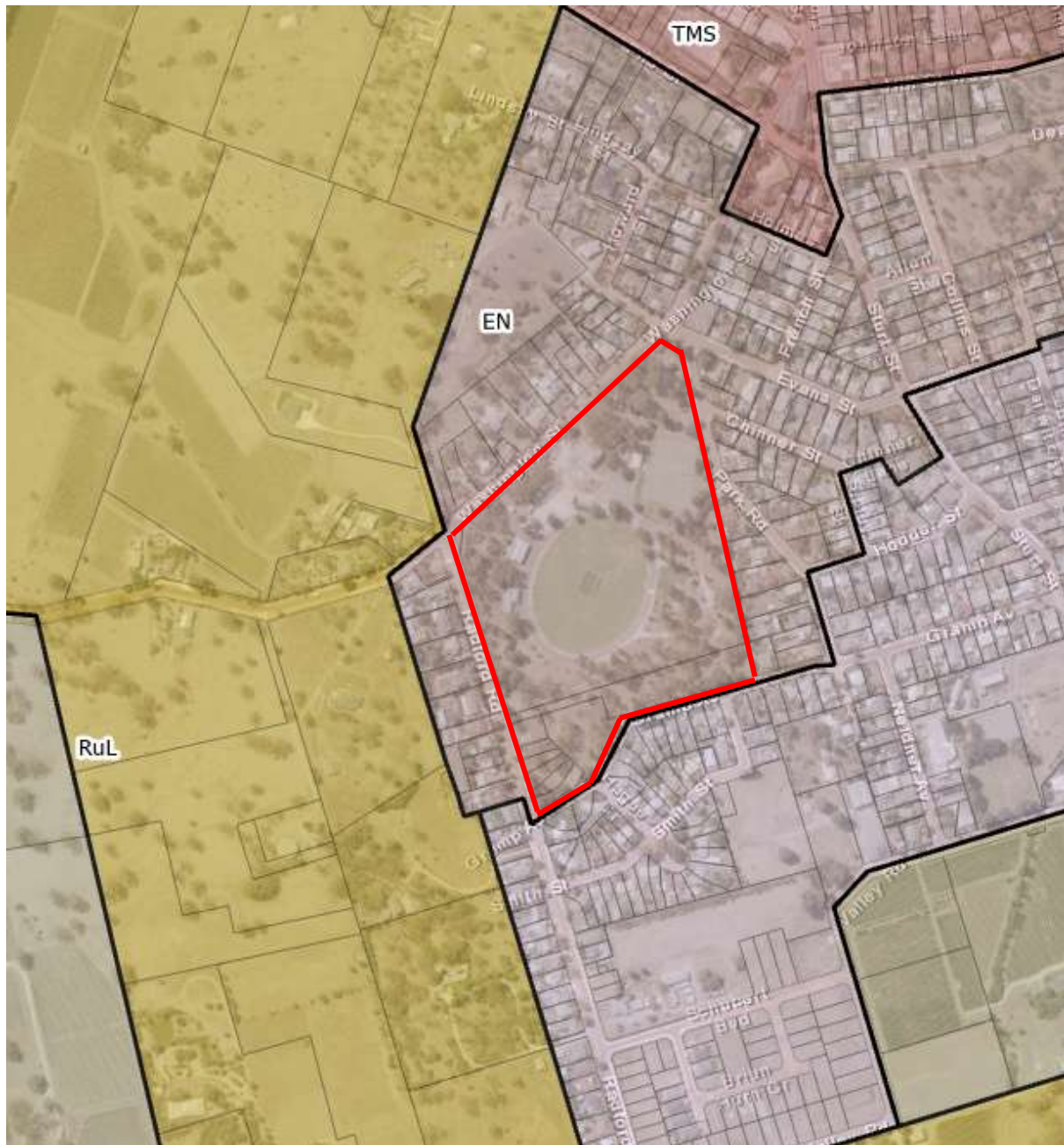


Figure 1: Zone Map – subject site with surrounding zoning

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 11**.

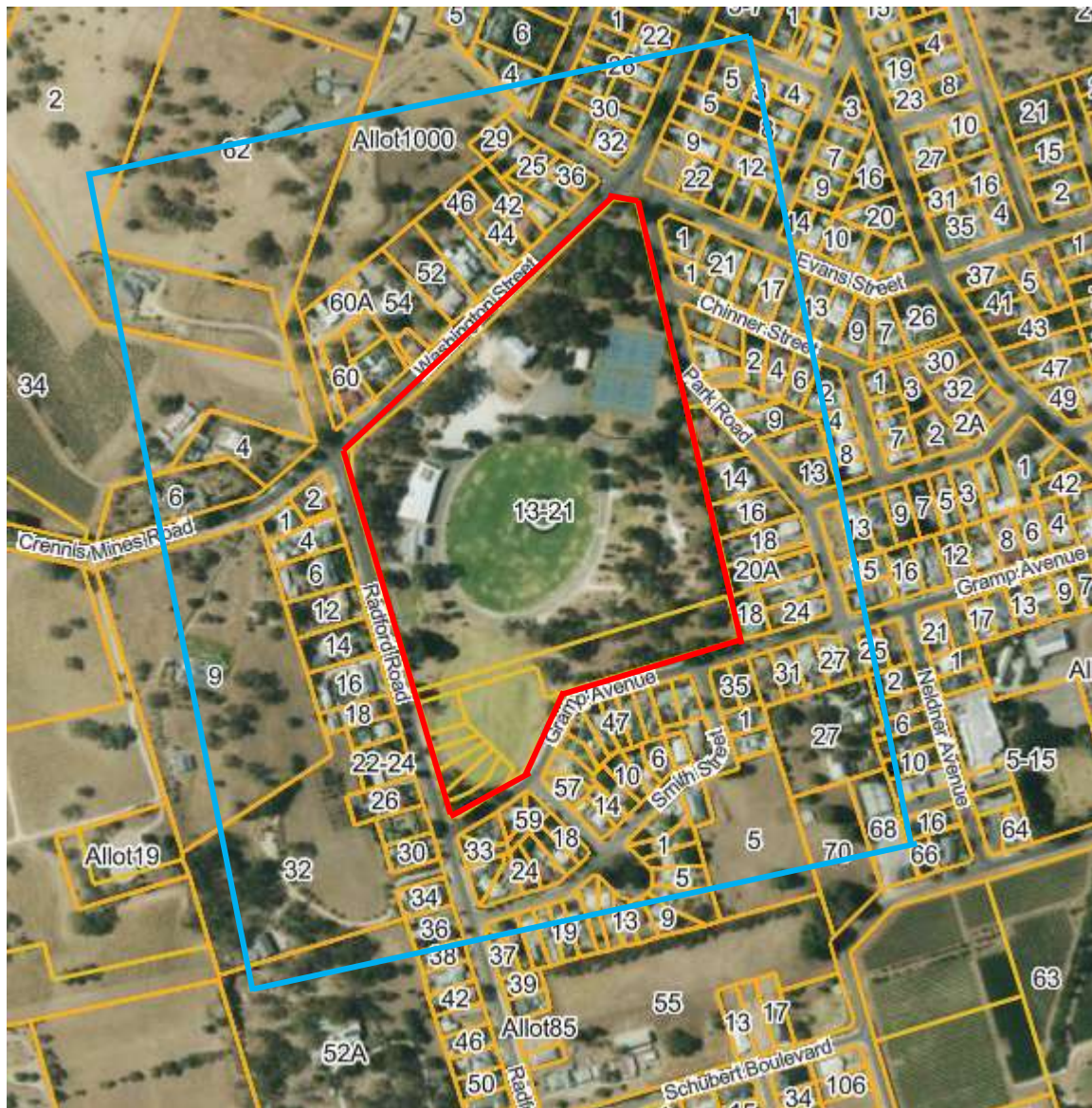


Figure 2: Aerial – Locality, subject site in red, locality in blue



Figure 3: Aerial – Site



Figure 4: looking south-west toward the main oval



Figure 5: Looking west toward the main oval



Figure 6: Looking south-west toward main oval



Figure 7: Looking south-west toward main oval



Figure 8: Looking north toward the grandstand/clubroom and oval in foreground



Figure 9: Looking north toward the main oval



Figure 10: View from street of representor looking north towards the Angas Recreation Park



Figure 11: View from street of representor looking north towards the Angas Recreation Park

PROPOSAL

According to the applicant the existing lighting at Angas Recreation Park's main oval has reached the end of its life and requires replacement. The application seeks consent to remove the existing lighting infrastructure, including the poles, fittings, and cabling and install new infrastructure. This comprises four new 27 metre light poles/towers, each fitted with six MUSCO luminaires. The poles will be located at the edge of the oval.

MUSCO lighting have delivered lighting for Tanunda Football Club, Lyndoch Recreation Park, Nuriootpa Centennial Park synthetic soccer pitch and the Barossa Rugby Club. In their tender document, MUSCO outlines that their lighting has gone through research and development in controlling spill and glare to minimise discomfort to players, spectators and neighbours. This is partly achieved by mounting light fixtures below the crossarm and having an aiming angle below horizontal. This reduces light spill and glare for neighbouring properties.

The applicant does not seek to change any operational management or use of the park as part of this application.

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

APPLICATION TYPE

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

The proposed development is neither assigned as a form of 'Accepted' or 'Deemed to Satisfy' development under Tables 1 and 2 of the Established Neighbourhood Zone, nor as a 'Restricted' form of development under Table 4.

The proposal is therefore "Code Assessed – Performance Assessed" in nature in accordance with Table 3 of the Recreation and Rural Zones, Planning and Design Code.

PUBLIC NOTIFICATION

The application was subject to public notification in accordance with Table 5 – Procedural Matters – Notification of the Established Neighbourhood Zone. The proposed development is not excluded from public notification within Column A of Table 5, such that public notification is applicable.

The table below provides details of the public notification process.

Representations: One representation was received, as follows:

- Carmel Connors

Person wishing to be heard: One representor wishes to be heard as follows:

- Carmel Connors

Applicant The Barossa Council wishes to appear to respond to representations.

Time period for 3 November 2025 to 21 November 2025
Public Consultation

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

Summary of representations:

Representor/s

Applicant Response:

- | | |
|---|---|
| <ul style="list-style-type: none"> As a nearby resident to this proposed plan, I have a serious concern regarding light trespass onto my property. The existing lights at the oval have been impacting my right to not have excessively bright lights beaming into my back yard, and in through the windows of my house. I have been meaning to complain about this issue for some years now. With the proposal to install bigger, brighter lights, I am very concerned that the already existing problem will be exacerbated. | <ul style="list-style-type: none"> The light spill levels will be significantly lower than the existing lighting due to the upgraded LED technology. The new luminaires are designed to direct light onto the oval, thereby resulting in minimal light spill into neighbouring properties. Please refer to the attached light spill plans for further detail. The upgrade fully complies with Australian Standards for the Control of the Obtrusive Effects of Outdoor Lighting (AS/NZS 4282:2023). Our experience from the Tanunda Oval lighting upgrade was that residents in adjacent Park Avenue were impressed by the noticeable reduction in glare and spill compared to the previous lighting. MUSCO lighting systems are engineered to focus illumination directly on the playing surface and their lens technology significantly reduces glare relative to older fittings. |
| <ul style="list-style-type: none"> I am also concerned that the beautiful Silver Poplar trees on the north western edge of the oval will be cut down to allow for the installation of new electrical wiring needed for the installation of new light poles. | <ul style="list-style-type: none"> Regarding vegetation, no tree removals are planned to accommodate for the new light towers. Minor trimming may be required in order to minimise shadowing on the oval. For civil works, we will avoid tree root zones wherever possible and will take care to minimise any impact should we encounter root systems. |

A copy of the representation is 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, no referrals were applicable.

Internal

No internal referrals were required.

ASSESSMENT

Please refer to the following link, the Planning and Design Code extract for this proposal, Version 2025.20 dated 23 October 2025:

Planning and Design Code Extract Link	Relevant Code <u>Extract</u>
---	--

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 Angas Recreation Park is recognised as a significant sporting and community asset within the Barossa region. Recent upgrades have enhanced the range of facilities available, including the provision of a new clubroom. The clubroom is managed by local sporting clubs under lease arrangements with Council, and, consistent with typical community sporting facilities, is utilised for a combination of sporting, fundraising, event, and private functions in support of club operations.

The application seeks to replace six (6) light towers with four (4) taller towers containing new lighting intended to improve night time training and games. The historic and community value of the park is recognised and the proposed development will not adversely affect its setting or range of facilities.

The principal assessment matter concerns potential amenity impacts on nearby residential properties arising from the proposed new lighting. Obtrusive Light-Compliance Reports demonstrate that properties on Radford Road, Park Road, Washington Street and Gramp Avenue would meet the maximum allowable Lux ratings pursuant to Australian Standard 4282:2023. The representor lives beyond these frontline properties and was not specifically tested (arguably as test results would likely also result in a Pass).

The proposal is considered to appropriately balance Council's and the sporting clubs' objectives for maximising community use of the upgraded facility with the requirement to maintain acceptable amenity outcomes for the locality. Accordingly, the application is not considered to be Seriously at Variance with the relevant 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 as listed below:

- (a) the rural and natural landscape and visual amenity of the district
- (b) the heritage attributes of the district
- (c) the built form of the townships as they relate to the district
- (d) the viticultural, agricultural and associated industries of the district
- (e) the scenic and tourism attributes of the district.

The light towers will result in limited change to the appearance of the site in that there will be a reduction in light towers from six to four, albeit that they will be increased in height by eight metres. Light towers are a common feature of sporting ovals in the Barossa and provide essential infrastructure for night time activities.

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

Assessment

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

Land Use

<i>Established Neighbourhood Zone</i>	
<i>Desired Outcomes</i>	
DO1	<i>A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns.</i>
DO2	<i>Maintain the predominant streetscape character, having regard to key features such as roadside plantings, footpaths, front yards, and space between crossovers.</i>
<i>Relevant Performance Outcomes/Designated Performance Features</i>	
<i>Land use and Intensity</i>	
PO 1.1 <i>Predominantly residential development with complementary non-residential activities compatible with the established development pattern of the neighbourhood.</i>	DTS/DPF 1.1 <i>Development comprises one or more of the following:</i> a) Ancillary accommodation b) Community facility c) Consulting room d) Dwelling e) Office f) Recreation area g) Shop
PO 1.3 <i>Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.</i>	DTS/DPF 1.3 <i>None are applicable.</i>
PO 1.4 <i>Non-residential development located and designed to improve community accessibility to services, primarily in the form of:</i>	DTS/DPF 1.4 <i>None are applicable</i>

(a) small scale commercial uses such as offices, shops and consulting rooms (b) community services such as educational facilities, community centres, places of worship, child care facilities and other health and welfare services (c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities (d) open space and recreation facilities	
--	--

The Angas Recreation Park is a longstanding use within the township. Its occupation of the site for recreation purposes was entrusted to the District Council of Angaston pursuant to the Angaston Recreation Park Act 1937. The facility therefore predates much of the housing and other land uses that have grown around the park in the intervening years.

The subject land is located in an Established Neighbourhood Zone where the primary land use is for residential with a sympathetic impact on existing character. This part of the zone is therefore anomalous given the regional scale and importance of Angas Recreation Park. This is recognised in DTS/DPF 1.1 where a recreation area is listed as an envisaged use for the zone. A recreation area will typically include a range of sporting infrastructure (ovals, courts, practice nets etc) and ancillary change rooms, clubrooms, lighting and carparking. The Angaston Oval is a large sporting facility that has undergone significant upgrade in recent years and is an important part of ongoing formal and semi-formal sports activities in the Barossa Region.

There are six existing 19 metre high light towers around the edge of the main oval and this application seeks their replacement with four 27 metre high lighting with more energy efficient LED fixtures. It is considered that the replacement of the lighting towers is consistent with the infrastructure required to support a modern recreation area allowing for its day and night time use. There are no known restrictions on the operating hours of the recreation area and night time illumination is a reasonable expectation for sporting organisations to best use the updated facility. It is therefore considered that the proposal will satisfy the intent of Performance Outcome (PO) 1.1.

Visual Impact

The Angas Recreation Park is bordered by residential use along all boundaries. Other than some Park Road residents, all properties are separated from the park by a local road. In addition, the oval is sited centrally within the park providing boundary setbacks in excess of 45 metres (at the very closest point from the oval to Radford Road) with most other site boundaries greater than 90 metres). The siting of the light towers is restricted by their ability to provide adequate lighting to the oval playing area. This necessitates them being relatively close to the oval and therefore further away from site boundaries.

The light poles are eight metres higher than the existing six structures and have a relatively modest light fixture atop. They are slender poles with limited girth compared to height. The visual impact of the slightly higher structures is offset by the aforementioned setbacks, existing buildings, mature trees and topography. Light poles already form a part of the visual aesthetic of the park and the height and form of the new poles are not considered to be jarring or notably more dominant in views of the park from the surrounding public realm. Nor will they cause undue enclosure,

overshadowing or bulk and scale viewed from the rear yards of the properties fronting Park Road. On this basis, they meet PO 1.3.

The ongoing upgrade of Angas Recreation Park forms part of a strategic aim to grow and develop recreation in the Barossa Region. The Barossa Council notes that the new lighting provides sufficient LUX lighting in the centre wicket of the oval to support cricket (and likely football as well). This directly aligns with PO 1.4(d).

Building Height	
PO 4.1 <i>Building and wall height contributes to the prevailing character of the neighbourhood and complements the height of nearby buildings.</i>	DTS/DPF 4.1 <i>Building height (excluding garages, carports and outbuildings) is no greater than:</i> (a) <i>The following:</i> <i>Maximum building height is one level</i> (b) <i>in all other cases (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)) - two building levels up to a height of nine metres.</i> <i>In relation to DTS/DPF 4.1, in instances where:</i> (a) <i>in all other cases (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)) - two building levels up to a height of nine metres.</i> (b) <i>only one value is returned for DTS/DPF 4.1(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.</i>
PO 4.2 <i>Additions and alterations do not adversely impact on the streetscape character.</i>	DTS/DPF 4.2 <i>Additions and alterations:</i> (a) <i>are fully contained within the roof space of a building with no external alterations made to the building elevation facing the primary street.</i> <i>or</i> (b) <i>meet all of the following:</i> i. <i>do not include any development forward of the front façade building line.</i> ii. <i>where including a second or subsequent building level addition, it does not project beyond a 45 degree angle measured from ground level at the building line of the existing building.</i>

DTS/DPF 4.1 seeks buildings with a maximum height of one level. This is primarily aimed at the control of height of dwellings and ancillary buildings within the Established Neighbourhood Zone. The proposed development does not conform to this height restriction. This is not considered fatal to the application as:

- The poles replace six existing structures with only an eight metre height increase
- The existing poles are generally screened from the public realm by existing vegetation (not proposed to be removed) and changes in land form (primarily from Washington Street).
- The height is designed to ensure safe LUX ratings for games on the oval
- The vertical nature of the structures is offset by large boundary setbacks
- Their visual appearance is in keeping with the type of supporting infrastructure anticipated in a large sports and recreation precinct.

Overall, it is concluded the height and massing of the towers will not adversely impact the prevailing neighbourhood character which is strongly influenced by the design appearance (plus mature landscaping) of the Angas Recreation Park.

Primary Street Setback	
PO 5.1 Buildings are set back from primary street boundaries consistent with the existing streetscape.	DTS/DPF 5.1 Buildings setback from the primary street boundary in accordance with the following table: <u>Development context</u> There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building. <u>Minimum Setback</u> The average setback of the existing buildings. <u>Development context</u> There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is not on a corner site. <u>Minimum Setback</u> The setback of the existing building. <u>Development context</u> There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site. <u>Minimum Setback</u> (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 – five metres. <u>Development context</u> There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building. No DTS/DPF is applicable

	For the purposes of DTS/DPF 5.1: (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.
--	---

The light towers are setback at least 40 metres to 45 metres from the closest street boundary. There are other buildings such as clubrooms and the Show Hall that are setback a similar distance or nearer to the primary and secondary street boundaries. The placement of the towers is controlled by their distance to the oval and lighting requirements. There is no conflict with PO 5.1.

Local Heritage Place Overlay

Historic Area Overlay (Baro15)	
Desired Outcomes	
DO1	Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement.
Relevant Performance Outcomes/Designated Performance Features	
Built Form	
PO 1.1 The form and scale of new buildings and structures that are visible from the public realm are consistent with the prevailing historic characteristics of the historic area.	DTS/DPF 1.1 None are applicable
PO 1.2 Development is consistent with the prevailing building and wall heights in the historic area.	DTS/DPF 1.2 None are applicable
PO 1.3 Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, openings, chimneys and verandahs) complement the prevailing characteristics in the historic area.	DTS/DPF 1.3 None are applicable
PO 1.4 Development is consistent with the prevailing front and side boundary setback pattern in the historic area.	DTS/DPF 1.4 None are applicable
PO 1.5 Materials are either consistent with or complement those within the historic area.	DTS/DPF 1.5 None are applicable

PO 1.6 <i>New buildings and structures are not placed or erected between the primary or secondary street boundaries and the façade of a Local Heritage Place.</i>	DTS/DPF 1.6 <i>None are applicable</i>
PO 1.7 <i>Development of a Local Heritage Place retains features contributing to its heritage value.</i>	DTS/DPF 1.7 <i>None are applicable</i>

The site contains a Local Heritage Place (LHP) listed on the SA Heritage Register in 2004. The listing details the Place as the "Angaston Recreation Park including Agricultural Show Hall and original sections of Grandstand".

The Park currently contains six (6) 19 metre light towers around the perimeter of the oval. These are visible within the setting of the oval and form part of the built form within the existing park.

No internal referral to Council's Heritage Advisor was considered necessary for this replacement tower application.

The replacement of the light towers are in a similar location and not proportionally much taller than the existing light poles. They are not placed between the identified heritage items and primary or secondary street boundaries. No part of any heritage listed items are to be demolished as part of this application. By virtue of its modern purpose and design the light towers do not replicate the historic built form. They are located in association with the sporting oval and have a clear function.

It is considered that the valued historic features of the site are not affected and the proposal does not conflict with the relevant POs for a Local Heritage Place.

Historic Area Overlay

Historic Area Overlay (Baro15)	
Desired Outcomes	
DO1	<i>Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement.</i>
Relevant Performance Outcomes/Designated Performance Features	
All Development	
PO 1.1 <i>All development is undertaken having consideration to the historic streetscapes and built form as expressed in the Historic Area Statement.</i>	DTS/DPF 1.1 <i>None are applicable.</i>
Built Form	
PO 2.1 <i>The form and scale of new buildings and structures that are visible from the public realm are consistent with the prevailing historic characteristics of the historic area.</i>	DTS/DPF 2.1 <i>None are applicable</i>
PO 2.2 <i>Development is consistent with the prevailing building and wall heights in the historic area.</i>	DTS/DPF 2.2 <i>None are applicable</i>

PO 2.3 Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, openings, chimneys and verandahs) complement the prevailing characteristics in the historic area.	DTS/DPF 2.3 None are applicable
PO 2.4 Development is consistent with the prevailing front and side boundary setback pattern in the historic area.	DTS/DPF 2.4 None are applicable
PO 2.5 Materials are either consistent with or complement those within the historic area.	DTS/DPF 2.5 None are applicable
Context and Streetscape Amenity	
PO 6.1 The width of driveways and other vehicle access ways are consistent with the prevailing width of existing driveways of the historic area.	DTS/DPF 6.1 None are applicable.
PO 6.2 Development maintains the valued landscape patterns and characteristics that contribute to the historic area, except where they compromise safety, create nuisance, or impact adversely on buildings or infrastructure.	DTS/DPF 6.2 None are applicable

Angaston Residential Historic Area Statement (Baro2)

(a)	(b) Angaston Residential Historic Area Statement (Baro2) (c) (d) The Historic Area Overlay identifies localities that comprise characteristics of an identifiable historic, economic and/or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality. (e) (f) These attributes have been identified in the below table. In some cases State and/or Local Heritage Places within the locality contribute to the attributes of an Historic Area. (g) (h) The preparation of an Historic Impact Statement can assist in determining potential additional attributes of an Historic Area where these are not stated in the below table.	
	Eras, themes and context	Late 1800s. 1920s, second wave of prosperity for Angaston in the 20th Century.
	Allotments, subdivision and built form patterns	Linear nature of settlement along Melrose Street.
	Architectural styles, detailing and built form features	Substantial residences in 1879-80. Residences of the 1920s.
	Building height	[Not stated]
	Materials	Local stone
	Fencing	[Not stated]
	Setting, landscaping, streetscape and public realm features	Tree lined streets, attractive gardens, varied topography, mature white cedars along Schilling Street, coprosma hedges in front of some houses (retaining early post and wire fence structures), mature ficus at the

		base of Dean Street, mature gums along the creek, and cypress hedges to many 1920s dwellings. Angas Recreation Park forms an important element located within the residential area. The park between Dean Street and Hill Street and Angaston Children's Reserve provides an open area for community use.
	Representative Buildings (i)	Identified - refer to SA planning database

The proposed development sits within the Angas Recreation Park that is identified as being an important element in the Historic Area Statement.

The proposed towers sit within the perimeter of the oval that is positioned centrally within the large park. The towers will provide night time illumination that furthers the enjoyment and use of the park. They do not result in the removal of any original design elements of the Angas Recreation Park or adversely affect the setting.

The park has a masterplan to guide its development and has undergone upgrade in recent years. This proposal comprises a next piece of infrastructure ensuring the oval has a day and night-time function. The siting of the towers does not conflict with the approved masterplan.

It is also noted that a 2016 SA Heritage Council review did not agree to the change of listing to a State Heritage Place on the basis that *"The assessment report found that while the Park has associations with recreation pursuits and the late 19th century philanthropy of the Angas family, it does not fulfil any of the criteria for heritage significance under section 16 of the Heritage Places Act 1993. It was noted that the Park is not an uncommon park"*.

The proposed height, siting and visual appearance of the towers respond to existing built form arrangements and the adopted masterplan. The proposal accords with the relevant POs.

Interface between Land Uses

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 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.	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: (Nil 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 workspaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers. (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers. (c) housing plant and equipment within an enclosed structure or acoustic enclosure. (d) providing a suitable acoustic barrier between the plant and/or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.
PO 4.4 External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.	DTS/DPF 4.4 Adjacent land is used for residential purposes.

PO 4.5 Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.5 None are applicable.				
PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.	DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels: <table border="1"> <thead> <tr> <th>Assessment location</th><th>Music noise level</th></tr> </thead> <tbody> <tr> <td>Externally at the nearest existing or envisaged noise sensitive location</td><td>Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT_{10,15} < LOCT_{90,15} + 8dB$)</td></tr> </tbody> </table>	Assessment location	Music noise level	Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT_{10,15} < LOCT_{90,15} + 8dB$)
Assessment location	Music noise level				
Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT_{10,15} < LOCT_{90,15} + 8dB$)				
Light spill					
PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1 None are applicable.				

Angas Recreation Park is a regional level facility that accommodates a range of competitive sport, active and passive recreation and community uses. It is a very longstanding land use and an important feature in daily community life in the Angaston township.

It currently operates during day and night time including weekends. This proposal does not seek to alter training or game schedules or any lease arrangements. It is a managed Council facility and any community concerns related to community organisation/sporting club operations are not considered a matter for this assessment.

The primary interface issue is the potential for light spill onto adjoining residential properties. It is noted that in addition to the light towers there is always existing ambient lighting emanating from general park and street lighting within this urban neighbourhood.

The representor's concern regarding light spill is noted. This resident lives at 18 Smith Street which is located one street removed from the Angas Recreation Park and around 180 metres minimum setback from the closest light tower. The resident has a concern with current lighting levels and expresses an issue that the new towers may result in excessive brightness in their rear yard.

Controlling obtrusive outdoor lighting involves minimising its negative effects through design, installation, and management, often guided by standards like Australian Standard 4282.2023. Key methods include using shielded fixtures that direct light downwards, thereby minimising spill light onto neighbouring properties, controlling glare and using appropriate lighting levels. The MUSCO system can deliver these controlling mechanisms.

Obtrusive lighting tests were undertaken for adjacent streets and all passed the Australian Standard 4282.2023 maximum Lux allowance in this urban environment. The representor lives beyond this initial testing envelope and arguably will experience reduced lighting impact.

The focus of the lighting is on the oval playing surface to meet Australian Standards or sporting code requirements. The MUSCO lighting system is designed to minimise light spill (which is considered a cost waste issue if lighting areas are outside the oval playing surface). The LUX diagrams demonstrate that the focus is on the centre square of the oval. The LUX rating is higher than the existing lights, however, the light spill is considered to be acceptable outside of the park boundary. The new luminaires are expected to achieve improved performance and reduced light spill than the existing luminaires. Given the large setbacks from site perimeter, separation by existing public roads and history of night time use it is considered that the application satisfies PO 6.1.

If consent is granted then the following condition is recommended to ensure on-site operation of the lighting accords with the Australian Standard.

"All external lighting must be in accordance with AS4282:2023 'Outdoor Lighting Obtrusive Effects' so as to prevent any adverse effect on adjoining sensitive receivers."

Character Preservation Overlay

Character Preservation District Overlay (Not in township)	
Desired Outcomes	
DO1	<i>Recognise, protect and enhance the special character of Character Preservation Districts.</i>
DO2	<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 in the Rural Area	
PO 3.1 <i>Preservation of existing natural features including topography, watercourses and mature trees.</i>	DTS/DPF 3.1 <i>None are applicable.</i>
PO 3.2 <i>Buildings and structures do not interrupt views of the skyline through measures including being sited below ridge lines.</i>	DTS/DPF 3.2 <i>None are applicable.</i>
PO 3.3 <i>Buildings and structures harmonise with the natural features of the landscape and reinforce the rural character through the use of muted, neutral, non-reflective landscape colours on external surfaces.</i>	DTS/DPF 3.3 <i>None are applicable.</i>
PO 3.4 <i>Large buildings and structures are sited and oriented to minimise their visual bulk, particularly if close to roads or in open settings where there are no other buildings or mature trees in close proximity.</i>	DTS/DPF 3.4 <i>None are applicable.</i>

PO 3.5 <i>Buildings and structures are grouped to create compact clusters well set back from public roads.</i>	DTS/DPF 3.5 <i>None are applicable.</i>
PO 3.6 <i>Development mitigates the need for long, steep access roads that require excessive grading or removal of vegetation.</i>	DTS/DPF 3.6 <i>None are applicable.</i>

The Desired Outcomes (DOs) for the Character Preservation District speak of protecting the special character of the area and ensuring long term use of rural land outside of townships for primary production and value adding enterprises. The proposed development will not adversely affect the special character, nor primary production activity. The proposed development is considered to satisfy POs 3.1 – 3.6, noting the development's small footprint and purpose to support ongoing use of the longstanding Angas Recreation Park.

Overlays

The following Overlays have been considered in the assessment of the proposed development but are not addressed in further detail given that the application has no bearing on these issues:

- Hazards (Flooding - Evidence Required)
- Native Vegetation
- Water Protection Area
- Prescribed Water Resources Area
- Heritage Adjacency

CONCLUSION

The proposal comprises the installation of four (4) light towers (each 27 metres high) and removal of six (6) existing light towers (each 19 metres high). The application seeks permission for the next phase of upgrade for this sporting facility that has been developed through strategic recreation planning and significant partnership working between Council, sporting clubs and the community. It forms part of the Big Project program.

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 received one representation who has 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 results in replacement of six existing light towers with four new lighting towers (albeit eight metres taller). The lighting towers have taken account of their interface position adjacent residential development and have passed Obtrusive Light testing in accordance with Australian Standards.

The final assessment has identified that the proposed development is sufficiently consistent with the DO and POs of the Established Neighbourhood Zone and other relevant provisions of the Planning and Design Code so as to warrant consent, subject to 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. 25032235 by Community Projects The Big Project to undertake the installation of four (4) light towers (each 27 metres high) and removal of six (6) existing light towers at 13-21 Washington St Angaston SA 5353 (CT 5796/108) subject to the following conditions and advisory notes:

Council Conditions

- (1) The development shall be undertaken in accordance with the following endorsed plans and documentation accompanying Development Application No. 25032235 except where varied by any condition(s) listed below:
 - i. Pole Concept Elevation, Drawing Number 223146X1-1, Sheet 1 of 1, 22nd October 2025, MUSCO Lighting
 - ii. Preliminary Plan, 19 August 2025, MUSCO Lighting
 - iii. Obtrusive Light Compliance Report, Angaston AFL Football Club, Design No. 223146_C, 19 August 2025, MUSCO Lighting
 - iv. MUSCO Lighting Proposal, 25 August 2025, MUSCO Lighting
 - v. Datasheet: Light-Structure System, M-2220-en04-3, MUSCO Lighting
- (2) All external building materials shall be:
 - (a) Be in accordance with the approved plans; and
 - (b) Be new materials and maintained in good condition at all times.
- (3) All external lighting must be in accordance with AS4282:2023 'Outdoor Lighting Obtrusive Effects' so as to prevent any adverse effect on adjoining sensitive receivers at all times.

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 2 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 2 years from the operative date of approval, the approval will then lapse 3 years from the operative date of the approval (unless the development has been substantially or fully completed within those 3 years, in which case the approval will not lapse).
- (4) Any 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.
- (5) 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.
- (6) 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.
- (7) 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.
- (8) Construction shall not take place on any Sunday or Public Holiday or after 7.00pm or before 7.00am on any other day, and all practicable steps must be taken during construction to minimise the impact of noise emissions on neighbouring properties.
- (9) 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/native-vegetation/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.

- (10) 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 crossovers 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.

Further enquiries should be directed to the Works and Engineering team on 8563 8444.

- (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 2023*, 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 | Representation Received ↓  |
| Attachment 3 | Applicants Response to Representation ↓  |

Development Locations

Location 1

Location reference

13 -21 WASHINGTON ST ANGASTON SA 5353

Title Ref

CT 5796/108

Plan Parcel

F173228 AL137

Additional Location Information**Council**

THE BAROSSA COUNCIL

Zone Overlays

Zones

- Established Neighbourhood

Sub-zones

(None)

Overlays

- Heritage Adjacency
- Local Heritage Place
- Historic Area
- Character Preservation District
- Hazards (Flooding - Evidence Required)
- Native Vegetation
- Water Protection Area
- Prescribed Water Resources Area

Variations

- Minimum Frontage (Minimum frontage for a detached dwelling is 15m; semi-detached dwelling is 12m; row dwelling is 10m; group dwelling is 25m; residential flat building is 25m)
- Minimum Site Area (Minimum site area for a detached dwelling is 500 sqm; semi-detached dwelling is 400 sqm; row dwelling is 350 sqm; group dwelling is 400 sqm; residential flat building is 400 sqm)
- Maximum Building Height (Levels) (Maximum building height is 1 level)

Application Contacts

Applicant(s)

Stakeholder info

Community Projects The Big Project

[REDACTED]

Contact

Stakeholder info

Community Projects The Big Project

[REDACTED]

Invoice Contact

Stakeholder info

Community Projects The Big Project



Land owners

Stakeholder info

Community Projects The Big Project



Nature Of Development

Nature of development

The sports lighting at Angas Recreation Park's main oval has reached the end of its life and requires replacement. The Barossa Council will undertake a project to remove the existing lighting infrastructure, including poles, fittings, and cabling and install new infrastructure.

The works will involve trenching around the oval to lay new conduits and pits, followed by the installation of four 27 meter light poles, each fitted with six MUSCO luminaires. The new system will deliver 300 lux lighting on the center wicket. Construction is scheduled to begin in late November 2025 and be completed by the end of March 2026.

Development Details

Current Use

Currently the Angaston Oval has 6 light poles that are primarily used for football and cricket training and some night games. The quality is very poor and not conducive to a safe environment.

Proposed Use

The proposed use will not change from the current use or cricket and football training and games. It will provide the clubs with greater opportunities as it will enable them to host state level events and regional carnivals. It will also alleviate scheduling issues allowing junior and women teams to grow and diversify.

Development Cost

\$326,744.00

Proposed Development Details

The sports lighting at Angas Recreation Park's main oval has reached the end of its life and requires replacement. The Barossa Council will undertake a project to remove the existing lighting infrastructure, including poles, fittings, and cabling and install new infrastructure.

The works will involve trenching around the oval to lay new conduits and pits, followed by the installation of four 27 meter light poles, each fitted with six MUSCO luminaires. The new system will deliver 300 lux lighting on the center wicket. Construction is scheduled to begin in late November 2025 and be completed by the end of March 2026.

Element Details

You have selected the following elements

Other - Infrastructure - \$326,744.00

- Lighting Infrastructure

Septic/Sewer information submitted by applicant

Does this development require a new septic system or amendment to an existing septic system? i.e. septic tank and / or wastewater 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

Building Consent

Do you wish to have your building consent assessed in multiple stages?

No

Apply Now?

Yes

Who should assess your building consent?

The Barossa Council

More information for consent approvals

Do you have an agreement with a State Government Agency related to your application? (Preliminary Agreement)

No

Should your application require public notification, who will be responsible for erecting the sign on the land?

Applicant

Has the Construction Industry Training Fund Levy (CITF) been paid?

Yes

Receipt Number

227884

Who is the builder or contractor engaged for the proposed development?

Builder or contractor has not yet been engaged

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.

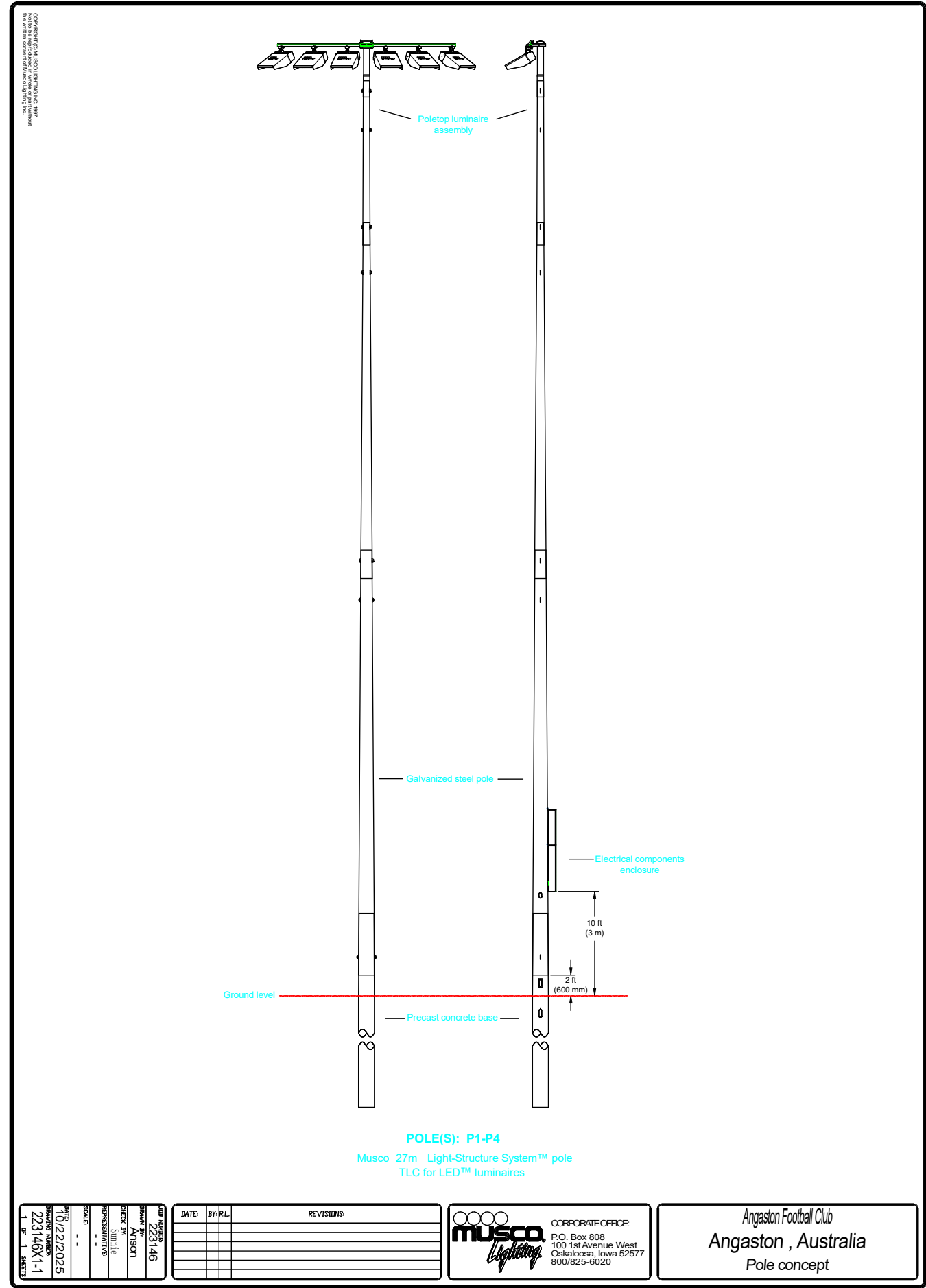
Documents

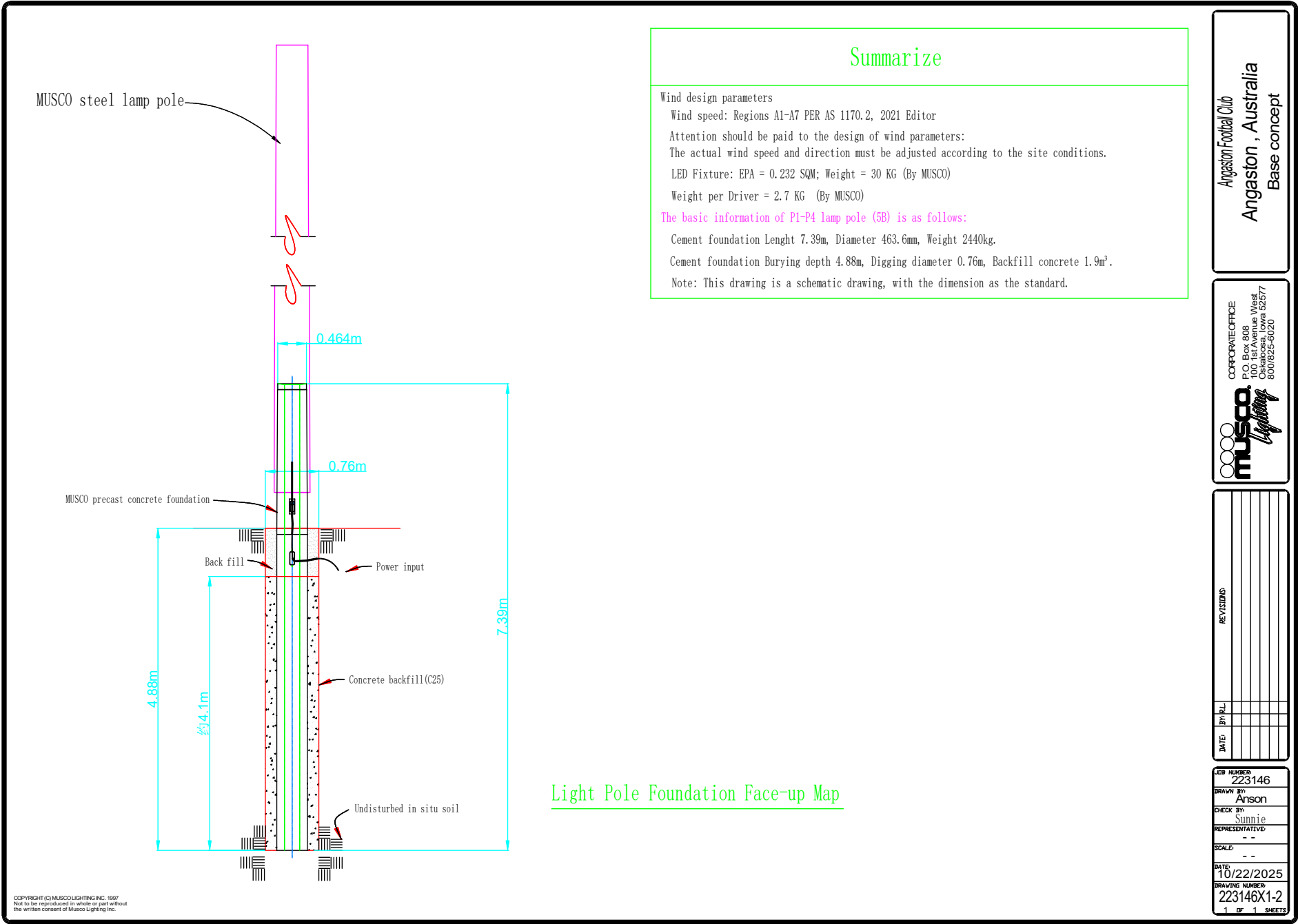
Document	Document Type	Date Created
receipt- 227884.pdf	CITF Payment Reference	14 Oct 2025 12:51 PM
Preliminary Foundation Design - Angaston Oval Lighting Upgrade.pdf	Engineering Footing Design	14 Oct 2025 12:51 PM
Angaston Football Club - Lighting Design - Nuriootpa and Angaston Oval Lighting Upgrade.pdf	Electrical Services	14 Oct 2025 12:51 PM

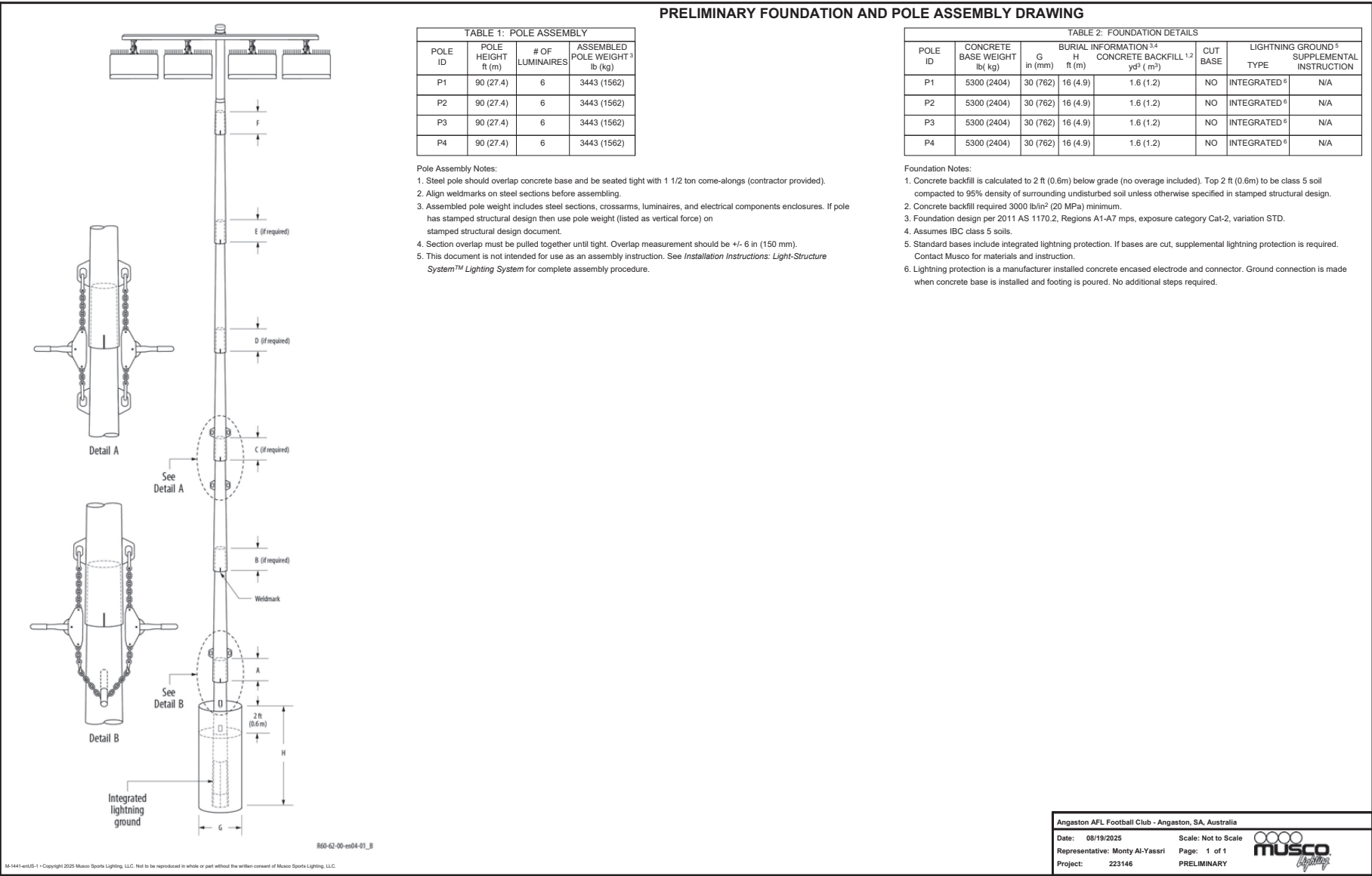
Application Created User and Date/Time

Created User
communityprojects.thebigproject

Created Date/Time
14 Oct 2025 12:51 PM









Sports Illustrated Stadium, Harrison, New Jersey, USA



UBS Arena, Elmont, New York, USA



Iowa Women of Achievement Bridge, Des Moines, Iowa, USA



Tottenham Hotspur FC Training Ground, Tottenham, London, UK

Angaston AFL Football Club

Angaston, SA



Sales Representative: Monty Al-Yassri · Designed By: John(Sunnle) · Design No.: 223146_C · AUG 19, 2025

Not to be reproduced in whole or part without the written consent of Musco Lighting. ©1981, 2025 Musco Sports Lighting, LLC.



Obtrusive Light - Compliance Report

AS/NZS 4282:2023, A3 - Medium District Brightness, Non-Curfew L1

Illuminance

Maximum Allowable Value: 10 Lux

Calculations Tested (4):

Calculation Label	Test Results	Max. Illum.
Radford Rd_Ill_Seg1	PASS	0.0
Washington St_Ill_Seg1	PASS	0.0
Gramp Ave_Ill_Seg1	PASS	0.0
Park Rd_Ill_Seg1	PASS	0.0

Luminous Intensity (Cd) At Vertical Planes

Maximum Allowable Value: 12500 Cd

Calculations Tested (4):

Calculation Label	Test Results
Radford Rd_Cd_Seg1	PASS
Washington St_Cd_Seg1	PASS
Gramp Ave_Cd_Seg1	PASS
Park Rd_Cd_Seg1	PASS

Threshold Increment (TI)

Maximum Allowable Value: 20 %

Calculations Tested (4):

Calculation Label	Adaptation Luminance	Test Results
Radford Rd_TI_1	1	PASS
Radford Rd_TI_2	1	PASS
Washington St_TI_1	1	PASS
Washington St_TI_2	1	PASS

Upward Waste Light Ratio (UWLR)

Maximum Allowable Value: 2.0 %

Calculated UWLR: 0.0%

Test Results: **PASS**

Angaston AFL Football Club
Angaston, SA**LIGHTING SYSTEM****Structure/Fixture Summary**

Structure ID	Structure Height	Fixt. Attachment Ht.	Fixture Qty	Fixture Type	Load	Circuit
P1-P4	27.4 m	27.4 m	6	TLC-LED-1500	8.46 kW	A
4			24		33.84 kW	

Circuit Summary

Circuit	Description	Load	Fixture Qty
A		33.84 kW	24

Fixture Type Summary

Type	Circuit	Source	Wattage	Lumens	L90	L80	L70	Quantity
TLC-LED-1500	A	LED 5700K - 75 CRI	1410W	181,000	>120,000	>120,000	>120,000	24

Single Fixture Amperage Draw Chart

Driver Specifications (.90 min power factor)	Line Amperage Per Fixture (max draw)					
	220 (50)	230 (50)	240 (50)	380 (50)	400 (50)	415 (50)
Single Phase Voltage						
TLC-LED-1500	7.9	7.6	7.3	4.6	4.4	4.2

Light Level Summary

Calculation Grid Summary								
Grid Name	Calculation Metric	Illumination Ave				Circuits	Fixture Qty	
		Ave	Min	Max	U1			
01 AFL - 200lux	Horizontal Illuminance	250.78	157	333	0.63	0.47	A	24
02 AFL - 150lux	Horizontal Illuminance	175.55	110	233	0.63	0.47	A	24
03 Cricket - Square	Horizontal Illuminance	315.01	298	330	0.95	0.90	A	24
04 Cricket - Infield	Horizontal Illuminance	302.56	224	333	0.74	0.67	A	24
05 Cricket - Outfield	Horizontal Illuminance	226.22	157	327	0.69	0.48	A	24
06 Glare - Whole Field	Glare Rating	38.53	15	49	0.38	0.30	A	24
07 Spill #Radford Rd	True Max Vert Illuminance	0.01	0	0	0.00	0.00	A	24
08 Luminous Intensity #Radford Rd	Max Candela (by Fixture)	107.32	0	643	0.00	0.00	A	24
09 Spill #Washington St	True Max Vert Illuminance	0.00	0	0	0.00	-	A	24
10 Luminous Intensity #Washington St	Max Candela (by Fixture)	0.59	0	9	0.00	0.00	A	24
11 Spill #Gramp Ave	True Max Vert Illuminance	0.00	0	0	-	-	A	24
12 Luminous Intensity #Gramp Ave	Max Candela (by Fixture)	0.03	0	1	0.00	0.00	A	24
13 Spill #Park Rd	True Max Vert Illuminance	0.00	0	0	0.00	-	A	24
14 Luminous Intensity #Park Rd	Max Candela (by Fixture)	0.19	0	4	0.00	0.00	A	24
15 Threshold Increment #Radford Rd @NW	Threshold Increment	0.00	0	0	0.00	0.00	A	24
16 Threshold Increment #Radford Rd @SE	Threshold Increment	0.01	0	0	0.00	0.00	A	24
17 Threshold Increment #Washington St @SW	Threshold Increment	0.00	0	0	0.00	0.00	A	24
18 Threshold Increment #Washington St @NE	Threshold Increment	0.00	0	0	0.00	0.00	A	24

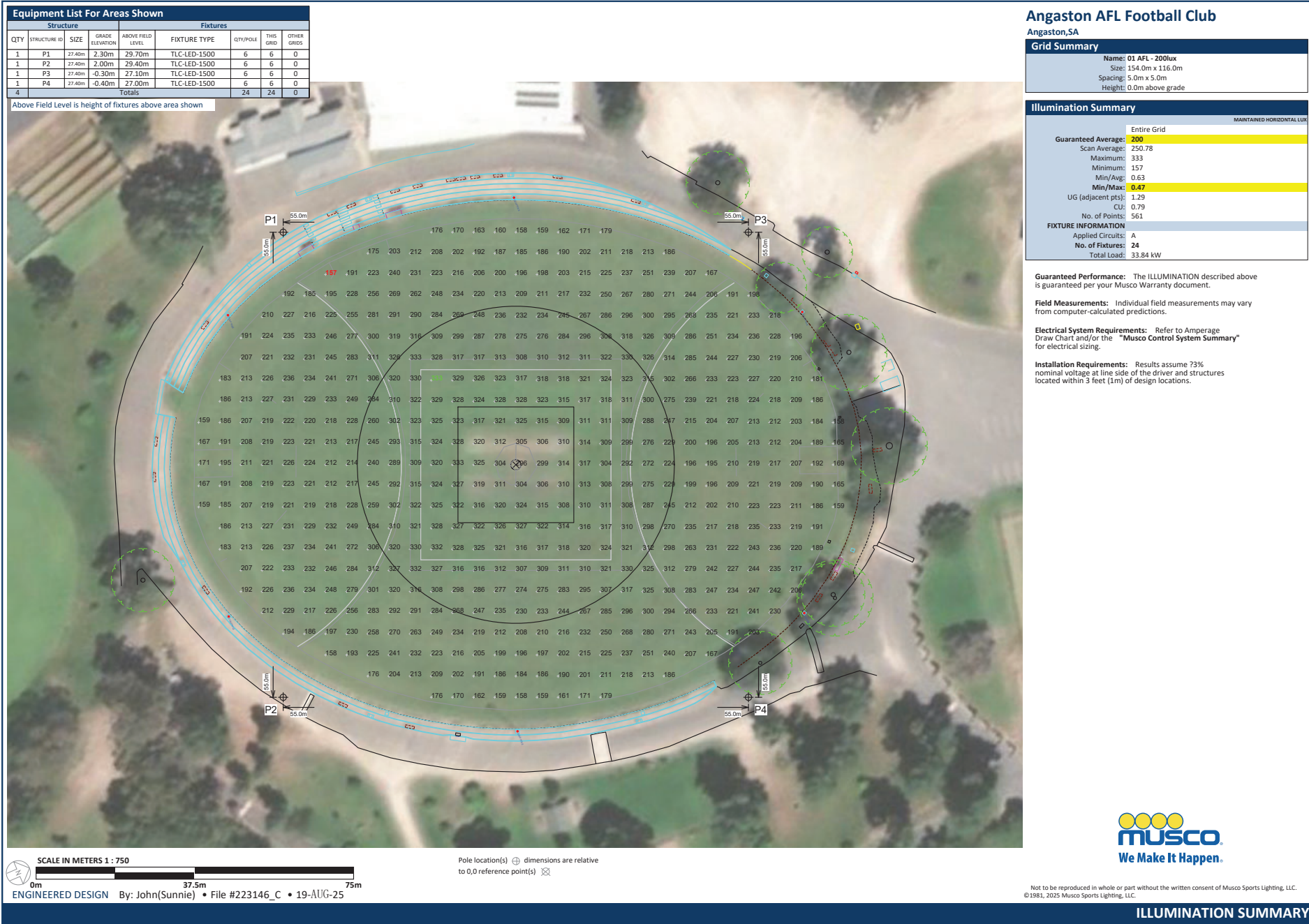
Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

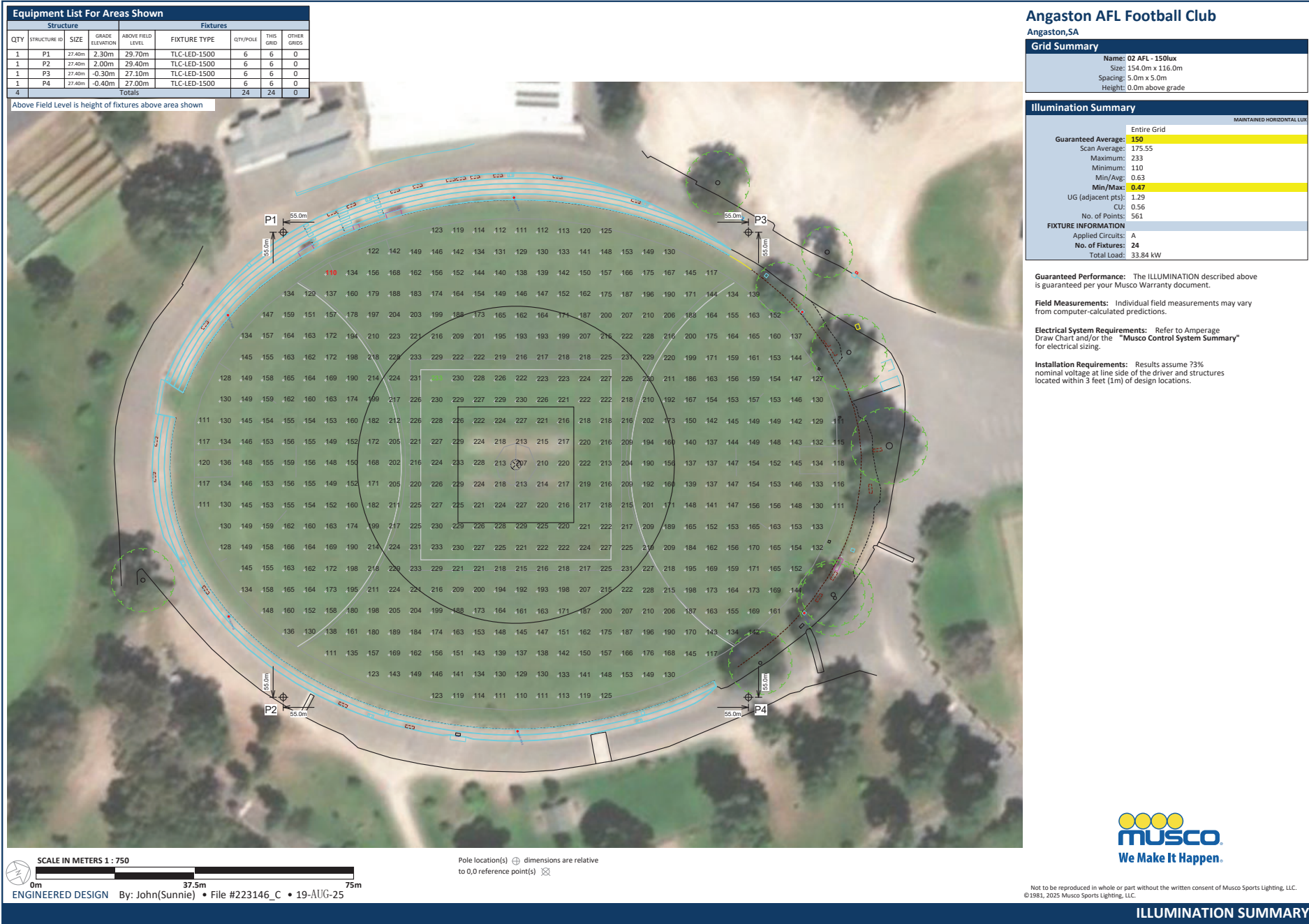
Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.





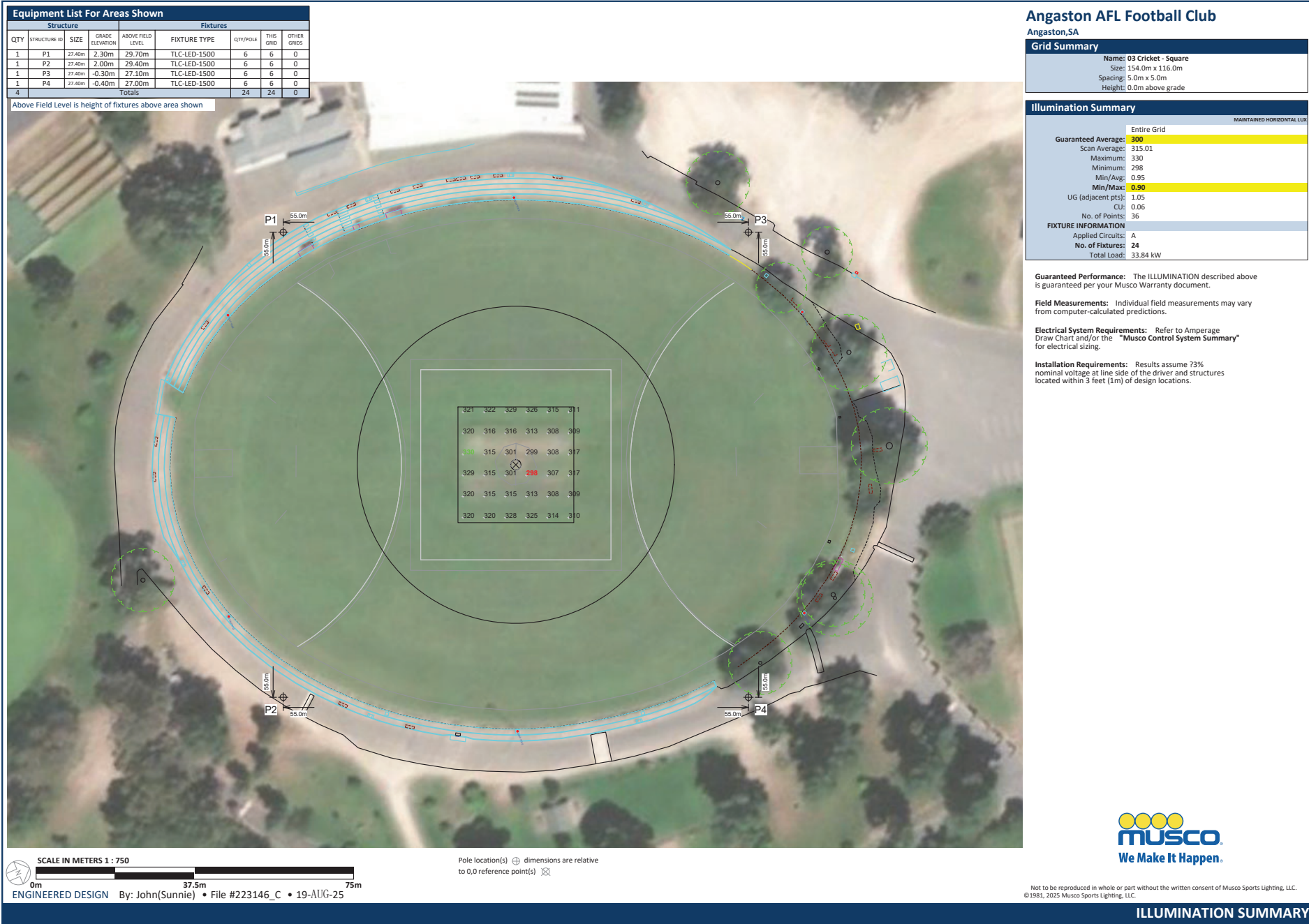
Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY



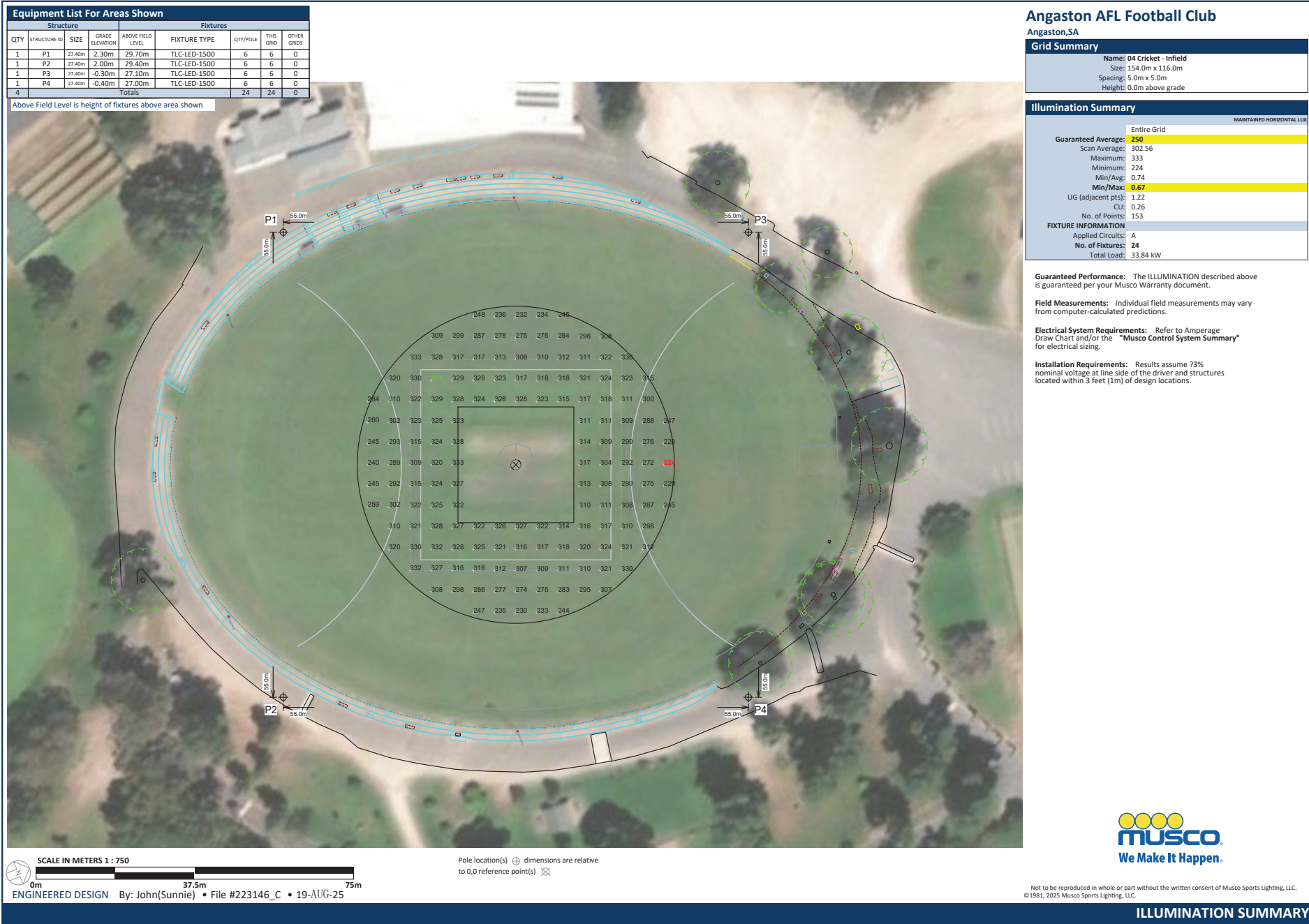
Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY



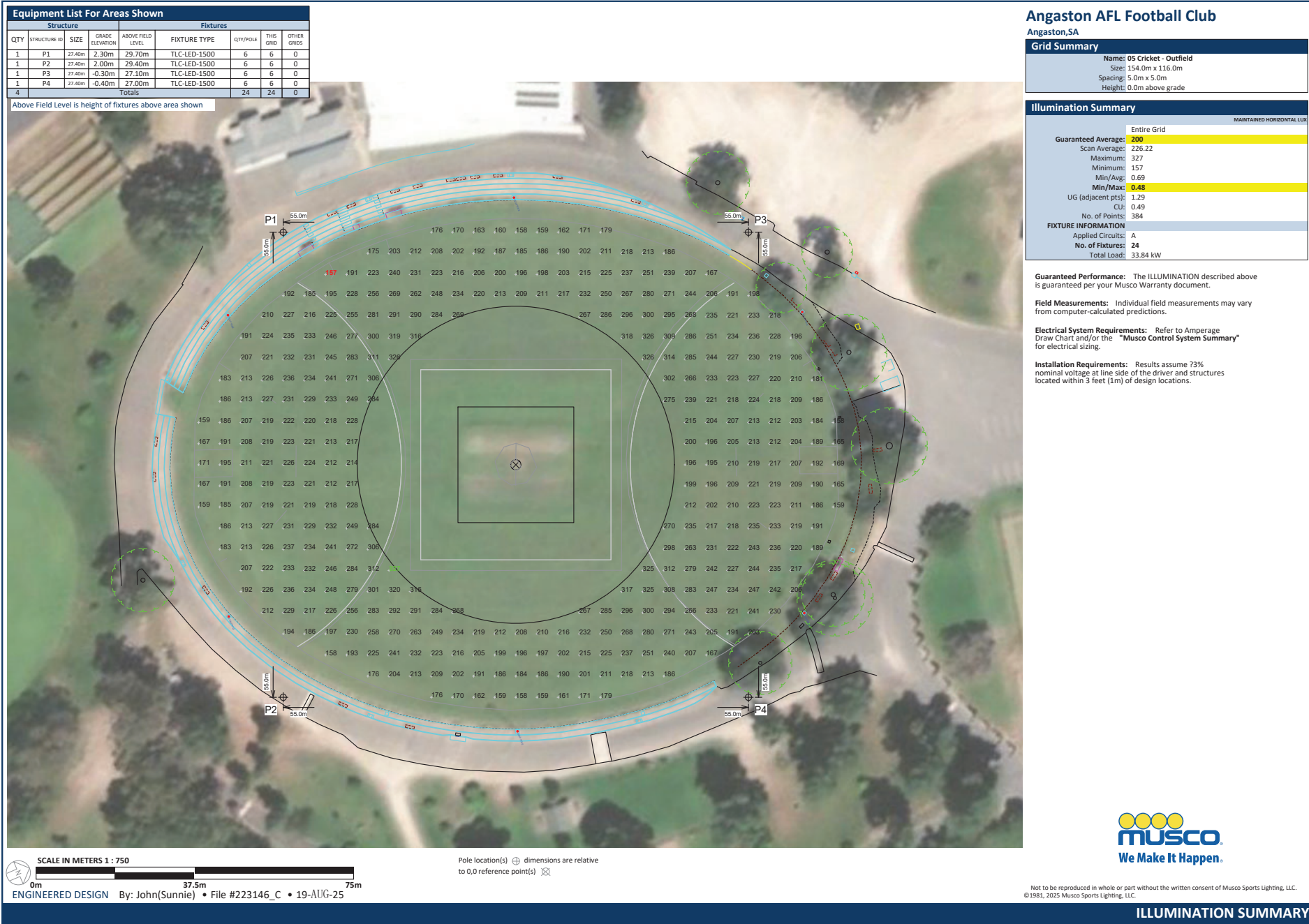
Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
© 1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY



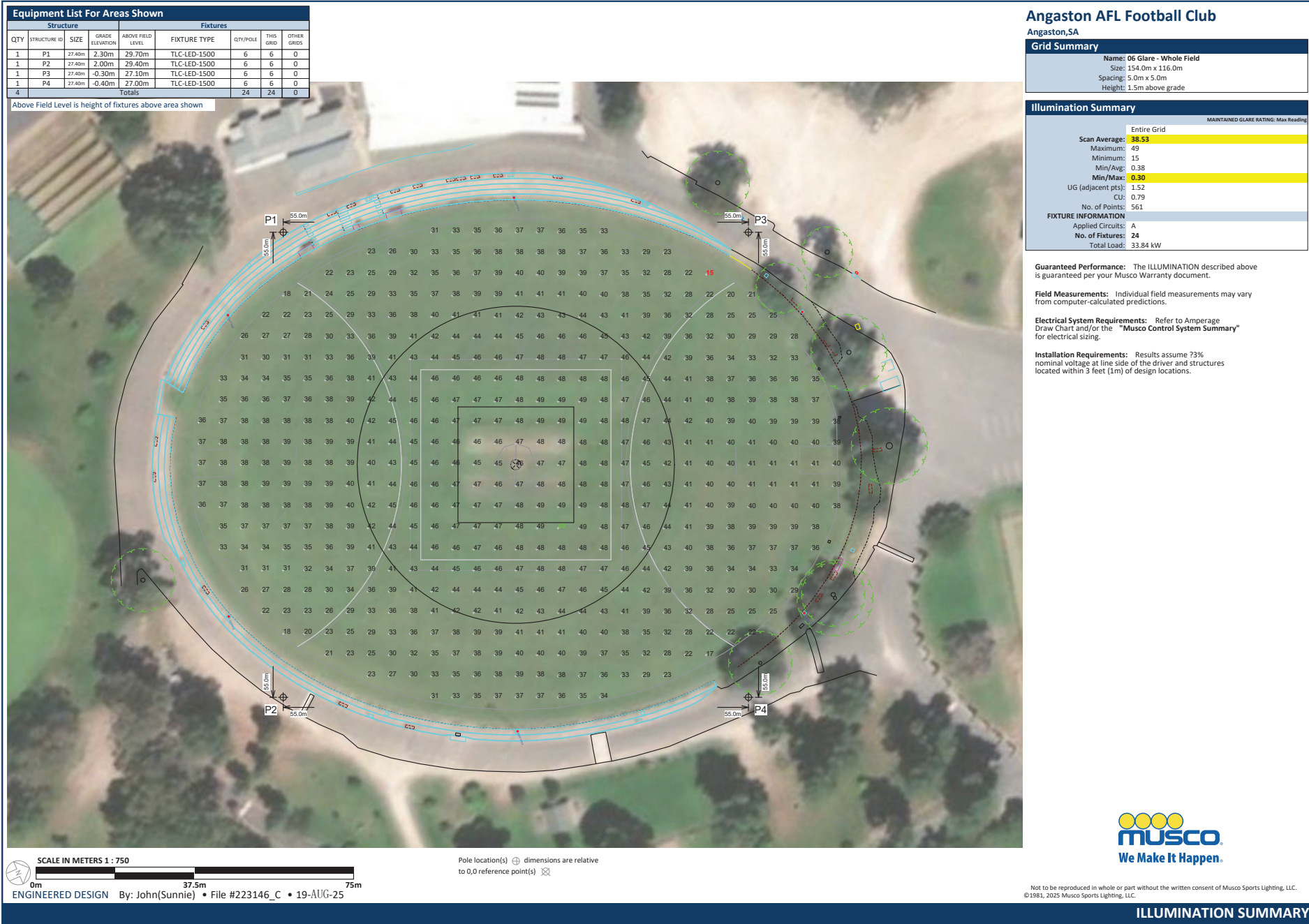
Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY



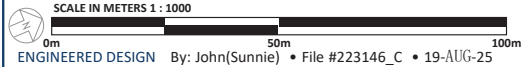
Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY









Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ✕

Angaston AFL Football Club

Angaston,SA

Grid Summary	
Name: 09 Spill #Washington St	
Size: 154.0m x 116.0m	
Spacing: 2.0m x 2.0m	
Height: 1.5m above grade	

Illumination Summary	
INITIAL VERTICAL LUX: 90° TIR	
	Entire Grid
Scan Average:	0.00
Maximum:	0
Minimum:	0
No. of Points:	129
FIXTURE INFORMATION	
Applied Circuits:	A
No. of Fixtures:	24
Total Load:	33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY



SCALE IN METERS 1 : 1000
0m 50m 100m
ENGINEERED DESIGN By: John(Sunnie) • File #223146_C • 19-AUG-25

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary		
Name: 10 Luminous Intensity #Washington St		
Size: 154.0m x 116.0m		
Spacing: 2.0m x 2.0m		
Height: 1.5m above grade		
Illumination Summary		
	Entire Grid	Entire Grid
Scan Average:	0.59	0.59
Maximum:	9	9
Minimum:	0	0
No. of Points:	129	129
FIXTURE INFORMATION		
Applied Circuits:	A	
No. of Fixtures:	24	
Total Load:	33.84 kW	

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

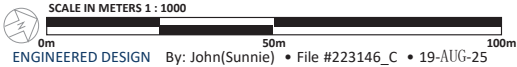


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY







Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ✕

Angaston AFL Football Club

Angaston,SA

Grid Summary	
Name:	13 Spill #Park Rd
Size:	154.0m x 116.0m
Spacing:	2.0m x 2.0m
Height:	1.5m above grade

Illumination Summary	
INITIAL VERTICAL LUX: 90° TIR	
	Entire Grid
Scan Average:	0.00
Maximum:	0
Minimum:	0
No. of Points:	162
FIXTURE INFORMATION	
Applied Circuits:	A
No. of Fixtures:	24
Total Load:	33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

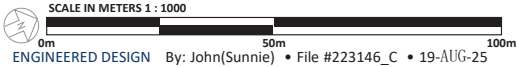
Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ✕

Angaston AFL Football Club

Angaston,SA

Grid Summary	
Name: 14 Luminous Intensity #Park Rd	
Size: 154.0m x 116.0m	
Spacing: 2.0m x 2.0m	
Height: 1.5m above grade	

Illumination Summary	
	INITIAL MAX CANDELA (PER FIXTURE)
	Entire Grid
Scan Average:	0.19
Maximum:	4
Minimum:	0
No. of Points:	162
FIXTURE INFORMATION	
Applied Circuits:	A
No. of Fixtures:	24
Total Load:	33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Angaston AFL Football Club

Angaston, SA

Grid Summary

Name:	15 Threshold Increment #Radford Rd @NW
Size:	154.0m x 116.0m
Spacing:	2.0m x 2.0m
Height:	1.5m above grade

Illumination Summary

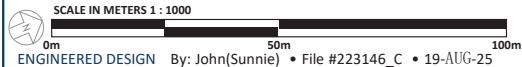
		THRESHOLD INCREMENT	
		Entire Grid	Entire Grid
Scan Average:	0.00	0.00	
Maximum:	0	0	
Minimum:	0	0	
No. of Points:	150	150	
FIXTURE INFORMATION			
Applied Circuits:	A		
No. of Fixtures:	24		
Total Load:	33.84 kW		

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



Pole location(s) $\oplus$ dimensions are relative to 0,0 reference point(s) $\otimes$



Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY





SCALE IN METERS 1 : 1000
0m 50m 100m
ENGINEERED DESIGN By: John(Sunnie) • File #223146_C • 19-AUG-25

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ✕

Angaston AFL Football Club

Angaston,SA

Grid Summary	
Name:	17 Threshold Increment #Washington St @SW
Size:	154.0m x 116.0m
Spacing:	2.0m x 2.0m
Height:	1.5m above grade

Illumination Summary	
	THRESHOLD INCREMENT
	Entire Grid
Scan Average:	0.00
Maximum:	0
Minimum:	0
No. of Points:	139
FIXTURE INFORMATION	
Applied Circuits:	A
No. of Fixtures:	24
Total Load:	33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY



Angaston AFL Football Club

Angaston,SA

Grid Summary

Name: 18 Threshold Increment #Washington St @NE
Size: 154.0m x 116.0m
Spacing: 2.0m x 2.0m
Height: 1.5m above grade

Illumination Summary

	THRESHOLD INCREMENT	
	Entire Grid	Entire Grid
Scan Average:	0.00	0.00
Maximum:	0	0
Minimum:	0	0
No. of Points:	139	139
FIXTURE INFORMATION		
Applied Circuits:	A	
No. of Fixtures:	24	
Total Load:	33.84 kW	

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY



Angaston AFL Football Club

Angaston,SA

Equipment Layout

INCLUDES:
-AFL

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

Equipment List For Areas Shown

QTY	Structure			Fixtures	
	STRUCTURE ID	SIZE	GLOBAL ELEVATION	ABOVE GLOBAL LEVEL	FIXTURE TYPE
1	P1	27.40m	2.30m	29.70m	TLC-LED-1500
1	P2	27.40m	2.00m	29.40m	TLC-LED-1500
1	P3	27.40m	-0.30m	27.10m	TLC-LED-1500
1	P4	27.40m	-0.40m	27.00m	TLC-LED-1500
4	Totals				24

Above Global Level is height of fixtures above design (0,0,0)

Single Fixture Amperage Draw Chart

Driver Specifications (.90 min power factor)	Line Amperage Per Fixture (max draw)					
	220	230	240	380	400	415
Single Phase Voltage	(50)	(50)	(50)	(50)	(50)	(50)
TLC-LED-1500	7.9	7.6	7.3	4.6	4.4	4.2

SCALE IN METERS 1 : 2000

0m 100m 200m

ENGINEERED DESIGN By: John(Sunnie) • File #223146_C • 19-AUG-25

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ✕



Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

EQUIPMENT LAYOUT

MUSCO LIGHTING
PROPOSAL
PREPARED FOR

The Barossa Council

Sports Lighting Upgrade at Nuriootpa
and Angaston Ovals, SA
25th August 2025

SUBMITTED BY

Musco Lighting Australia, PTY Ltd.

Unit 1/28 Barcoo Street
Chatswood, NSW 2067
Australia

Phone: +61 2 9417 0100
Fax: +61 2 9417 7122



Project Submittal: Table of Contents**A. COMPANY INTRODUCTION**

Introduction Letter
Company Profile
Key Values Worksheet

B. WHY MUSCO?

Why The Barossa Council Should Choose Musco Lighting

C. PROJECT REFERENCES

Partial Installation List For Australia & New Zealand

D. LIGHTING SYSTEM INFORMATION

Light-Structure System™ TLC for LED® brochure
TLC-LED-1500, 5700K, 75 CRI Data sheet
Light-Structure System TLC for LED - Technical Datasheet

E. LIGHTING SERVICE

Lighting Services Australia

F. CERTIFICATION OF AIMING

Certification of Aiming Alignment

G. WARRANTY

Sample 10 Year Warranty





ITEM A





Musco Lighting Australia, PTY Ltd
Unit 1, 28 Barcoo Street
Chatswood NSW Australia 2067

Phone: +61 2 9417 0100
Fax: +61 2 9417 7122
www.musco.com.au

Introduction

Musco Lighting Australia is pleased to offer The Barossa Council a state-of-the-art lighting solution. With nearly 50 years in sports lighting, our unmatched industry experience allows us to be a partner during both the design and installation phases. We are confident you will find our proposal to provide a lighting solution that is both economical and environmentally friendly.

- **Local Presence and Global Experience:** For almost 30 years, we've had an Australian based office and local team on the ground. The Musco Australia team has worked on projects from major stadiums to recreational fields throughout Australia and New Zealand.
- **Project Installation Approach:** Musco creates a comprehensive system incorporating lighting, poles, mounting, and electrical components which provides streamlined installation, trouble free operation, and long-term reliability. Parts selected by trained engineers for compatibility, critical components are assembled in a controlled environment, factory tested prior to shipping, reduced installation time and expense, known results, and single source accountability.
- **Customer Support:** No worrying about maintenance, or paying for it, for 10 years. We guarantee light levels will not fall below the specified illuminance value for the life of the warranty. Musco's team includes more than 170 service and warranty professionals providing an industry-leading product assurance warranty with on/off control, monitoring, remote diagnostic capability, and on-site maintenance and repair.
- **Light Control:** Musco's custom lighting designs, unique fixture visors and factory aiming allow us to maximize light on the field, while minimizing glare to the spectators, players, and neighbors.

Monty Al-Yassri Sales Executive NSW/SA/ACT

Musco Lighting Australia Pty Ltd
M: +61 401 344 532
Head Office Contact -Musco Lighting Australia Pty Ltd
U1/28 Barcoo Street
Chatswood, NSW 2067
T: +61 2 9417 0100
M: +61 401 344 532
E: monty.alyassri@musco.com



Company Profile



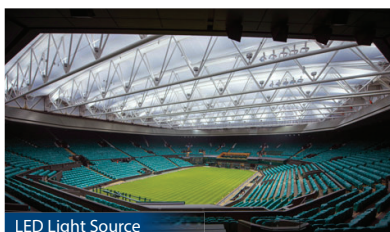
LED Light Source

Emirates Stadium
Arsenal F.C.
London, UK



LED Light Source

Twickenham Stadium
England National Rugby
Twickenham, UK

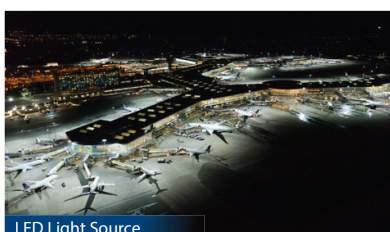


LED Light Source

Wimbledon Centre Court
London, UK



Yas Marina Circuit
Grand Prix Racing
Abu Dhabi, UAE



LED Light Source

Vancouver International Airport
Vancouver, British Columbia, Canada

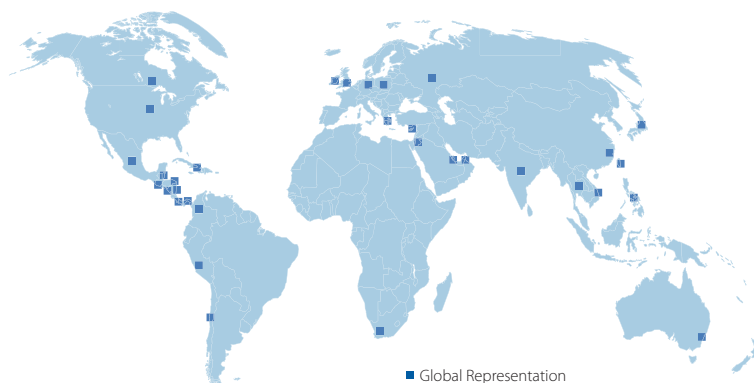
Introduction

Since 1976, Musco Lighting has specialised in the design and manufacture of sports and large-area floodlighting with innovations in glare reduction and light control responsible to the needs of facility owners, users, neighbours, and the night sky. Musco's Total Light Control – TLC for LED™ technology delivers a level of light control and uniformity that can't be matched, and is the solution of choice for neighbourhood Little League® pitches, collegiate and professional stadiums and arenas, international airports, rail yards, the Olympic Games, iconic landmarks, and some of the largest ports around the world. Musco has a global team of experts that partner with customers to plan, complete, and maintain a cost-effective, trouble-free floodlighting solution for their facility.

Headquarters: Oskaloosa, Iowa, USA

Manufacturing: Muscatine, Iowa USA; Shanghai, China; Gumi, South Korea

Global Representation: Australia, Belize, Canada, Caribbean Islands, Chile, China, Colombia, Costa Rica, Cyprus, El Salvador, Germany, Greece, Guatemala, Honduras, India, Ireland, Japan, Jordan, Mexico, Nicaragua, Panama, Peru, Philippines, Poland, Qatar, Russia, South Africa, South Korea, Taiwan, Thailand, United Arab Emirates, United Kingdom, United States, Vietnam



■ Global Representation

Special Projects

- Olympic Games — Rio, 2016; Sochi, 2014; London, 2012; Vancouver, 2010; Athens, 2004; Sydney, 2000; Atlanta, 1996; Los Angeles, 1984
- "Battle": Tiger Woods Golf, 2000 – 2004
- ESPN Wide World of Sports Complex
- Daytona International Speedway
- Losail International Circuit
- Yas Marina Circuit
- Bahrain International Circuit
- Churchill Downs
- Wimbledon Centre Court
- Madison Square Garden
- Mercedes-Benz Arena, Shanghai
- Mercedes-Benz Arena, Berlin
- Purcell Pavilion, University of Notre Dame
- Munn Ice Arena, Michigan State University
- AT&T Center, San Antonio Spurs
- Emirates Stadium, Arsenal F.C.
- Twickenham Stadium, England National Rugby
- Tianjin TEDA Football Stadium, Tianjin TEDA F.C.
- Citi Field, New York Mets
- NRG Stadium, Houston Texans
- Nationals Park, Washington Nationals
- Dodger Stadium, Los Angeles Dodgers
- Comerica Park, Detroit Tigers
- Lamade Stadium, Home of the Little League® World Series
- Super Bowls XVII, XIX, XXI, XXVII, XXX, XXXV, XXXVIII, XL, XLII, XLIII, XLIV, LI
- ESPN X Games
- San Francisco-Oakland Bay Bridge East Span
- Statue of Liberty
- The White House
- Mount Rushmore National Memorial
- McCarran International Airport
- DP World Jebel Ali Port Terminal 2



continued on back

www.musco.eu • eurosales@musco.com

©2001, 2017 Musco Sports Lighting, LLC • M-1459-enEU-12

Company Profile

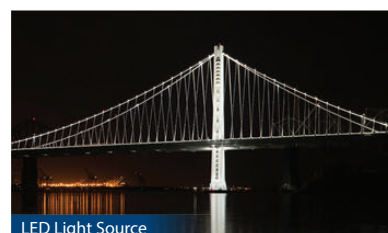
Major Innovations

- 1982 "The night the lights went on at Notre Dame Stadium," said Keith Jackson, broadcaster, made television history by taking sports floodlighting on the road with Musco mobile floodlighting systems for broadcast of the Notre Dame vs. Michigan prime time college football game.
- 1987 Made significant technical advancements in providing affordable light control with Level-8™ and Total Light Control™ systems.
- 1991 Introduced the industry's first sports floodlighting system complete from foundation to poletop: Light-Structure System™.
- 1992 Revolutionised NASCAR broadcasts by making night racing at the Winston Cup level possible. Mirtran™ systems were first used at Charlotte Motor Speedway and as of 2017, are in place at 20 speedways and racetracks, including the Daytona International Speedway and the Bahrain International Circuit.
- 1996 Introduced cost-effective, quality floodlighting for special effects and dramatic player introductions in large indoor arenas. ShowLight™ systems were first used at Charlotte Coliseum and are installed throughout the U.S., England, and Ireland.
- 1999 Introduced technology to dramatically advance on/off capability and facility management. Control-Link™ system allows facility managers to control their floodlighting systems remotely as well as provide critical management reports.
- 2005 Revolutionised the sports floodlighting industry with the introduction of Green Generation™ technology. This system reduces energy consumption by half, spill light by 50% and includes maintenance & relamping for 10 years. Musco's Constant 10™ product assurance and warranty program guarantees the system will perform at the designed light levels for the duration of the warranty.
- 2008 Installed a cutting-edge floodlighting system using LED technology in Washington D.C. at the White House. This system dramatically reduced energy consumption by 87%, while providing a clean, colour accurate light.
- 2013 Matched its proven system design and application expertise with the evolving LED technology to provide custom floodlighting solutions for several major arenas and the East Span of the San Francisco-Oakland Bay Bridge.
- 2016 Introduced TLC for LED™ technology, delivering to customers light control and uniformity never before possible, while virtually eliminating glare and significantly improving efficiency. The system is backed by a 10 year parts and labour warranty.



LED Light Source

Xcel Energy Center
St. Paul, Minnesota, USA

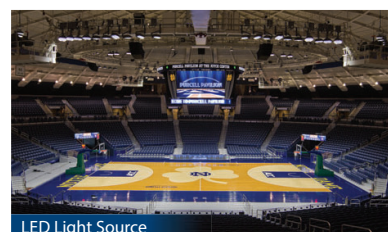


LED Light Source

San Francisco-Oakland Bay Bridge
Oakland, California, USA



Manchester City Football Academy
Manchester, UK



LED Light Source

University of Notre Dame, Purcell Pavilion
Notre Dame, Indiana, USA



LED Light Source

Associated British Ports
Newport, UK

Television Credits

ABC, CBS, NBC, TBS, TNN, ESPN, ESPN2, FOX, FoxSports, SkyTV, CBC, BTN, ESPNU, Longhorn Network, and Channel 9 (Australia) have relied on Musco to provide quality floodlighting to meet broadcast requirements.



www.musco.eu · eurosales@musco.com

©2001, 2017 Musco Sports Lighting, LLC · M-1459-enEU-12

Key Values Worksheet

			Other Manufacturer
	Experience • 40+ years specializing in sports lighting • Team of 1200 people • Unmatched expertise in research, application, and control of lighting	☒	☐
	Precise Light Control • Patented light control technology redirects otherwise wasted spill light onto the field • Virtual elimination of glare for players, spectators, & broadcast cameras	☒	☐
	Broadcast Quality Lighting • Multi-zone aiming reduces harsh shadows & improves uniformity • Superior broadcast results	☒	☐
	Theatrical Effects • Dimming and instant on/off • Light show programming through DMX interface • Color changing capability	☒	☐
	Complete System – Lighting, Structural, & Electrical • Custom designed for retrofit or new application • Factory wired, aimed, & tested • Simple and fast to install - reduces cost & hassle • Single source accountability	☒	☐
	Service & Reliability Focused Design • Remote drivers provide easy access & protect sensitive electronics from heat • Patented convection cooling for luminaires • Fully enclosed wiring & electrical components • Tempered glass lens protects optics from environment	☒	☐
	Full System Warranty - No Hassle for 10 Years • ALL parts & ALL labor, including lift equipment, provided by Musco • Light levels and uniformity guaranteed • 24/7 full system monitoring & diagnostics • Proactively scheduled maintenance & service • 170+ Team members dedicated to monitoring, operation, maintenance, & service	☒	☐

©2018 Musco Sports Lighting, LLC - M-2589-en04-2



ITEM B





Why The Barossa Council Should Choose Musco Lighting

Introduction

Musco Lighting prides itself as being the world leader in delivering innovative and cost-effective lighting solutions to its clients.

For the last 5 years we have delivered range of sports lighting projects to The Barossa Council these include:

- Tanunda Football Club – **Completed in 2020**
 - o Class V Cricket & 200 Lux AFL Lighting Standard
- Lyndoch Recreation Park – **Completed in 2020**
 - o 100 Lux Rugby Lighting Standard.
- Nuriootpa Centennial Park Synthetic Soccer Pitch – **Completed 2022**
 - o 200 Lux Soccer Lighting Standard
- Barossa Rugby – **Completed 2024**
 - o 200 Lux Rugby Lighting Standard

There are three key reasons why Musco Lighting should continue to be Barossa Councils preferred sports lighting supplier.

Comprehensive Warranty Structure

The Barossa Council has benefited greatly from our comprehensive warranty structure for the above projects. Typically most councils are responsible for all maintenance costs on their sports fields. With the Musco system we will continue giving The Barossa Council complete protection for 10 years.

10 Years Parts, labor and performance guarantee

- **Parts** – Musco will cover all part replacement for 10 years
- **Labor** – Musco will cover all labor for any part replacements for 10 years.
- **Performance Guarantee** – Musco is the only sports lighting supplier in Australia that will provide the council with a performance guarantee. This means that if the council purchases the Musco system, Musco will guarantee the council that they will achieve the specified lighting levels for 10 years.

All invoices from warranty work come straight to Musco. We pay the contractor to fix any issues without the council having to worry about any paperwork.

Our 10 year warranty will typically save the council over \$40K in maintenance costs in comparison to other LED manufacturers in the market.



System Approach To Sports Lighting Installations:

Other light manufacturers typically operate using a parts approach to sports lighting installations. This means selling you individual lights and loose LED drivers. This then falls back on the contractor who must figure out how to install them correctly and within budget. This can lead to potential installation errors, extended installation timelines and inconsistent warranties.

At Musco we offer a system-based approach to sports lighting solutions. What this means to the council is that all parts are specifically designed and manufactured for each sporting facility. This includes the following:

- **Pre-Cast Concrete Base Foundation** – This is Musco exclusive supplied foundation that helps reduce installation time and cost.
- **Galvanized Steel Poles** – Musco designed and manufactured galvanized steel pieces designed specifically for each project.
- **Pre-Wired Driver Enclosures**- These house the LED drivers for the light fixtures. All componentry has been pre-wired in the factory for easy installation by the contractor. This eliminates potential installation errors and helps reduce installation time considerably. These will be installed at approximately 3m above ground to ensure easy access for future maintenance.
- **Factory Designed & Manufactured Wire harnesses** - plug and play electrical wiring from driver enclosures to light fixtures. No electrical terminations are required on site thus reducing installation time. All cabling is completed in the factory and there is no exposed cabling that requires protection from birds and the elements.
- **LED Fixtures** – All our light fixtures are pre-aimed in the factory which takes away the need to do any field aiming. This reduces installation time and cost.

With Musco you have a single source of accountability, because we are the manufacturer of the entire system, any issues you encounter you will be able to come straight to Musco.



Spill & Glare Control

Spill and glare control is a very important aspect when it comes to sports lighting installations. There is going to be considerable capital investment required to achieve the Class V cricket requirement. Therefore, it's important that the money being spent is spent on lighting the field only and not spilling to neighboring properties or into the atmosphere.

Musco Lighting has gone through years of research and development in controlling spill and glare to ensure we light up the area that needs to be lit up and minimising discomfort to players, spectators and the neighbors.

The below comparison shows what good and poor spill & glare control is.



Good Spill Control

Musco Lighting Solution

- Light fixtures mounted below the crossarm to ensure spill and glare is reduced.
- Aiming angle is below horizontal to further reduce spill and glare.



Poor Spill Control

Other Manufacturers – Typical Flat Panel Light Fixtures

- Light fixtures typically mounted above the crossarm
- Aiming angles are typically 35 to 45 degrees. This greatly increases spill and glare on players, spectators and neighbors.



ITEM C



Project Installations: Australia / New Zealand*

AFL

Gardiner Park

Glen Iris, Victoria

Gordon Street Recreation Reserve

Heyfield, Victoria

Highton Reserve

Highton, Victoria

Jamison Park

Penrith, New South Wales

Kevin Richards Memorial Oval

Karratha, Western Australia

Morwell Recreation Reserve

Morwell, Victoria

Tramway Oval

Sydney, New South Wales

Tullibeegeal Recreational Ground Lighting

Tullibeegeal, New South Wales

Wayne Richards Park

Port Macquarie, New South Wales

Windy Ridge Oval

Dampier, Western Australia

Yarram Recreation Reserve

Yarram, Victoria

Soccer

Cumbalum Sports Field**

Cumbalum, New South Wales

Geelong Leisuretime Synthetic Soccer Pitch

Norlane, Victoria

Myers Reserve

Bell Post Hill, Victoria

North Geelong Warriors FC

Lara, Victoria

Pioneer Park Soccer Field

Dubbo, New South Wales

Pioneer Park Soccer Field

Wellington, New South Wales

Saunders Park

Ballina, New South Wales

Uki Sports Field

Uki, New South Wales

Multi-purpose

Bungendore Sports Hub**

Bungendore, New South Wales

Coonamble Sports Ground**

Coonamble, New Zealand

Northland Events Centre**

Whangarei, New Zealand

Rugby League and Union

Bankwest Stadium**

Parramatta, New South Wales

Harris Park Fields

Mount Austin, New South Wales

Macksville Rugby Field

Macksville, New South Wales

McKittrick Oval

Grafton, New South Wales

Ngayundi Yamba Sports Complex

Yamba, New South Wales

Williams Reserve

Lennox Head, New South Wales

Hockey

Albert Park Hockey

Albert Park, Victoria

Ballina Hockey

Ballina, New South Wales

Essendon Hockey Club

Ascot Vale, Victoria

Gippsland Regional Sports Complex

Sale, Victoria

Hawkes Bay

Hawkes Bay, New Zealand

Mildura Hockey

Mildura, Victoria

State Hockey Centre**

Brisbane, Queensland

Sydney Olympic Park Hockey Centre**

Sydney, New South Wales

Wayne Richards Hockey

Port Macquarie, New South Wales

Wellington Hockey National Stadium

Wellington, New Zealand

Baseball

Beenleigh Hawks Hammel Park

Beenleigh, Queensland

Diamond Sports Complex ABL

West Beach, South Australia

Monfarville Reserve**

St Marys, New South Wales

Windsor Royals Baseball

Brisbane, Queensland

Other

Barnier Park

Junction Hill, New South Wales

Bay Oval

Mount Maunganui, New Zealand

Bundaberg Airport – Apron

Bundaberg, Queensland

Dubbo Cycle Club

Dubbo, New South Wales

Hagley Oval

Christchurch, New Zealand

Hay Park Multi-Sport Pavilion

Withers, Western Australia

Ken Rosewall Arena

Sydney, New South Wales

Lyndoch Recreation Park

Lyndoch, South Australia

Mcgrane Oval

Gilgandra, New South Wales

Queensland State Velodrome

Brisbane, Queensland

Rosehill Gardens Racecourse**

Rosehill, New South Wales

Rygate Park

Wellington, Queensland

Seddon Park

Hamilton, New Zealand

Sydney Motorsports Park**

Eastern Creek, New South Wales

Wagga Harness Racing ClubPhoto Finish 

Wagga Wagga, New South Wales

Wagga Wagga Multisport Cycling Complex

Wagga Wagga, New South Wales

Woodward Oval

Parkes, New South Wales

Softball

French Fields

Mt Austin, New South Wales

Junior Men's Softball

Palmerston North, New Zealand

Mirraboopa Softball Fields

Perth, Western Australia

*Partial Listing **Under Construction  

Musco Sports Lighting, LLC 2002, 2021 • M-1469-en04-6

www.musco.com • lighting@musco.com



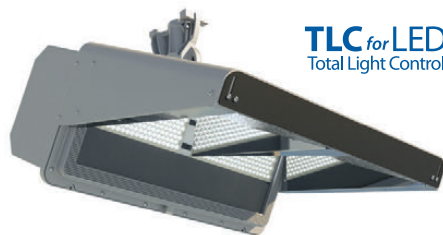
ITEM D



Light-Structure System™

5 Easy Pieces™

Complete System from
Foundation to Poletop



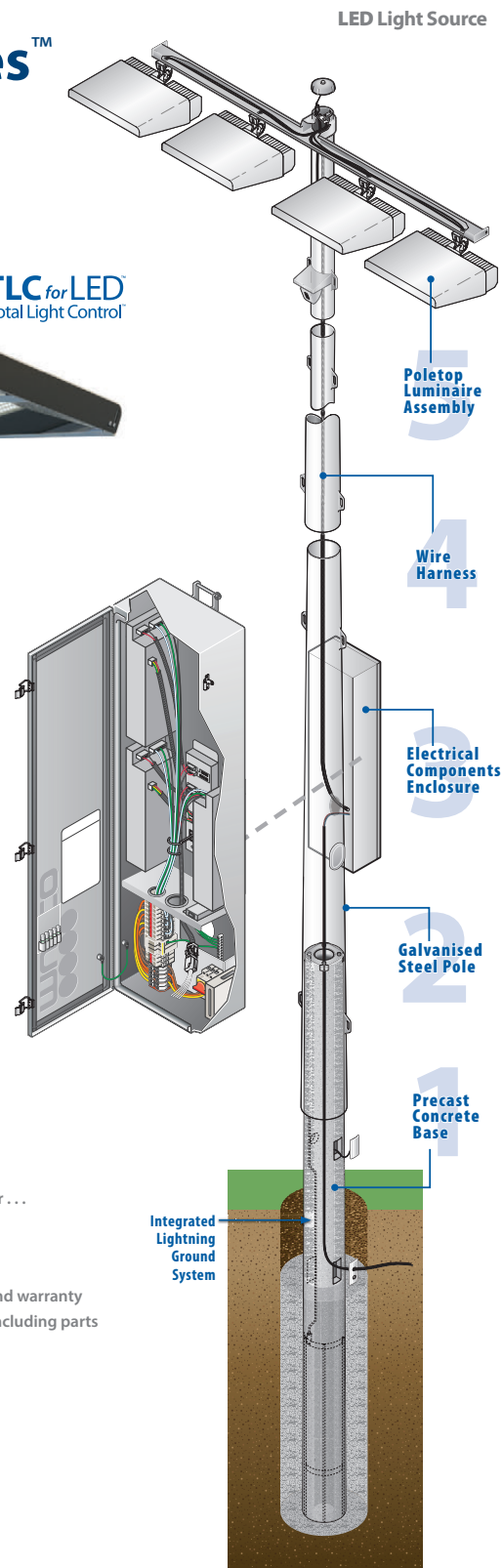
TLC for LED™
Total Light Control™



All components designed to work together . . .
factory built, wired, aimed, and tested
to assure reliable, trouble-free operation.

Covered by a 10-year product assurance and warranty
programme with guaranteed light levels including parts
and labour for maintenance.

For your
BUDGET,
for the
ENVIRONMENT.

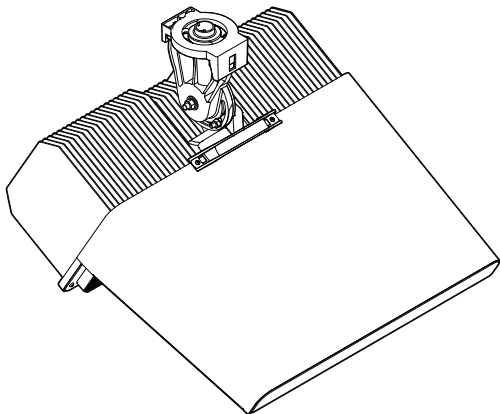


www.musco.com
lighting@musco.com

©1993, 2020 Musco Sports Lighting, LLC - M-2225-m03-3 - TLC-LED-1500, TLC-LED-1200 - U.S. and foreign patents issued and pending.

MUSCO
Lighting
We Make It Happen.

Datasheet: TLC-LED-1500 Luminaire and Driver

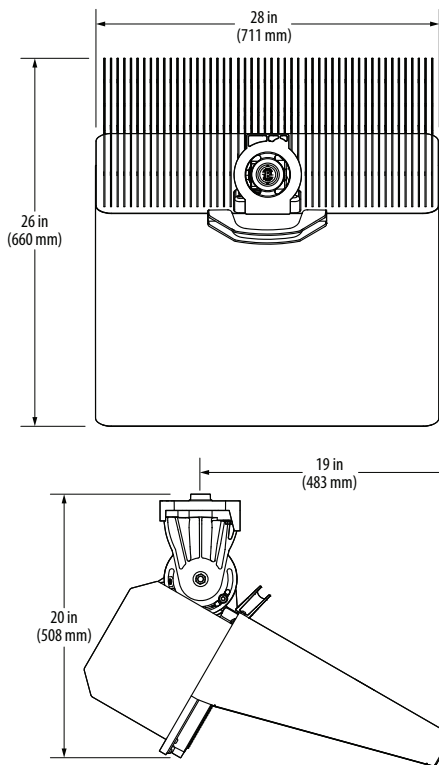


Luminaire Data

Weight (luminaire)	67 lb (30 kg)
UL listing number	E338094
UL listed for USA/Canada	UL1598 CSA-C22.2 No.250.0
CE Declaration	LVD, EMC, RoHS
Ingress protection (luminaire)	IP66
Impact rating	IK07
Material and finish	Aluminum, powder-coat painted
Wind speed rating (aiming only)	150 mi/h (67 m/s)
UL, IEC ambient temperature rating (luminaire)	50°C (122°F)

Photometric Characteristics

Projected lumen maintenance per IES TM-21-11	
L90 (20k)	>120,000 h
L80 (20k)	>120,000 h
L70 (20k)	>120,000 h
Lumens ¹	181,000
CIE correlated color temperature	5700 K
Color rendering index (CRI)	75 typ, 70 min
LED binning tolerance	5-step MacAdam Ellipse



Footnotes:

1) Value represents most common optical variation. Incorporates appropriate dirt depreciation factor for life of luminaire.

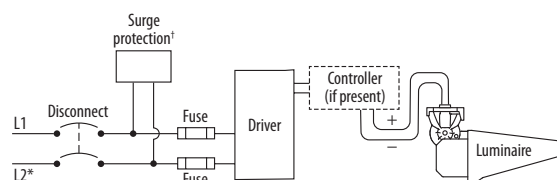
Datasheet: TLC-LED-1500 Luminaire and Driver

Driver Data

Electrical Data

Rated wattage ¹	
Per driver	1410 W
Per luminaire	1410 W
Number of luminaires per driver	1
Starting (inrush) current	<40 A, 256 µs
Fuse rating	15 A
UL, IEC ambient temperature rating (electrical components enclosure)	50°C (122°F)
Ingress protection (electrical components enclosure)	IP54
Efficiency	95%
Dimming mode	optional
Range, energy consumption	10 – 100%
Range, light output	15 – 100%
Flicker	<2%
Total harmonic distortion (THD) at full output	<20%

Typical Wiring



* If L2 is neutral then not switched or fused.

† Not present if indoor installation.

	200 Vac 50/60 Hz	208 Vac 60 Hz	220 Vac 50/60 Hz	230 Vac 50 Hz	240 Vac 50/60 Hz	277 Vac 60 Hz	347 Vac 60 Hz	380 Vac 50/60 Hz	400 Vac 50 Hz	415 Vac 50 Hz	480 Vac 60 Hz
Max operating current per luminaire ²	8.71 A	8.37 A	7.92 A	7.57 A	7.26 A	6.29 A	5.02 A	4.59 A	4.36 A	4.20 A	3.63 A

Footnotes:

- 1) Rated wattage is the power consumption, including driver efficiency losses, at stabilized operation in 25°C ambient temperature environment.
- 2) Operating current includes allowance for 0.90 minimum power factor, operating temperature, and LED light source manufacturing tolerances.

Notes

1. Use thermal magnetic HID-rated or D-curve circuit breakers.
2. See *Musco Control System Summary* for circuit information.



U.S. and foreign patent(s) issued and pending • ©2018, 2024 Musco Sports Lighting, LLC • TLC-LED-1500 5700 K 75 CRI Typ • M-2955-en04-8
www.musco.com • lighting@musco.com

Datasheet: **Light-Structure System™**

TLC for LED®

5 Easy Pieces™

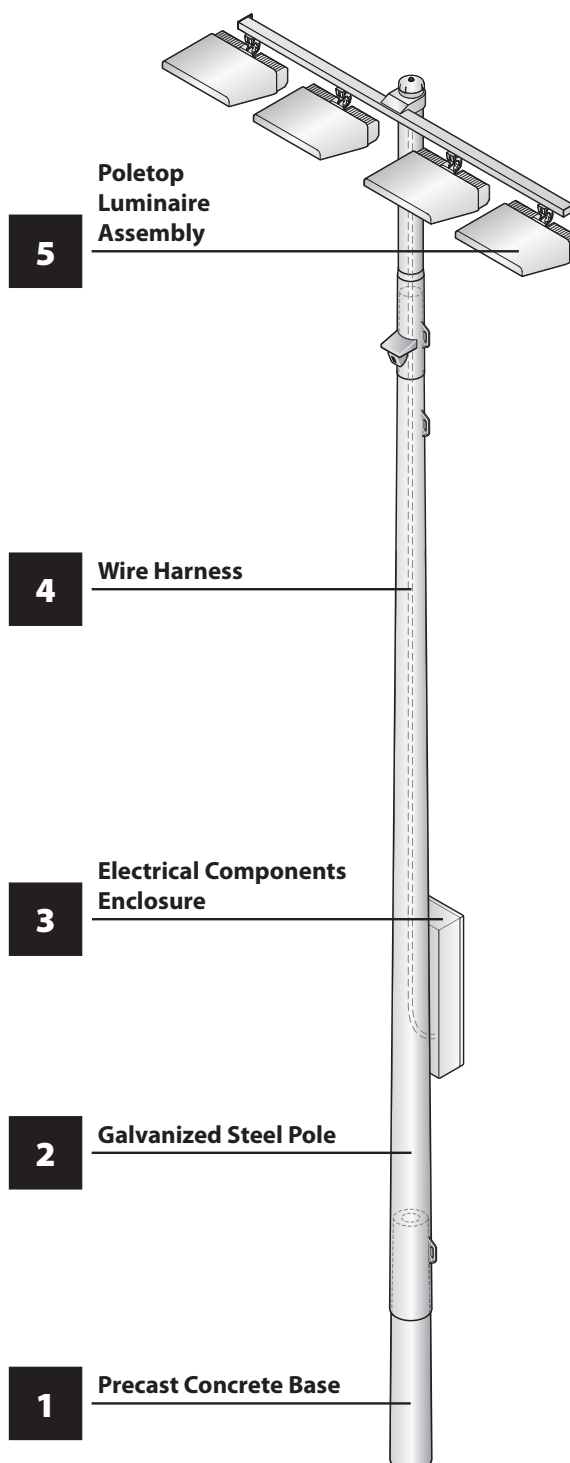
Complete System from
Foundation to Poletop

Factory wired, aimed, and tested

Fast, trouble-free installation

Comprehensive corrosion package

Integrated lightning ground



TLC for LED is a trademark of Musco Sports Lighting, LLC and is registered in the United States.
©2015, 2019 Musco Sports Lighting, LLC · U.S. and foreign patent(s) issued and pending. · M-3301-en04-1

www.musco.com · lighting@musco.com

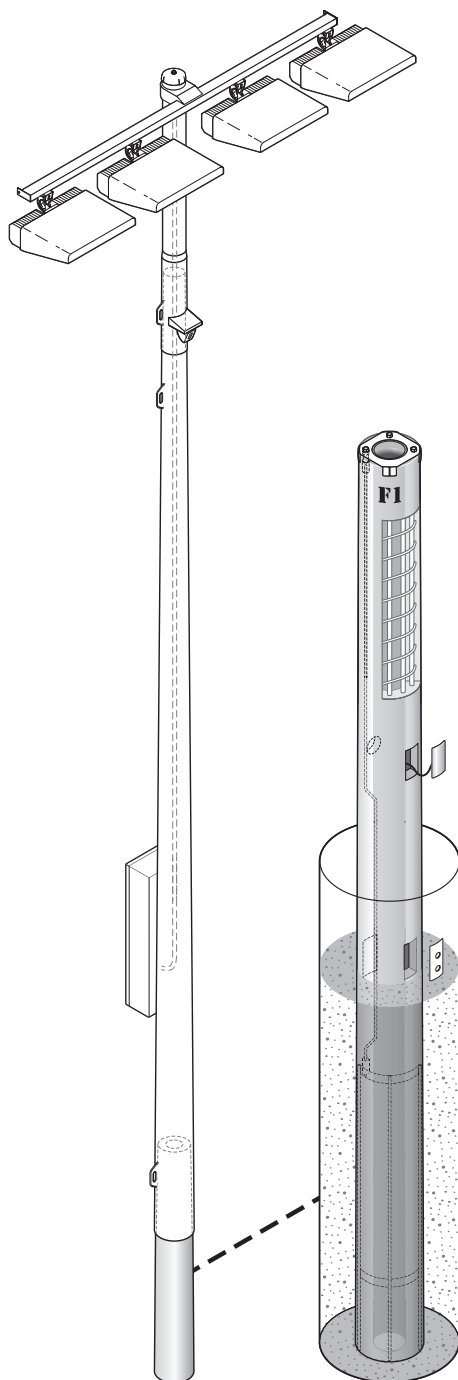
Datasheet: **Light-Structure System™****1**

2

3

4

5

5 Easy Pieces™**TLC for LED® – Precast Concrete Base****Overview**

The precast concrete base is set directly into the ground and backfilled with concrete. The base includes an integrated lightning ground system.

Features**Base**

- Set pole on base in 24 hours
- Tapered upper section for slip-fit steel pole
- Access holes for wire entry
- Epoxy-coated ends prevent water intrusion
- Lifting hole accepts load-rated steel rod provided by Musco

Integrated Lightning Ground System

- Complies with NFPA 780, UL 96A, and EN 62305 standards when installed per Musco installation instructions
- UL Listed, Class II Lightning Protection, file number E337467
- Tested up to 100 kA by independent laboratory
- Steel pole interfaces with integrated grounding system by means of the pole grounding connector
- 2/0 AWG (crosssectional area of 67.4 mm²) grounding electrode conductor
- Concrete-encased grounding electrode, 20 feet (6.1 m) total length, ½ inch (12.7 mm) diameter

Technical Specifications

Base dimensions vary. For measurements refer to project-specific *Foundation and Pole Assembly* drawing.

Construction

- Spun concrete construction
- Prestressed steel vertical strands and coil spiral for strength throughout base
- Minimum design strength is 9500 lb/in² (65.5 MPa) at 28 days
- Meets ASTM C1804 design requirements

Quality Assurance Tests

- 28-day compressive strength
- Bending moment capacity
- Grounding system continuity



TLC for LED is a trademark of Musco Sports Lighting, LLC and is registered in the United States.
©2012, 2019 Musco Sports Lighting, LLC · U.S. patents issued. · M-2215-en04-3

www.musco.com · lighting@musco.com

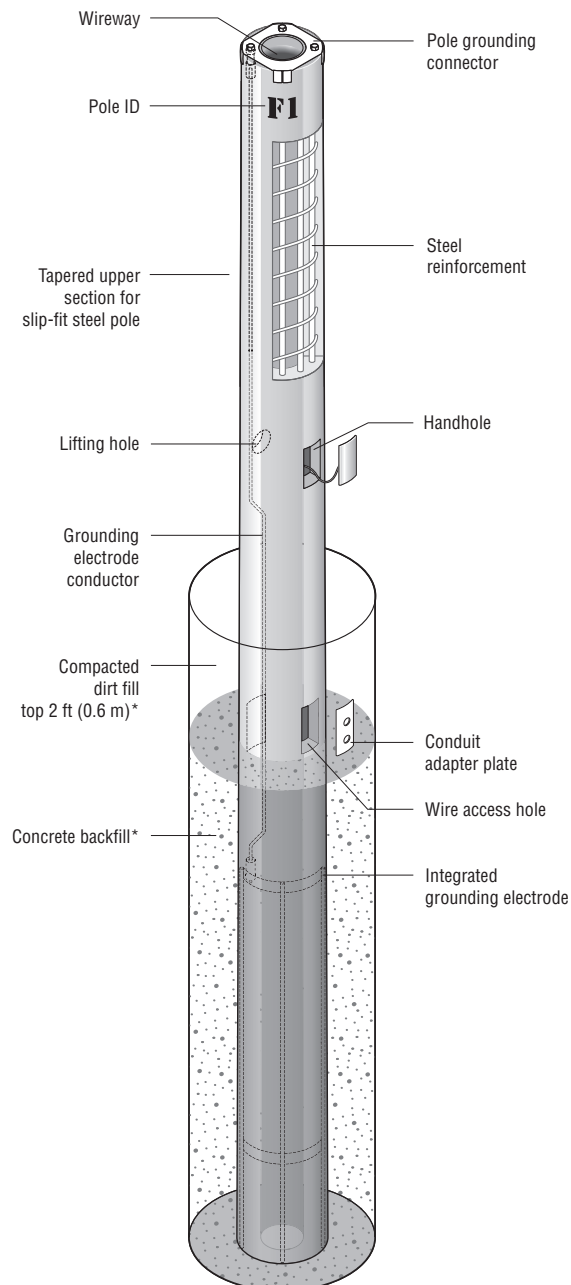
Datasheet: **Light-Structure System™****1**

2

3

4

5

5 Easy Pieces™**TLC for LED® – Precast Concrete Base**

*Standard pier foundation shown. Foundation and/or backfill may vary per alternate foundation design.

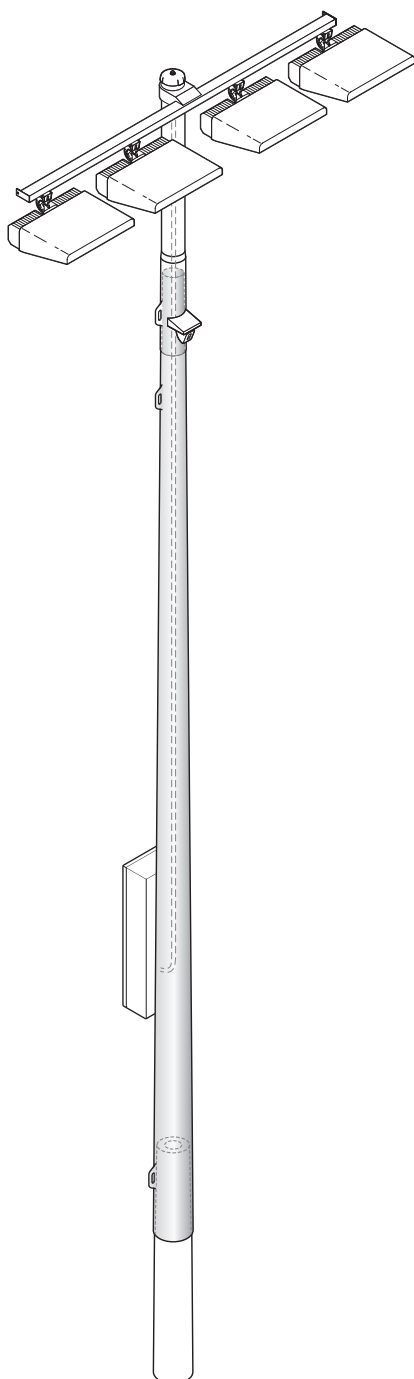


TLC for LED is a trademark of Musco Sports Lighting, LLC and is registered in the United States.
©2012, 2019 Musco Sports Lighting, LLC · U.S. patents issued. · M-2215-en04-3

www.musco.com · lighting@musco.com

Datasheet: **Light-Structure System™**

1 2 3 4 5

TLC for LED® – Galvanized Steel Pole**5 Easy Pieces™****Overview**

The galvanized steel pole is designed to slip-fit together with the precast concrete base and the poletop luminaire assembly.

Features

- Slip-fit connection allows pole assembly with come-alongs
- Built-in hardware for attaching electrical components enclosure
- Wire access from inside the pole (no exposed wiring or conduit)
- Shipped in sections for easier handling
- Labeled with pole identification for location on field

Technical Specifications

Pole dimensions vary. For measurements refer to project specific pole configuration drawing.

Construction

- Pole designs comply with all major building codes
- High strength, low alloy, tapered, round steel pole
- Hot-dip galvanizing inside and outside after fabrication meets ASTM-A123 and EN 1461 standards
- Conforms to AASHTO stress standards and BS EN 40-3-1
- Grounding lug—rated for aluminum (AL) or copper (CU) wiring
- Pole shipped in sections
- Stainless steel fasteners passivated and coated
- Material certifications are available

Quality Assurance Tests

- Bending stress
- Minimum galvanizing thickness
- Straightness measurement



TLC for LED is a trademark of Musco Sports Lighting, LLC and is registered in the United States.
©2005, 2019 Musco Sports Lighting, LLC · M-2216-en04-3

www.musco.com · lighting@musco.com

Datasheet: **Light-Structure System™**

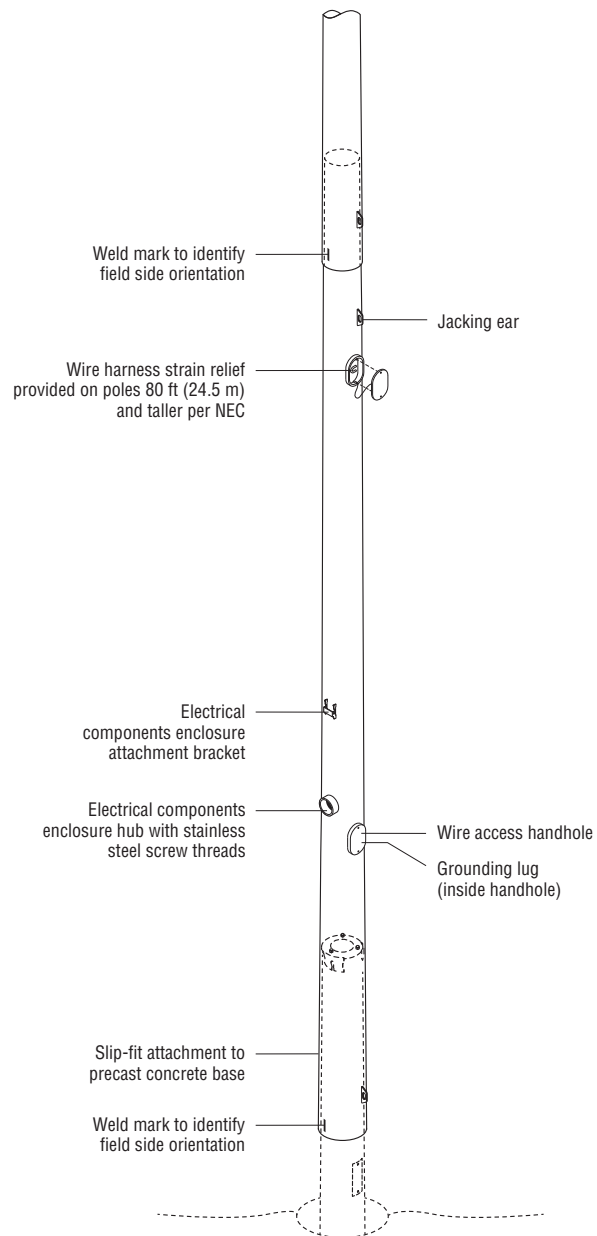
1

2

3

4

5

TLC for LED® – Galvanized Steel Pole**5 Easy Pieces™**

2

TLC for LED is a trademark of Musco Sports Lighting, LLC and is registered in the United States.
©2005, 2019 Musco Sports Lighting, LLC · M-2216-en04-3

www.musco.com · lighting@musco.com

Datasheet: **Light-Structure System™**

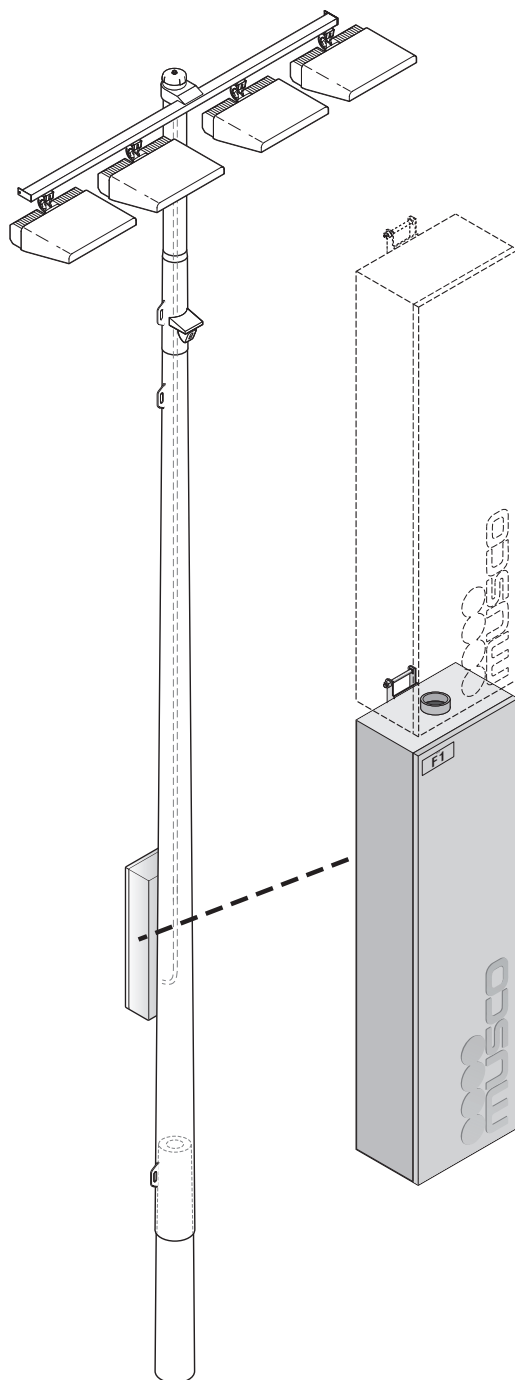
1

2

3

4

5

5 Easy Pieces™**TLC for LED® – Electrical Components Enclosure****Overview**

The electrical components enclosure contains all necessary equipment to operate luminaires. Built-in mounting hardware allows for easy attachment to the galvanized steel pole. Quick connect plugs fasten to the wire harness.

Features

- Factory-built and tested as a unit
- Quick connect plug for easy field wiring
- Mounted 10 ft (3 m) above grade for servicing with ladder
- Labeled with pole identification and electrical information
- Drivers individually fused and spare fuses supplied
- Wire access from inside the pole (no exposed wiring or conduit)
- Disconnect per circuit

Technical Specifications

For amperage draws and circuitry refer to project specific document.

Construction

- 0.08 inch (2 mm) thick, powder-coated aluminum
- Enclosure ratings: NEMA 3R, IP54
- Designed to operate in up to 50° C (122° F) ambient temperature
- Full length stainless steel hinge
- All stainless steel fasteners passivated and coated
- Meets touchsafe standards
- Up to four drivers per enclosure
- Approximate weight 65 lb (29 kg)
- Lower enclosure size 14.25 in (362 mm) wide x 8 in (203 mm) deep x 52.5 in (1334 mm) high
- Upper enclosure size 14.25 in (362 mm) wide x 8 in (203 mm) deep x 40.5 in (1029 mm) high

Quality Assurance Tests

- Grounding continuity
- High potential dielectric withstand
- Full functionality test



TLC for LED is a trademark of Musco Sports Lighting, LLC and is registered in the United States.
©2015, 2019 Musco Sports Lighting, LLC · ECE 9 · M-2217-en04-3

www.musco.com · lighting@musco.com

Datasheet: **Light-Structure System™**

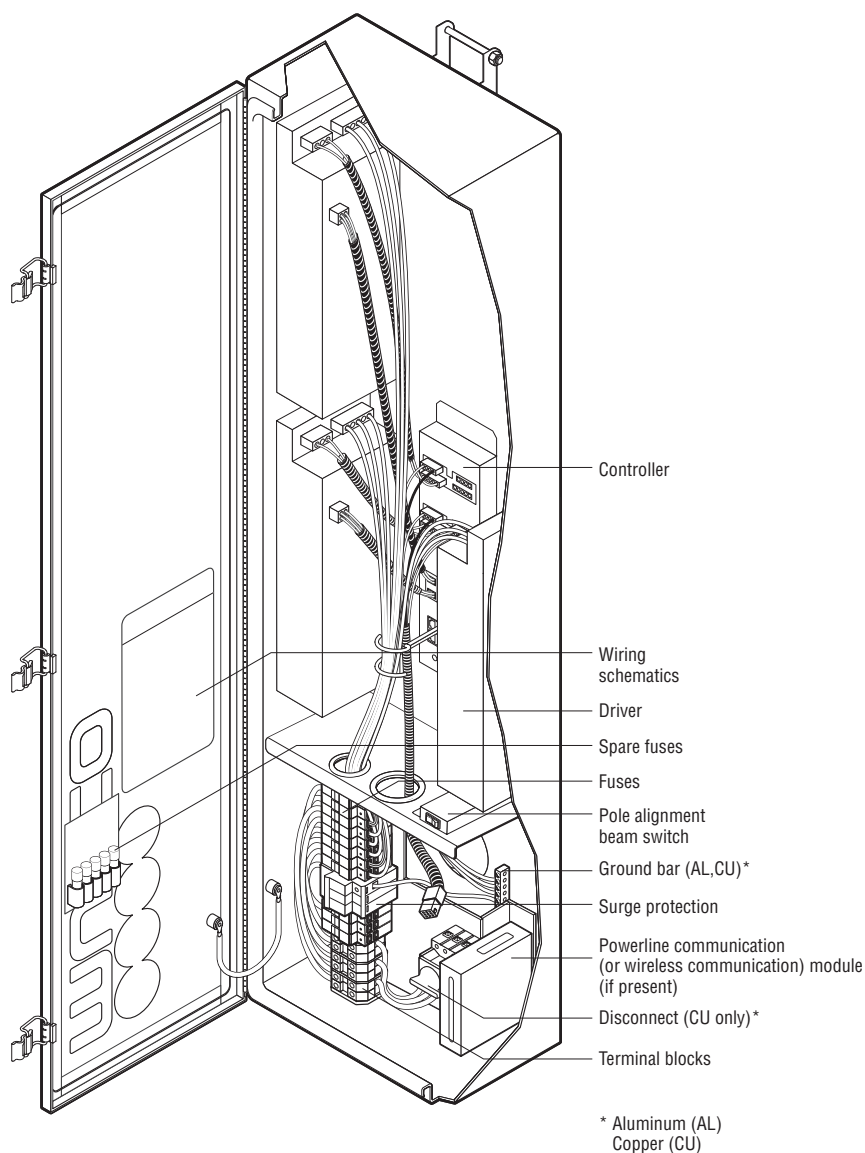
1

2

3

4

5

5 Easy Pieces™**TLC for LED® – Electrical Components Enclosure**

TLC for LED is a trademark of Musco Sports Lighting, LLC and is registered in the United States.
©2015, 2019 Musco Sports Lighting, LLC · ECE 9 · M-2217-en04-3

www.musco.com · lighting@musco.com

Datasheet: **Light-Structure System™**

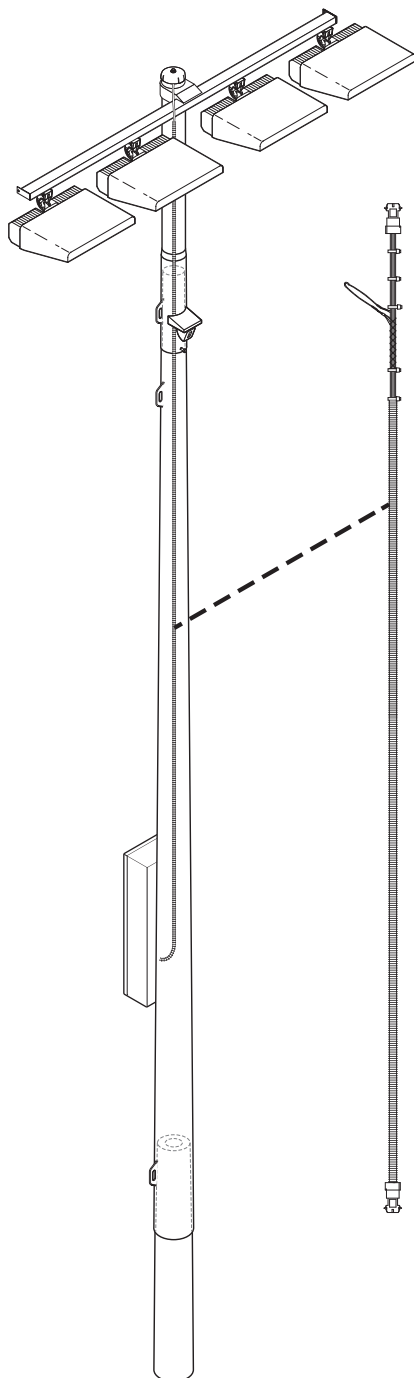
1

2

3

4

5

5 Easy Pieces™**TLC for LED® – Wire Harness****Overview**

The factory-built wire harness connects the electrical components enclosure to the poletop luminaire assembly.

Features

- Quick connect plugs for easy field wiring
- Factory-assembled support grip alleviates strain on connections
- Spiral wound cable eliminates slippage
- Protective sleeve prevents wire damage
- All internal wiring, no exposed wires
- Labels identify pole and luminaires

Technical Specifications**Construction**

- Spiral wound, wrapped cable, 14 AWG (cross-sectional area of 2.08 mm²) copper wire
- Integral cable support grip
- Two wires per driver
- Each harness supports up to four drivers
- Multiple top connectors may be present if required for number of luminaires

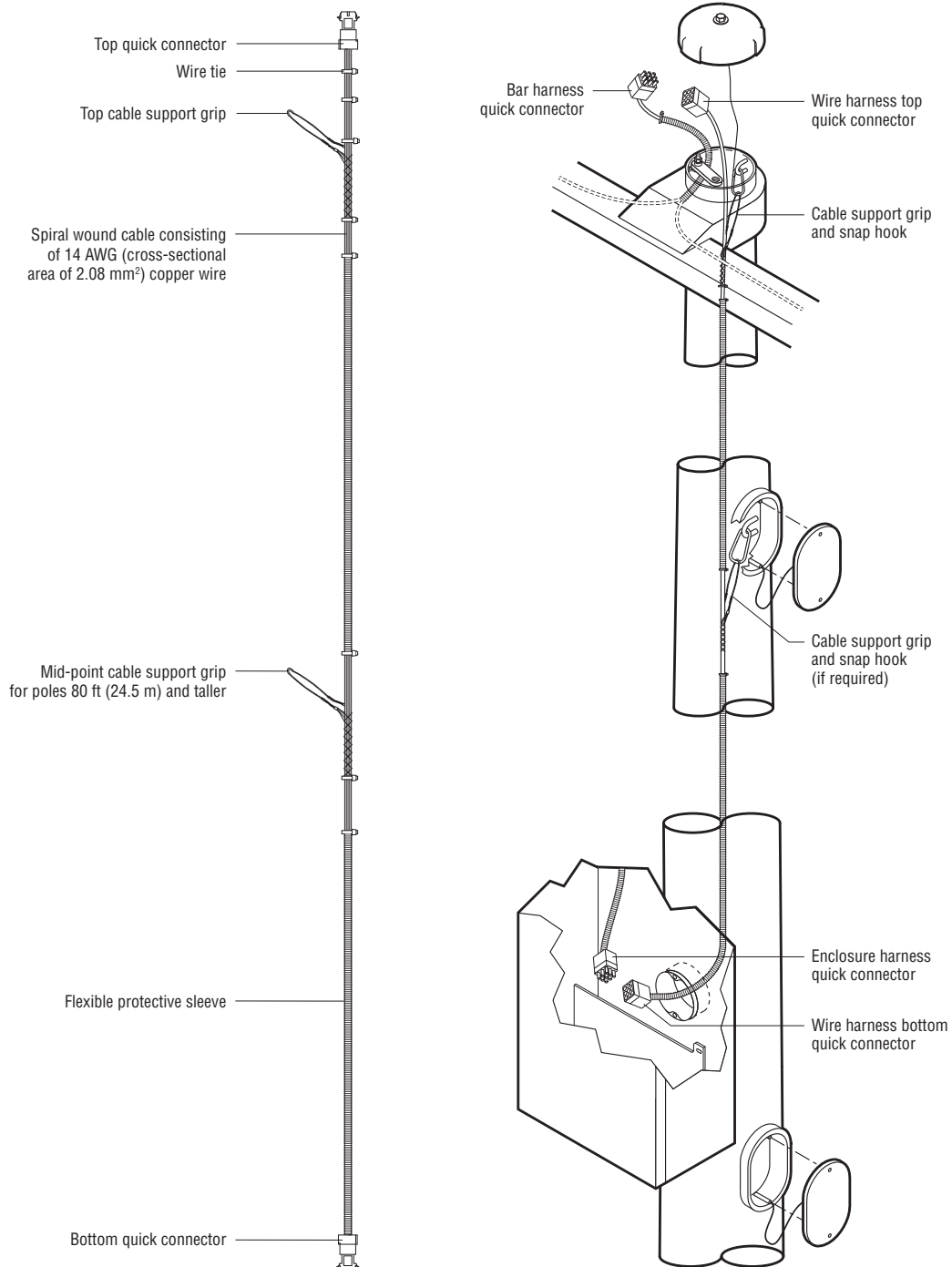
Quality Assurance Tests

- Connector/load resistance
- High potential dielectric withstand
- Grounding continuity
- Termination crimp



TLC for LED is a trademark of Musco Sports Lighting, LLC and is registered in the United States.
©2005, 2019 Musco Sports Lighting, LLC · M-2218-en04-3

www.musco.com · lighting@musco.com

Datasheet: **Light-Structure System™**1 2 3 **4** 5**5 Easy Pieces™****TLC for LED® – Wire Harness**

TLC for LED is a trademark of Musco Sports Lighting, LLC and is registered in the United States.
 ©2005, 2019 Musco Sports Lighting, LLC · M-2218-en04-3

www.musco.com · lighting@musco.com

Datasheet: **Light-Structure System™**

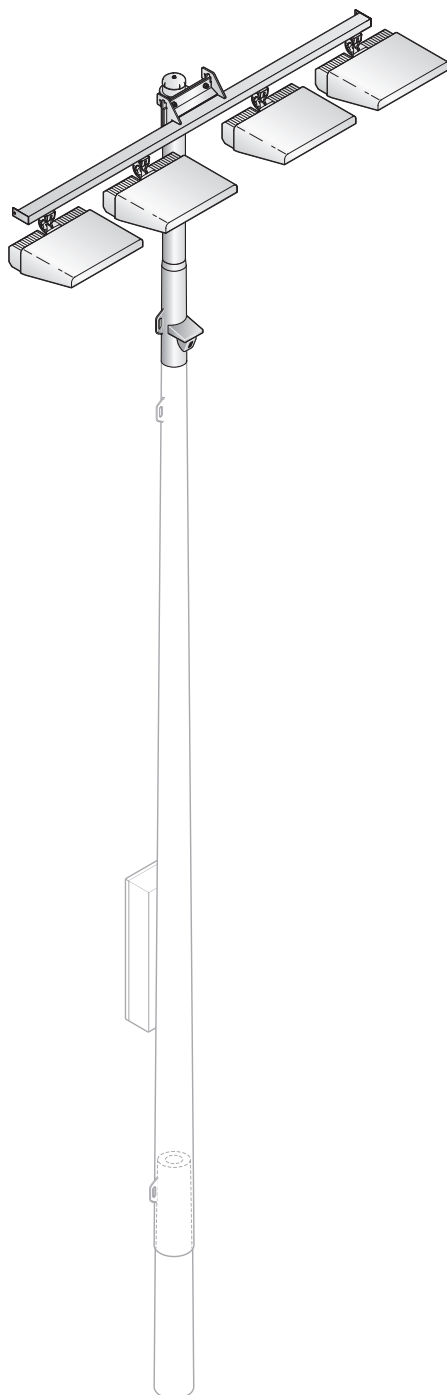
1

2

3

4

5

5 Easy Pieces™**TLC for LED® – Poletop Luminaire Assembly, Bolt On****Overview**

The factory-aimed poletop luminaire assembly is the upper section of the pole and slip-fits together with the galvanized steel pole. Crossarms are removed for shipping and assembled in the field.

Features

- Each luminaire is factory-built, tested, and ships as a unit
- Luminaires are factory-aimed to two-tenths degree of accuracy
- Luminaire mounts and connects in a single step
- Slip-fit connection allows assembly with come-alongs
- All luminaires are factory-wired to a quick connect harness for easy installation
- Labels identify pole and luminaire location
- No exposed wiring or conduit
- Factory-set pole alignment beam allows easy field alignment
- Retaining hook crossarm attachment design

Technical Specifications**Construction**

- Crossarms and pole shaft hot-dip galvanizing inside and outside after fabrication meets ASTM-A123 and EN 1461 standards
- All aluminum components are powder-coated or anodized to mil-A-8625F and BS 5599
- Luminaire and knuckle are powder-coated die-cast aluminum
- All stainless steel fasteners are passivated and coated
- Crossarms are constructed of rectangular steel tubing
- Polecap is attached with stainless steel lanyard and securing bolt
- Structural-grade fasteners with DTI (Direct Tension Indicating) washers attach crossarms to poletop

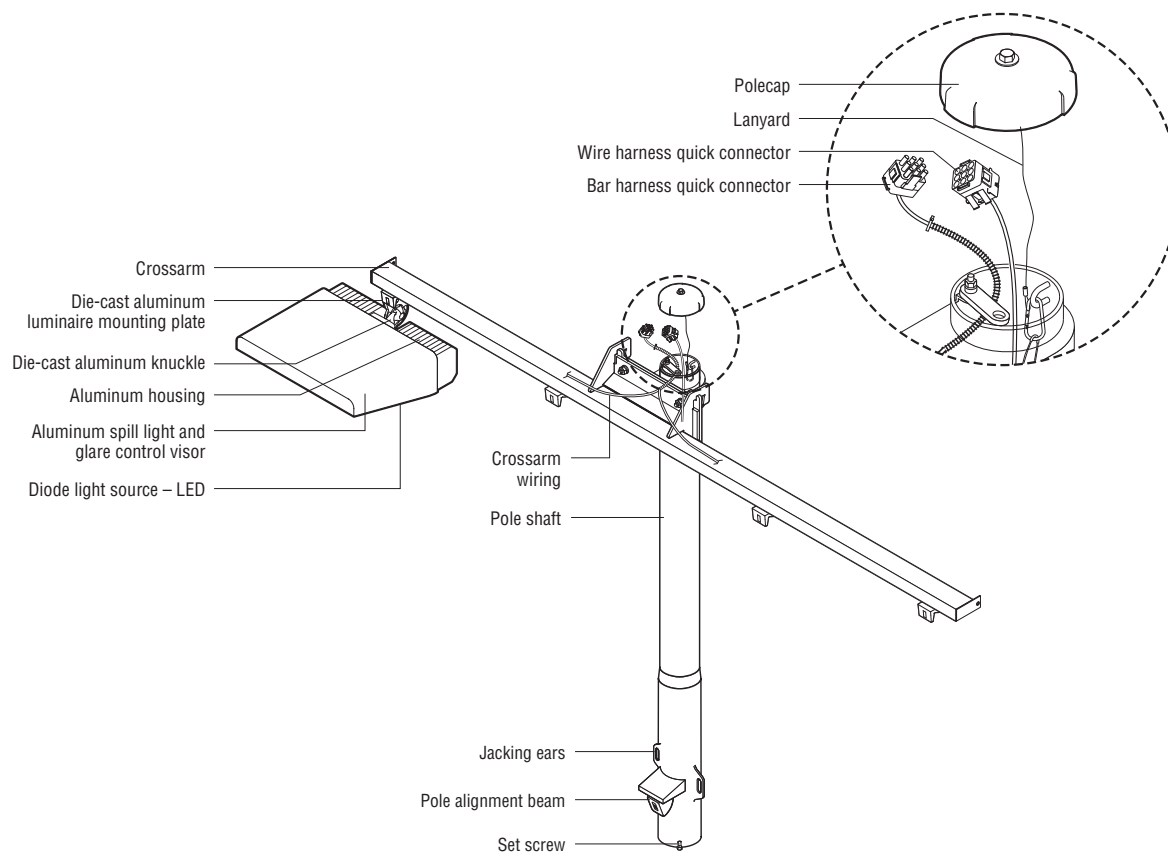
Quality Assurance Tests

- Galvanizing thickness
- High potential dielectric withstand
- Electrical continuity



TLC for LED is a trademark of Musco Sports Lighting, LLC and is registered in the United States.
©2015, 2019 Musco Sports Lighting, LLC · U.S. and foreign patent(s) issued and pending. · M-2220-en04-3

www.musco.com · lighting@musco.com

Datasheet: **Light-Structure System™**1 2 3 4 **5****TLC for LED® – Poletop Luminaire Assembly, Bolt On****5 Easy Pieces™**

TLC for LED is a trademark of Musco Sports Lighting, LLC and is registered in the United States.
 ©2015, 2019 Musco Sports Lighting, LLC · U.S. and foreign patent(s) issued and pending. · M-2220-en04-3

www.musco.com · lighting@musco.com



ITEM E



Musco Lighting Services Team

Always be ready for play!

Let Musco's 35 years of industry-leading expertise in sport lighting benefit your athletes, spectators, and facilities staff. Our Lighting Services Team provides maintenance and services for sport lighting equipment from any manufacturer.

Musco can help you:

- Maximise the performance of your lighting, improving the quality of night time play
- Meet annual luminaire cleaning requirements
- Reduce cost and hassle of unplanned maintenance

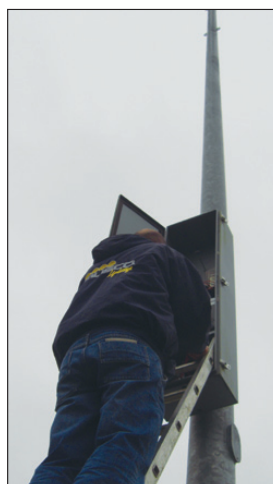
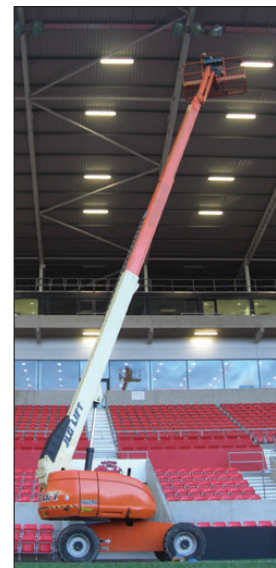
We provide:

- Troubleshooting, spot repair, and maintenance
- Replacement parts
- Cleaning of luminaires inside and out
- Group lamp replacements to brighten up your sports fields and minimise the cycle of spot outages
- Light level testing and system evaluation
- Design and planning assistance

Musco's Lighting Services Team can perform field surveys to evaluate if your lighting meets governing standards for your specific sport. We can even upgrade your equipment to meet standards whilst saving you energy costs. Musco can perform services on call or on contract to ensure a worry-free season.

Save time and hassle.

*Call Musco today to discuss your needs with a trusted expert: **+61 2 9417 0100***



©2012 Musco Sports Lighting, LLC · M-1409-enAU-4

www.musco.com.au · service@musco.com.au



ITEM F



Maintained Aiming Alignment

Manufacturer's Certification of Aiming Alignment for Green Generation Lighting® system with LED Light Source

Luminaire misalignment can significantly reduce the quantity and quality of light on the field and may contribute to spill light and glare concerns.

Musco specifically designs and manufactures the lighting system to ensure that durability and alignment are maintained for the life of the system. Load testing of the luminaire, visor, and luminaire mounting was conducted by applying incremental loads at designated points to determine the ability to withstand damage and misalignment. Results of load testing exceeded simulated wind forces of 150 mph (67 m/s).

Musco hereby certifies that luminaires, visors, and luminaire mounting will withstand winds of 150 mph (67 m/s) and maintain the aiming alignment of the luminaires. Aiming alignment is also covered by Musco's warranty; see your project specific warranty document for details.

Musco Sports Lighting, LLC



Luke McKee
Research and Development Manager



www.musco.com · lighting@musco.com

©2015 Musco Sports Lighting, LLC · M-2002-en04-1



ITEM G





Musco Constant 10™

10-Year Product Assurance & Warranty Programme

Project name: _____ Project number: _____

Owner: _____ City: _____ Country: _____

Covered product(s): _____

Date issued: _____ Expiration: _____

Musco Sports Lighting, LLC will provide all materials and labour to maintain operation of your lighting system to original design criteria for 10 years. Musco products and services are guaranteed to perform on your project as detailed in this document.

Light Performance

Specified illumination levels will be maintained and are marked as guaranteed in the Musco Illumination Summary.

Individual luminaire outages that occur during the warranty and maintenance period are repaired when the usage of any field is materially impacted.

Spill Light Control

If specified, spill light levels at identified locations are guaranteed to be controlled to the maximum values provided in the Musco Illumination Summary.

Energy Consumption

Total average kW consumption for your lighting system is guaranteed to be not more than the total load shown in the Musco Illumination Summary.

Maintenance Services

During the warranty period, Musco will dispatch technicians when notified of a luminaire outage that materially impacts the use of the field.

Structural Integrity

Your project has been designed to _____ .
Structural integrity of equipment manufactured by Musco is guaranteed.

Musco has a team to ensure fulfillment of our product and services warranty and maintains financial reserves dedicated to support our fulfillment of this warranty. Please keep this document as your signed contract guaranteeing comprehensive service for the 10 year period.

- Page 1 of 2 -

©2005, 2019 Musco Sports Lighting, LLC · M-1295-en03-8



Musco Constant 10™

10-Year Product Assurance & Warranty Program

Terms and Conditions

Service under this Contract is provided by Musco Sports Lighting, LLC ("Musco") or an authorised servicer approved by Musco. Services performed under this Contract shall consist of furnishing labour and parts necessary to restore the operation of the Covered Product(s) to original design criteria provided such service is necessitated by failure of the Covered Product(s) during normal usage. This Contract covers Product(s) consisting of Musco's Total Light Control – TLC for LED™ and any additional Musco manufactured product as listed on page 1.

"We", "us," and "our" mean Musco. "You" and "your" mean the purchaser of the Covered Product(s). No one has the authority to change this Contract without the prior written approval of Musco. Musco shall not assume responsibility for their agents or assignees other than as described below. If there is a conflict between the terms of this Contract and information communicated either orally or in writing by one or more of our employees or agents, this Contract shall control.

Additional Provisions

1. **Availability of Service:** Maintenance service specialists shall be available during normal working hours, and services shall be rendered during these same hours in your local time zone, (with the exception of national holidays). Hours of operation are subject to change without notice to you. Musco will exercise all reasonable efforts to perform service under this Contract, but will not be responsible for delays or failure in performing such services caused by adverse weather conditions, acts of any government, failure of transportation, accidents, riots, war, labour actions or strikes or other causes beyond its control.
2. **Determination of Repairs:** Musco will utilise any information provided by the customer to determine when the usage of the field is materially impacted. From this information, Musco will determine needed repair and/or replacement of Covered Product(s) and parts. Repair will be with Product(s) of like kind and quality.
3. **Your Requirements Under this Contract:** You must meet all electrical and installation requirements as specified by the manufacturer. In addition, you promise and assure: full cooperation with Musco, Musco's technicians and authorised servicers during telephone diagnosis and repair of the Covered Product(s); reasonable accessibility of the Covered Product(s); a non-threatening and safe environment for service.

You agree to check fuses and to replace fuses as needed. Musco provides spare fuses in the lowest alpha-numeric numbered enclosure. Musco will replenish spare fuses used.

4. **Service Limitations — This Contract does not cover:** Maintenance, repair, or replacement necessitated by loss or damage resulting from any external causes such as, but not limited to, theft, environmental conditions, negligence, misuse, abuse, improper electrical/power supply, unauthorised repairs by third parties, attachments, damage to cabinetry, equipment modifications, vandalism, animal or insect infestation, physical damage to Covered Product(s) parts or components, failure of existing structures, supporting electrical systems or any non-Musco equipment, or acts of nature (including, but not limited to: earthquake, flood, tornadoes, typhoons, hurricanes, or lightning).

5. Contract Limitations:

- a. **EXCLUSIONS FROM COVERAGE:** IN NO EVENT WILL MUSCO BE LIABLE FOR ANY SPECIAL, INDIRECT, INCIDENTAL, OR CONSEQUENTIAL DAMAGES WHICH INCLUDE, BUT ARE NOT

LIMITED TO, ANY DELAY IN RENDERING SERVICE OR LOSS OF USE DURING THE REPAIR PERIOD OF THE COVERED PRODUCT(S) OR WHILE OTHERWISE AWAITING PARTS.

- b. **LIMITATION OF LIABILITY:** To the extent permitted by applicable law, the liability of Musco, if any, for any allegedly defective Covered Product(s) or components shall be limited to repair or replacement of the Covered Product(s) or components at Musco's option. THIS CONTRACT IS YOUR SOLE EXPRESS WARRANTY WITH RESPECT TO THE COVERED PRODUCT(S). ALL IMPLIED WARRANTIES WITH RESPECT TO THE COVERED PRODUCT(S) INCLUDING, BUT NOT LIMITED TO, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ARE HEREBY EXPRESSLY EXCLUDED.
- c. For the purposes of and by your acceptance of this Contract you acknowledge and agree that if a surety bond ("Bond") is provided the warranty and/or maintenance guarantee provided for in this Contract and any corresponding liability on behalf of the issuing surety under the Bond is limited to the first twelve (12) months of said warranty and/or maintenance guarantee coverage period. Any warranty and/or guarantee coverage period in excess of said initial 12 month period does not fall within the scope of the Bond and shall be the sole responsibility of Musco.
- d. Musco requires reasonable access for a crane or man lift equipment to service the lighting system. Musco will not be responsible for damage from operating the vehicle on the property when the equipment is operated in the prescribed manner over the designated access route.
- e. **Obsolescence or Environmental Restrictions:** If during any maintenance or other work performed under this Warranty, any of the parts of the Covered Product(s) are found to be either obsolete, no longer available, or prohibited by any state or federal agency, Musco shall replace said parts with comparable parts and materials with equal operating characteristics solely at Musco's discretion. The cost of replacement of any obsolete cellular related technology shall be borne by you. Prior to completing any such work, Musco shall notify you of the cost (if any) you will incur in the replacement of such parts under this section.
6. **Transfer and Assignment:** Except to owners, you shall not have the right to assign or otherwise transfer your rights and obligations under this Contract except with the prior written consent of Musco; however, a successor in interest by merger, operation of law, assignment or purchase or otherwise of your entire business shall acquire all of your interests under this Contract.
7. **Governing Law:** The Contract shall be interpreted and enforced according to the laws of the project location.
8. **Subrogation:** In the event Musco repairs or replaces any Covered Product(s), parts or components due to any defect for which the manufacturer or its agents or suppliers may be legally responsible, you agree to assign your rights of recovery to Musco. You will be reimbursed for any reasonable costs and expenses you may incur in connection with the assignment of your rights. You will be made whole before Musco retains any amounts it may recover.

Signature: _____

Vice President of Sales

- Page 2 of 2 -

Details of Representations

Application Summary

Application ID	25032235
Proposal	Installation of four (4) light towers (each 27m high) and removal of six (6) existing light towers
Location	13 -21 WASHINGTON ST ANGASTON SA 5353

Representations

Representor 1 - Carmel Connors

Name	Carmel Connors
Address	
Submission Date	06/11/2025 11:47 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development with some concerns
Reasons Good morning. As a nearby resident to this proposed plan, I have a serious concern regarding light trespass onto my property. The existing lights at the oval have been impacting my right to NOT have excessively bright lights beaming into my back yard, and in through the windows of my house. I have been meaning to complain about this issue for some years now. With the proposal to install bigger, brighter lights, I am very concerned that the already existing problem will be exacerbated. I am also concerned that the beautiful Silver Poplar trees on the north western edge of the oval will be cut down to allow for the installation of new electrical wiring needed for the installation of new light poles. I hope this is not the case. I ask that I be heard at a hearing in regard to my concerns	

Attached Documents

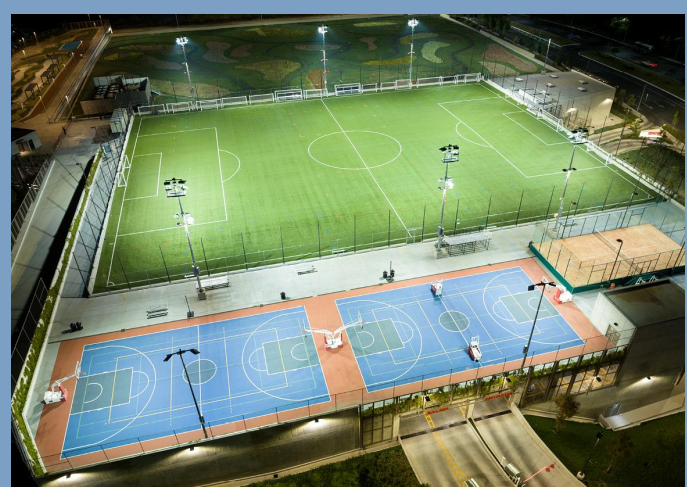
ANGASTON OVAL SPORTS LIGHTING UPGRADE

The light spill levels will be significantly lower than the existing lighting due to the upgraded LED technology. The new luminaires are designed to direct light onto the oval, resulting in minimal spill into neighbouring properties. Please refer to the attached light spill plans for further detail. The upgrade fully complies with Australian Standards for the Control of the Obtrusive Effects of Outdoor Lighting (AS/NZS 4282:2023).

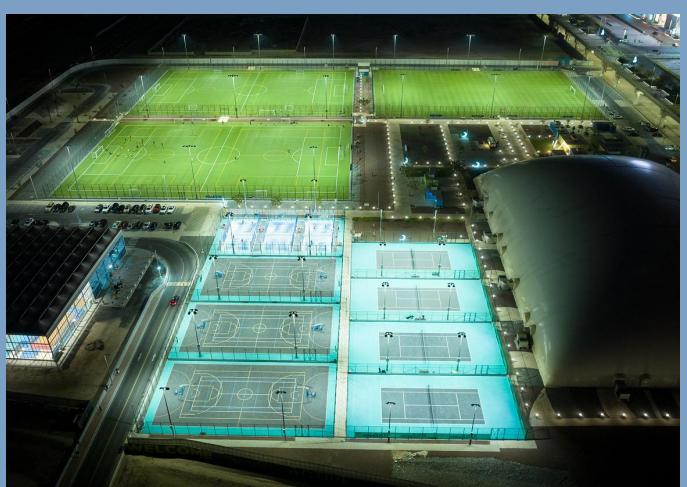
When the Tanunda Oval Lighting was upgraded a few years ago, residents on Park Avenue were impressed by the noticeable reduction in glare and spill compared with the previous lighting. MUSCO lighting systems are engineered to focus illumination directly on the playing surface, and their lens technology significantly reduces glare relative to older fittings.

Regarding vegetation, no tree removals are currently planned to accommodate the new poles. Minor trimming may be required to minimise shadowing on the oval.

For civil works, we will avoid tree root zones wherever possible and will take care to minimise any impact should we encounter root systems.



Costco Santa Fe Sports Courts, Mexico City, Mexico



Al Maryah Island North, Abu Dhabi, UAE



Tri-West Hendricks High School, Lizton, Indiana, USA



Central Park, Santa Clarita, California, USA

Angaston AFL Football Club

Angaston,SA



Sales Representative: Monty Al-Yassri · Designed By: John(Sunnie) · Design No.: 223146_F · November 18, 2025

Not to be reproduced in whole or part without the written consent of Musco Lighting. ©1981, 2025 Musco Sports Lighting, LLC.



Obtrusive Light - Compliance Report

AS/NZS 4282:2023, A3 - Medium District Brightness, Non-Curfew L1

Illuminance

Maximum Allowable Value: 10 Lux

Calculations Tested (4):

Calculation Label	Test Results	Max. Illum.
Radford Rd_Ill_Seg1	PASS	0.05
Washington St_Ill_Seg1	PASS	0.00
Gramp Ave_Ill_Seg1	PASS	0.00
Park Rd_Ill_Seg1	PASS	0.01

Luminous Intensity (Cd) At Vertical Planes

Maximum Allowable Value: 12500 Cd

Calculations Tested (4):

Calculation Label	Test Results
Radford Rd_Cd_Seg1	PASS
Washington St_Cd_Seg1	PASS
Gramp Ave_Cd_Seg1	PASS
Park Rd_Cd_Seg1	PASS

Threshold Increment (TI)

Maximum Allowable Value: 20 %

Calculations Tested (4):

Calculation Label	Adaptation Luminance	Test Results
Radford Rd_TI_1	1	PASS
Radford Rd_TI_2	1	PASS
Washington St_TI_1	1	PASS
Washington St_TI_2	1	PASS

Upward Waste Light Ratio (UWLR)

Maximum Allowable Value: 2.0 %

Calculated UWLR: 0.0%

Test Results: PASS

Angaston AFL Football Club
Angaston,SA

LIGHTING SYSTEM

Structure/Fixture Summary						
Structure ID	Structure Height	Fixt. Attachment Ht.	Fixture Qty	Fixture Type	Load	Circuit
P1-P4	27.4 m	27.4 m	6	TLC-LED-1500	8.46 kW	A
4			24		33.84 kW	

Circuit Summary			
Circuit	Description	Load	Fixture Qty
A		33.84 kW	24

Fixture Type Summary								
Type	Circuit	Source	Wattage	Lumens	L90	L80	L70	Quantity
TLC-LED-1500	A	LED 5700K - 75 CRI	1410W	181,000	>120,000	>120,000	>120,000	24

Single Fixture Amperage Draw Chart						
Driver Specifications (.90 min power factor)		Line Amperage Per Fixture (max draw)				
Single Phase Voltage		220 (50)	230 (50)	240 (50)	380 (50)	400 (50)
TLC-LED-1500		7.9	7.6	7.3	4.6	4.4

Light Level Summary

Calculation Grid Summary								
Grid Name	Calculation Metric	Illumination Ave					Circuits	Fixture Qty
		Ave	Min	Max	Min/Max	Min/Ave		
01 AFL - 200lux	Horizontal Illuminance	248.64	158	341	0.46	0.63	A	24
02 AFL - 150lux	Horizontal Illuminance	174.05	110	239	0.46	0.63	A	24
03 Cricket - Square	Horizontal Illuminance	318.04	300	339	0.88	0.94	A	24
04 Cricket - Infield	Horizontal Illuminance	301.26	219	341	0.64	0.73	A	24
05 Cricket - Outfield	Horizontal Illuminance	223.34	158	305	0.52	0.71	A	24
06 Glare - Whole Field	Glare Rating	32.57	12	47	0.25	0.37	A	24
07 Future Layout - Cricket Square	Horizontal Illuminance	318.04	300	339	0.88	0.94	A	24
08 Future Layout - Cricket Infield	Horizontal Illuminance	301.26	219	341	0.64	0.73	A	24
09 Future Layout - Cricket Outfield	Horizontal Illuminance	221.29	153	308	0.50	0.69	A	24
10 Future Layout - AFL 200lux	Horizontal Illuminance	246.57	153	340	0.45	0.62	A	24
11 Future Layout - AFL 150lux	Horizontal Illuminance	172.60	107	238	0.45	0.62	A	24
12 Glare - Future Layout - Whole Field	Glare Rating	32.35	10	48	0.21	0.31	A	24
13 Spill #Radford Rd	True Max Vert Illuminance	0.0085	0.00	0.05	0.000	0.000	A	24
14 Luminous Intensity #Radford Rd	Max Candela (by Fixture)	60.6252	0.00	364.34	0.000	0.000	A	24
15 Threshold Increment #Radford Rd @NW	Ti: @ 45	0.0002	0.00	0.00	0.000	0.000	A	24
16 Threshold Increment #Radford Rd @SE	Ti: @ -135	0.0004	0.00	0.00	0.000	0.000	A	24
17 Spill #Washington St	True Max Vert Illuminance	0.0000	0.00	0.00	-	0.000	A	24
18 Luminous Intensity #Washington St	Max Candela (by Fixture)	0.5403	0.00	9.46	0.000	0.000	A	24
19 Threshold Increment #Washington St @NE	Ti: @ 120	0.0000	0.00	0.00	-	0.000	A	24
20 Threshold Increment #Washington St @SW	Ti: @ -60	0.0000	0.00	0.00	-	0.000	A	24
21 Spill #Gramp Ave	True Max Vert Illuminance	0.0000	0.00	0.00	-	-	A	24
22 Luminous Intensity #Gramp Ave	Max Candela (by Fixture)	0.0000	0.00	0.00	-	-	A	24
23 Spill #Park Rd	True Max Vert Illuminance	0.0009	0.00	0.01	0.000	0.000	A	24
24 Luminous Intensity #Park Rd	Max Candela (by Fixture)	13.9077	0.00	113.16	0.000	0.000	A	24

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

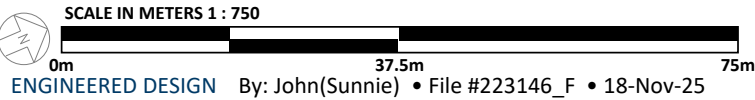
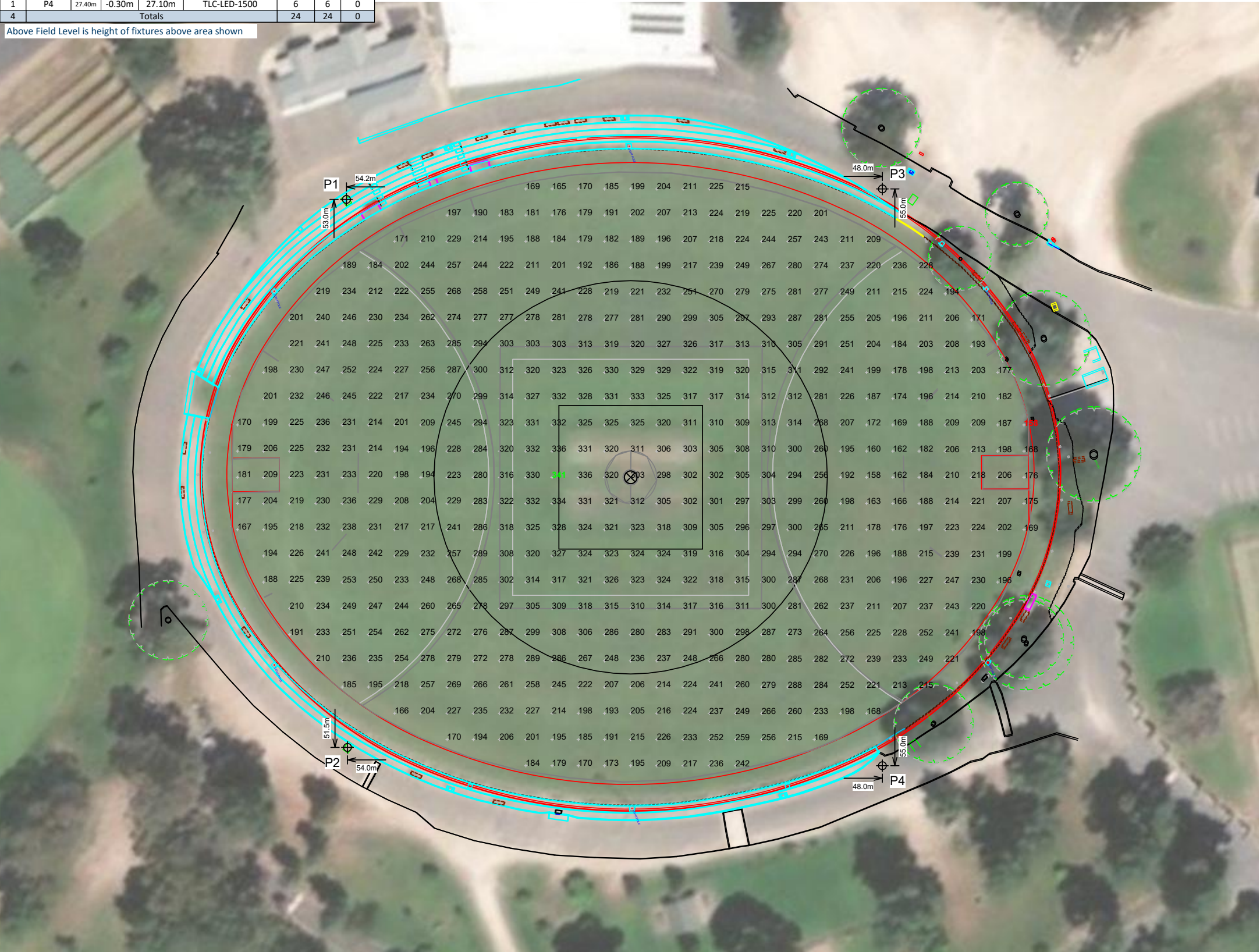
Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name: 01 AFL - 200lux
Size: 154.0m x 116.0m
Spacing: 5.0m x 5.0m
Height: 0.0m above grade

Illumination Summary

	Entire Grid	MAINTAINED HORIZONTAL LUX
Guaranteed Average:	200	
Scan Average:	248.64	
Maximum:	341	
Minimum:	158	
Min/Avg:	0.63	
Min/Max:	0.46	
UG (adjacent pts):	1.38	
CU:	0.79	
No. of Points:	561	
FIXTURE INFORMATION		
Applied Circuits:	A	
No. of Fixtures:	24	
Total Load:	33.84 kW	

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

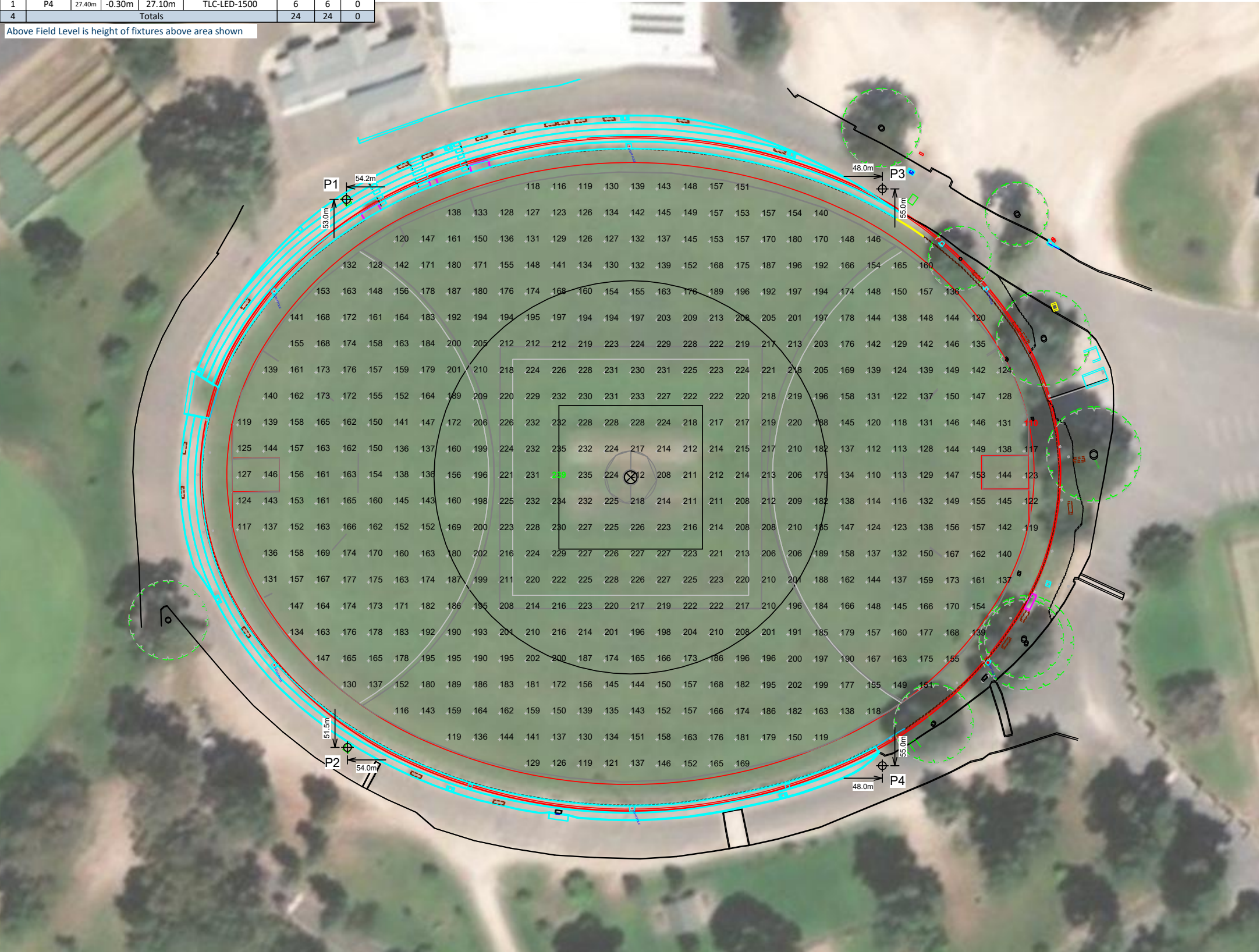


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown							
Structure				Fixtures			
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6
4	Totals					24	24

Above Field Level is height of fixtures above area shown



SCALE IN METERS 1 : 750
0m 37.5m 75m
ENGINEERED DESIGN By: John(Sunnie) • File #223146_F • 18-Nov-25

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name: 02 AFL - 150lux
Size: 154.0m x 116.0m
Spacing: 5.0m x 5.0m
Height: 0.0m above grade

Illumination Summary

	Entire Grid	MAINTAINED HORIZONTAL LUX
Guaranteed Average:	150	
Scan Average:	174.05	
Maximum:	239	
Minimum:	110	
Min/Avg:	0.63	
Min/Max:	0.46	
UG (adjacent pts):	1.38	
CU:	0.55	
No. of Points:	561	
FIXTURE INFORMATION		
Applied Circuits:	A	
No. of Fixtures:	24	
Total Load:	33.84 kW	

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

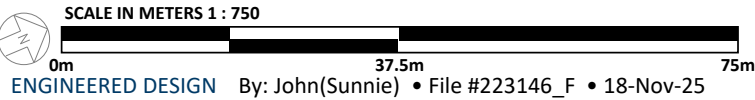
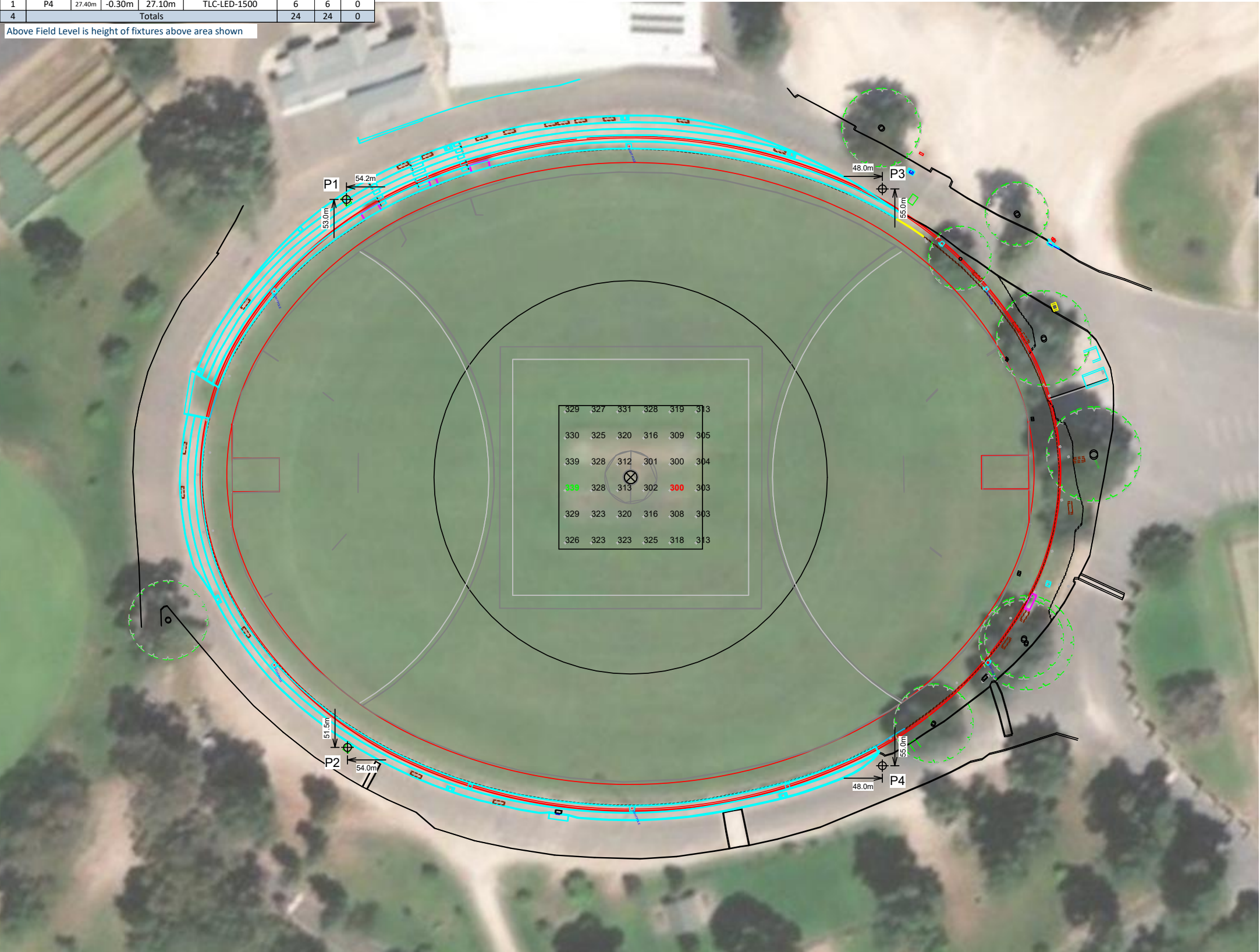


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary	
Name:	03 Cricket - Square
Size:	154.0m x 116.0m
Spacing:	5.0m x 5.0m
Height:	0.0m above grade

Illumination Summary	
	MAINTAINED HORIZONTAL LUX
Entire Grid	
Guaranteed Average:	300
Scan Average:	318.04
Maximum:	339
Minimum:	300
Min/Avg:	0.94
Min/Max:	0.88
UG (adjacent pts):	1.05
CU:	0.06
No. of Points:	36
FIXTURE INFORMATION	
Applied Circuits:	A
No. of Fixtures:	24
Total Load:	33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

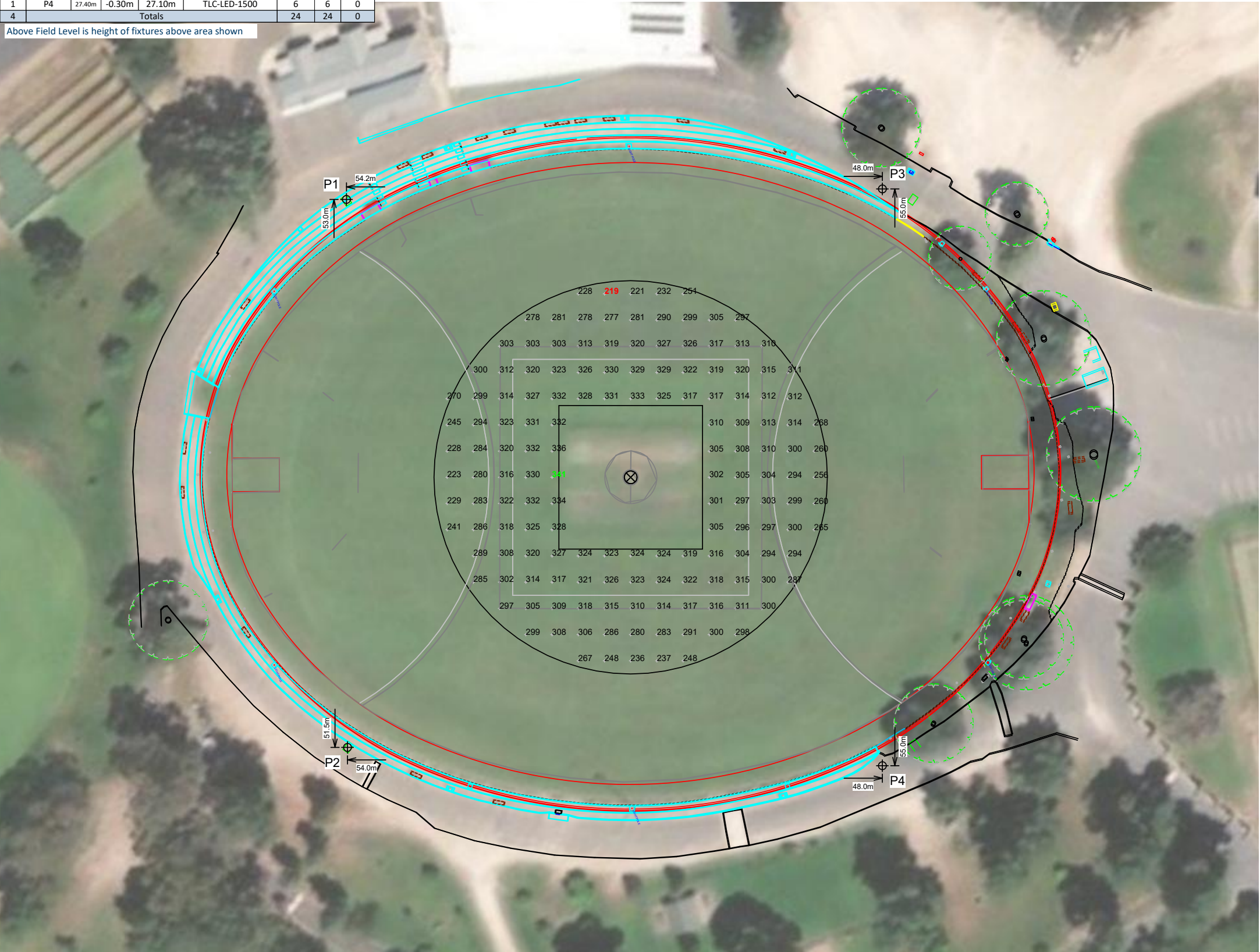


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



SCALE IN METERS 1 : 750
0m 37.5m 75m
ENGINEERED DESIGN By: John(Sunnie) • File #223146_F • 18-Nov-25

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary	
Name:	04 Cricket - Infield
Size:	154.0m x 116.0m
Spacing:	5.0m x 5.0m
Height:	0.0m above grade

Illumination Summary	
	MAINTAINED HORIZONTAL LUX
Entire Grid	
Guaranteed Average:	250
Scan Average:	301.26
Maximum:	341
Minimum:	219
Min/Avg:	0.73
Min/Max:	0.64
UG (adjacent pts):	1.27
CU:	0.26
No. of Points:	153
FIXTURE INFORMATION	
Applied Circuits:	A
No. of Fixtures:	24
Total Load:	33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

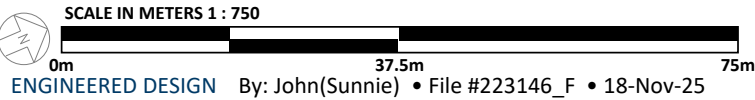
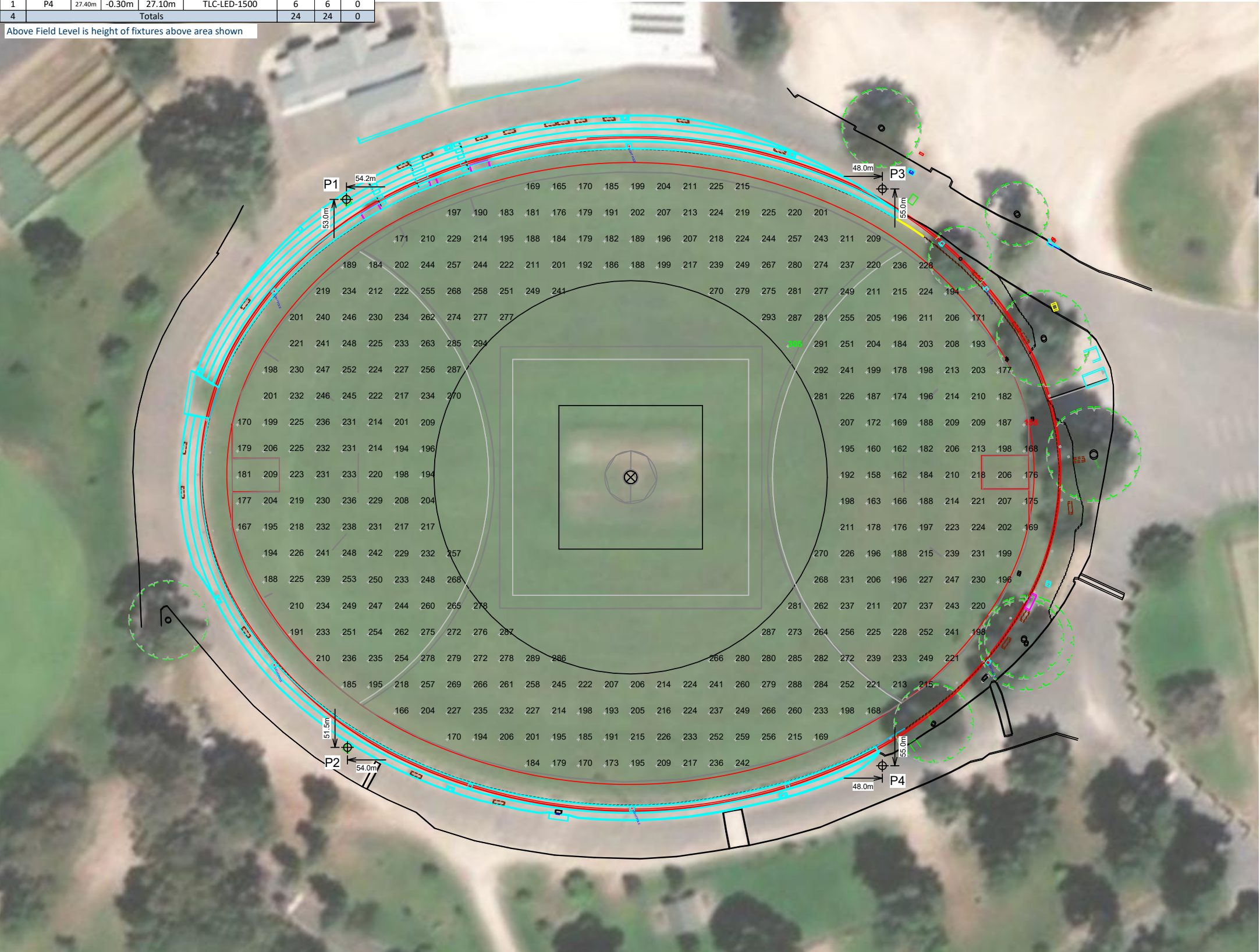


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary	
Name:	05 Cricket - Outfield
Size:	154.0m x 116.0m
Spacing:	5.0m x 5.0m
Height:	0.0m above grade

Illumination Summary	
	MAINTAINED HORIZONTAL LUX
	Entire Grid
Guaranteed Average:	200
Scan Average:	223.34
Maximum:	305
Minimum:	158
Min/Avg:	0.71
Min/Max:	0.52
UG (adjacent pts):	1.38
CU:	0.48
No. of Points:	384
FIXTURE INFORMATION	
Applied Circuits:	A
No. of Fixtures:	24
Total Load:	33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

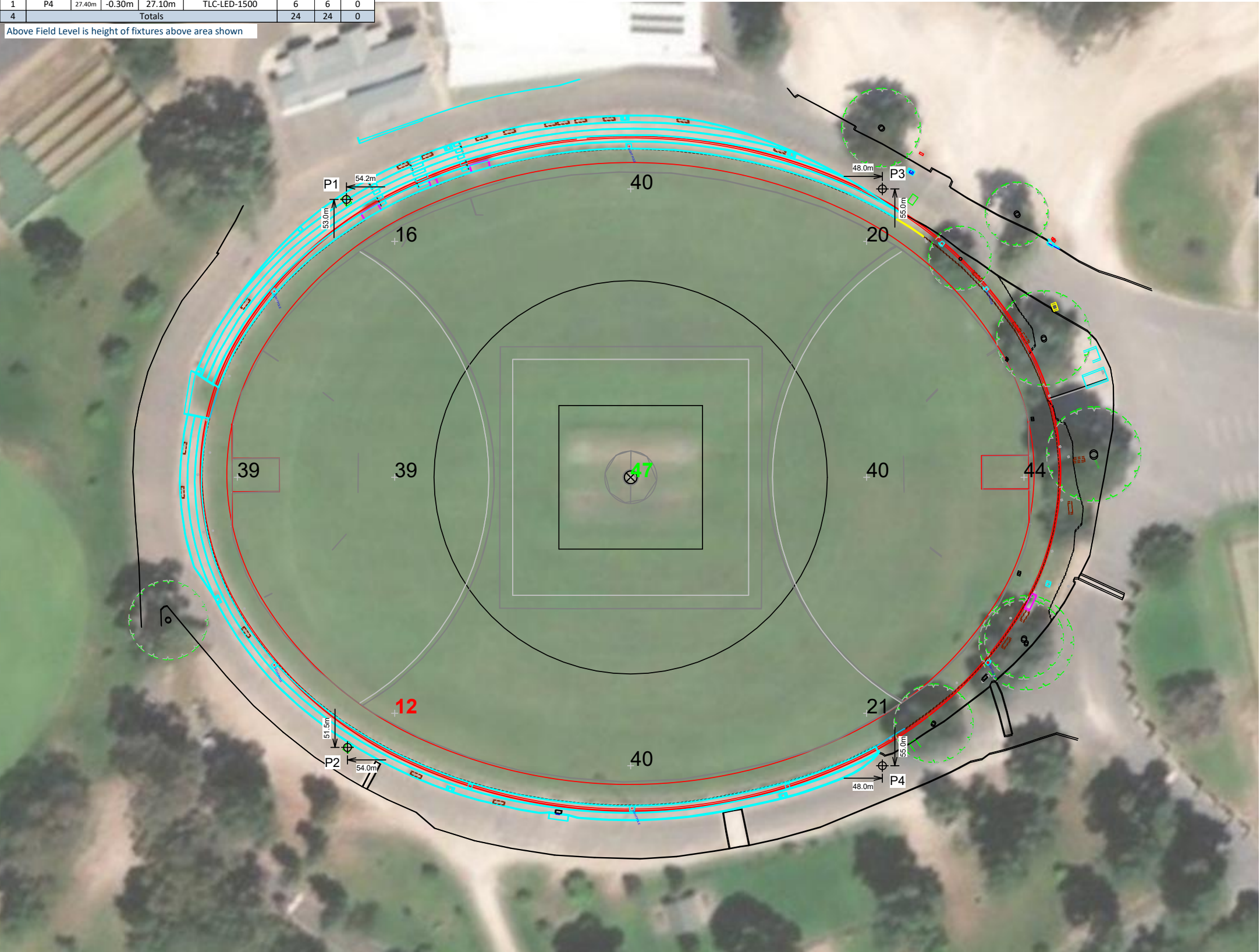


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



SCALE IN METERS 1 : 750
0m 37.5m 75m
ENGINEERED DESIGN By: John(Sunnie) • File #223146_F • 18-Nov-25

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name: 06 Glare - Whole Field
Size: 154.0m x 116.0m
Spacing: 5.0m x 5.0m
Height: 1.5m above grade

Illumination Summary

MAINTAINED GLARE RATING: Max Reading	
Entire Grid	
Maximum:	47
Minimum:	12
No. of Points:	11
FIXTURE INFORMATION	
Applied Circuits:	A
No. of Fixtures:	24
Total Load:	33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

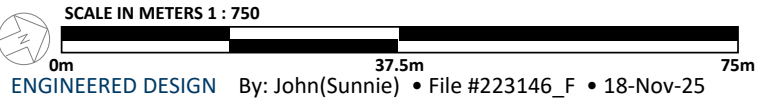
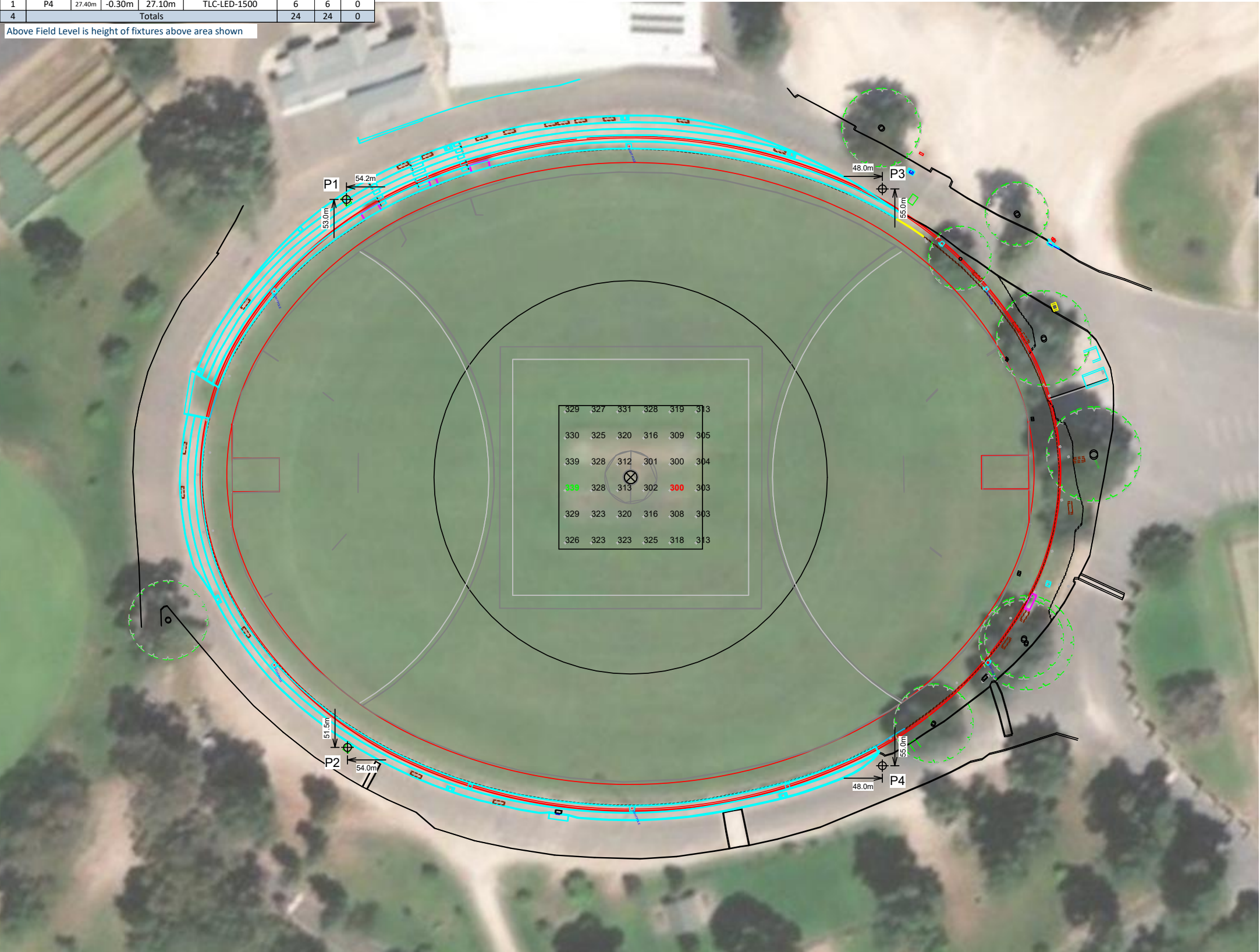


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name: 07 Future Layout - Cricket Square
Size: 154.0m x 118.6m
Spacing: 5.0m x 5.0m
Height: 0.0m above grade

Illumination Summary

		MAINTAINED HORIZONTAL LUX
		Entire Grid
Scan Average:	318.04	
Maximum:	339	
Minimum:	300	
Min/Avg:	0.94	
Min/Max:	0.88	
UG (adjacent pts):	1.05	
CU:	0.06	
No. of Points:	36	
FIXTURE INFORMATION		
Applied Circuits:	A	
No. of Fixtures:	24	
Total Load:	33.84 kW	

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

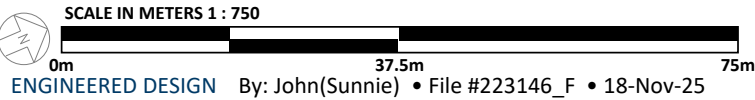
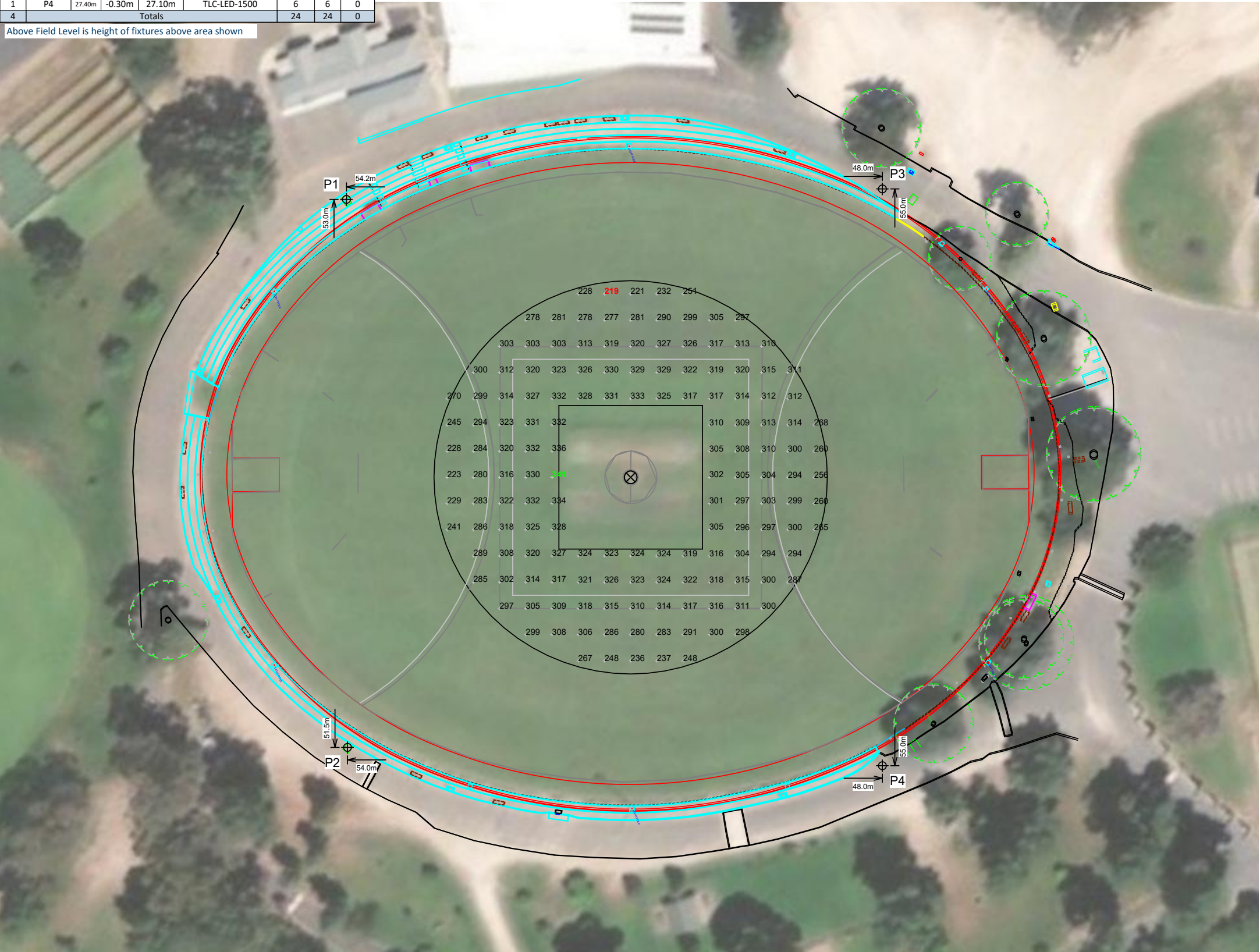


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary	
Name:	08 Future Layout - Cricket Infield
Size:	154.0m x 118.6m
Spacing:	5.0m x 5.0m
Height:	0.0m above grade

Illumination Summary	
	MAINTAINED HORIZONTAL LUX
Entire Grid	
Scan Average:	301.26
Maximum:	341
Minimum:	219
Min/Avg:	0.73
Min/Max:	0.64
UG (adjacent pts):	1.27
CU:	0.26
No. of Points:	153
FIXTURE INFORMATION	
Applied Circuits:	A
No. of Fixtures:	24
Total Load:	33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

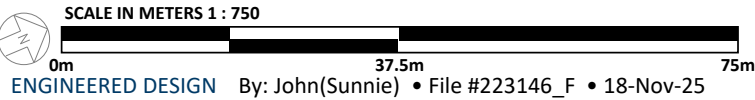
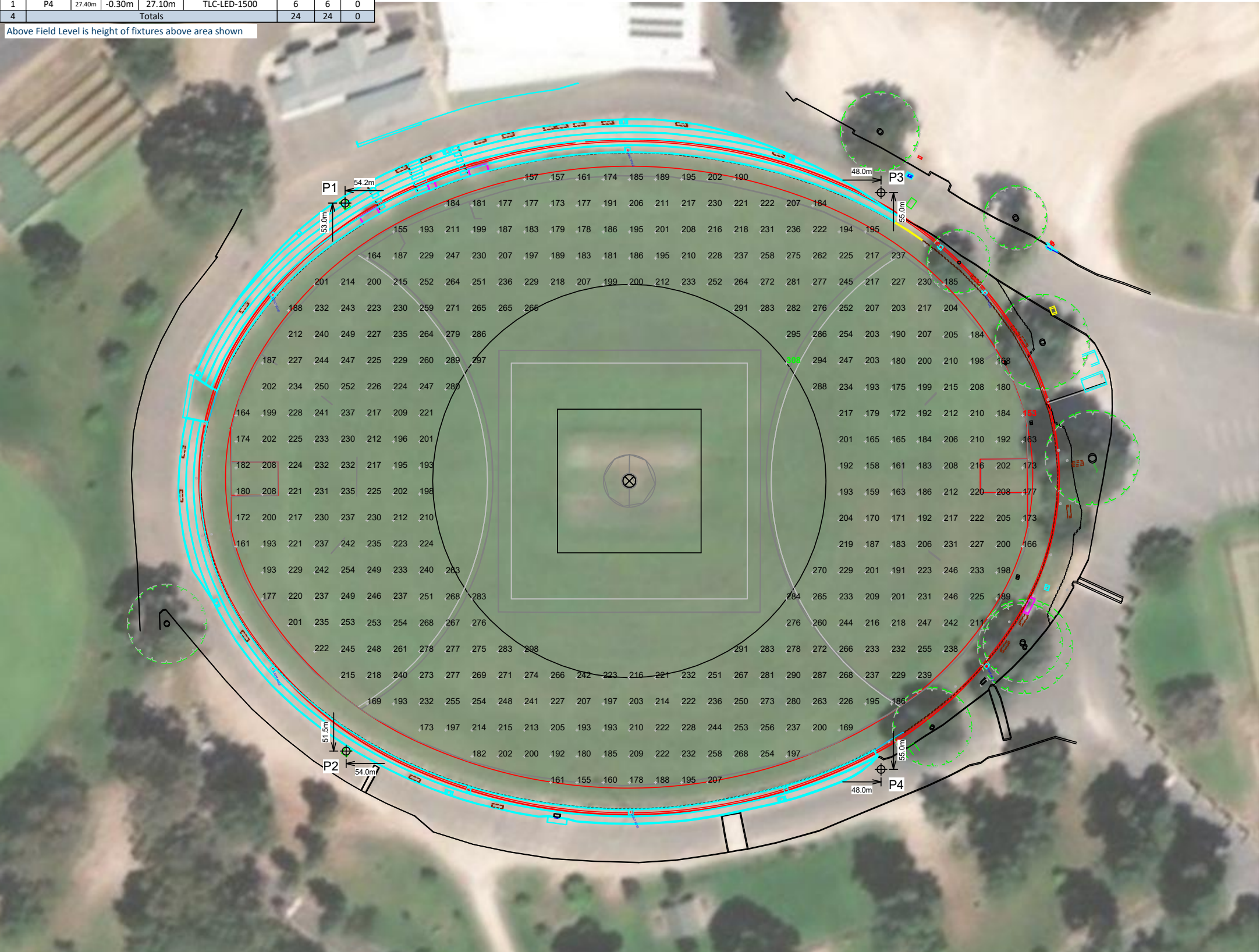


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary	
Name:	09 Future Layout - Cricket Outfield
Size:	154.0m x 118.6m
Spacing:	5.0m x 5.0m
Height:	0.0m above grade

Illumination Summary	
	MAINTAINED HORIZONTAL LUX
Entire Grid	
Scan Average:	221.29
Maximum:	308
Minimum:	153
Min/Avg:	0.69
Min/Max:	0.50
UG (adjacent pts):	1.34
CU:	0.50
No. of Points:	403
FIXTURE INFORMATION	
Applied Circuits:	A
No. of Fixtures:	24
Total Load:	33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

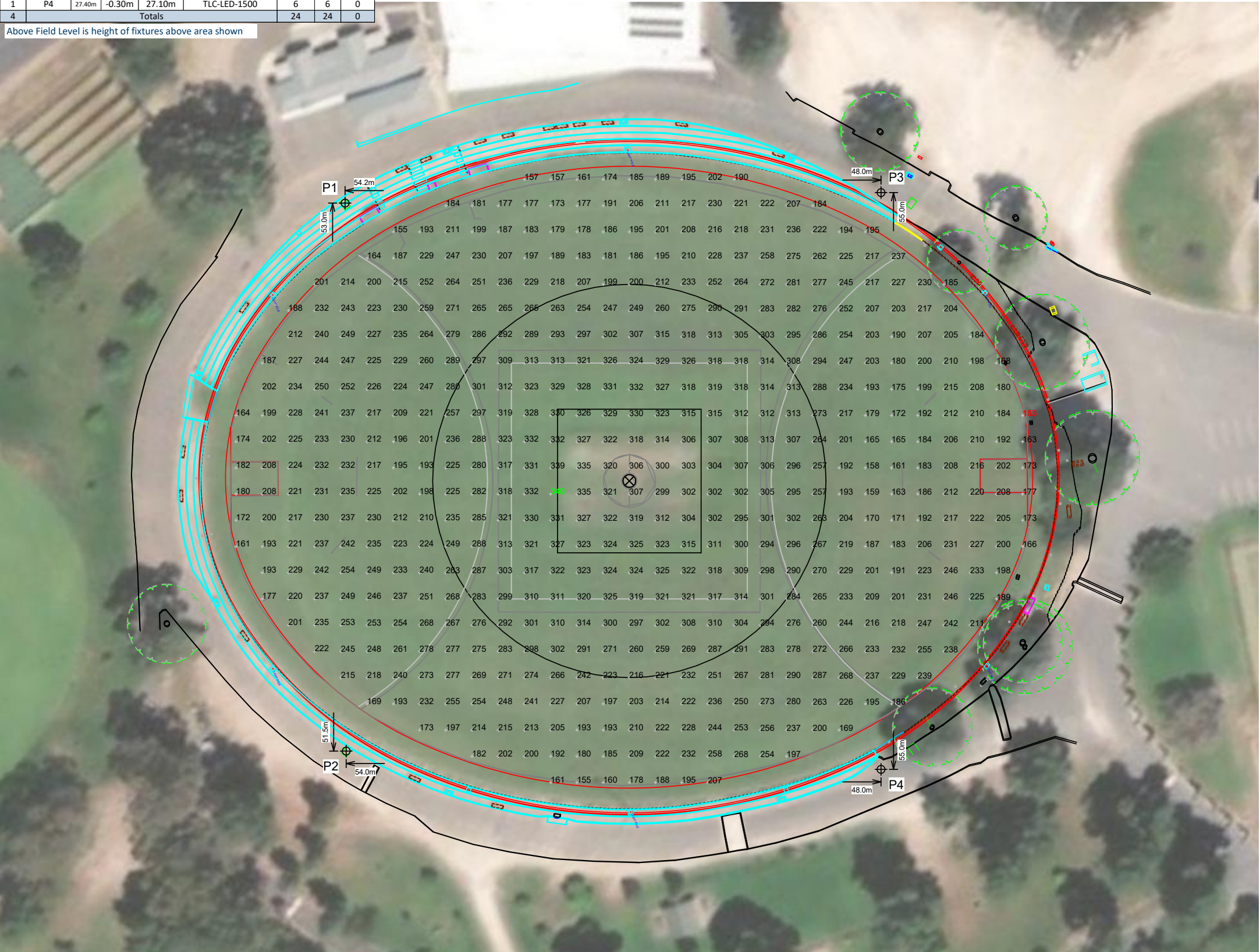


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



SCALE IN METERS 1 : 750
0m 37.5m 75m
ENGINEERED DESIGN By: John(Sunnie) • File #223146_F • 18-Nov-25

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name: 10 Future Layout - AFL 200lux
Size: 154.0m x 118.6m
Spacing: 5.0m x 5.0m
Height: 0.0m above grade

Illumination Summary

	Entire Grid	MAINTAINED HORIZONTAL LUX
Scan Average:	246.57	
Maximum:	340	
Minimum:	153	
Min/Avg:	0.62	
Min/Max:	0.45	
UG (adjacent pts):	1.34	
CU:	0.80	
No. of Points:	577	
FIXTURE INFORMATION		
Applied Circuits:	A	
No. of Fixtures:	24	
Total Load:	33.84 kW	

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

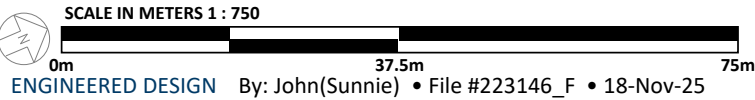
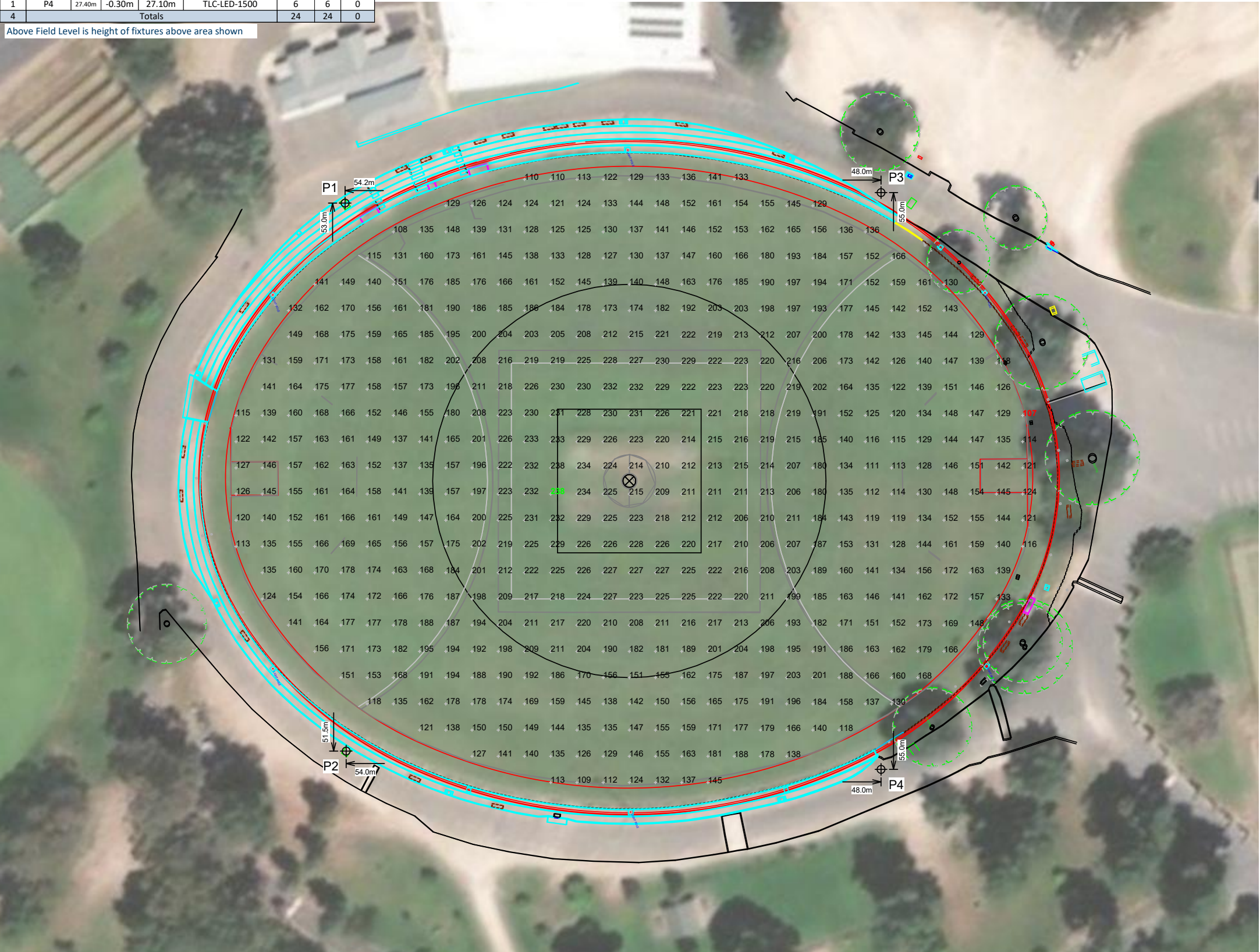


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown							
Structure				Fixtures			
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6
4	Totals					24	24

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name: 11 Future Layout - AFL 150lux
Size: 154.0m x 118.6m
Spacing: 5.0m x 5.0m
Height: 0.0m above grade

Illumination Summary

	Entire Grid	MAINTAINED HORIZONTAL LUX
Scan Average:	172.60	
Maximum:	238	
Minimum:	107	
Min/Avg:	0.62	
Min/Max:	0.45	
UG (adjacent pts):	1.34	
CU:	0.56	
No. of Points:	577	
FIXTURE INFORMATION		
Applied Circuits:	A	
No. of Fixtures:	24	
Total Load:	33.84 kW	

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

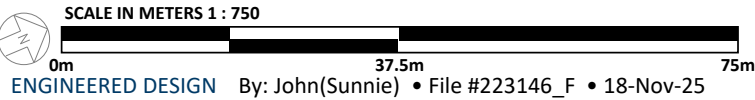
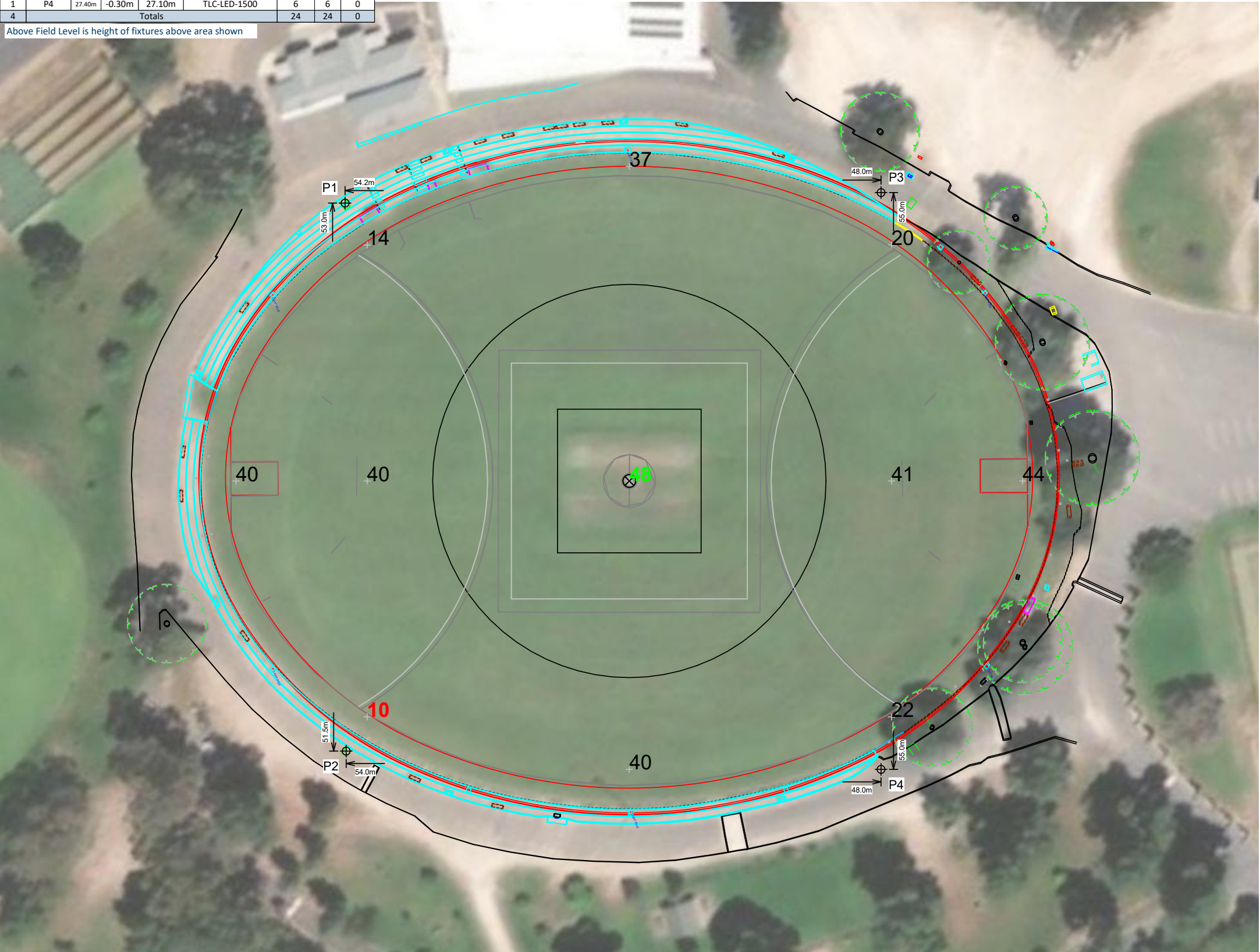


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name: 12 Glare - Future Layout - Whole Field
Size: 154.0m x 118.6m
Spacing: 5.0m x 5.0m
Height: 1.5m above grade

Illumination Summary

		MAINTAINED GLARE RATING: Max Reading
Entire Grid		
Maximum:	48	
Minimum:	10	
No. of Points:	11	
FIXTURE INFORMATION		
Applied Circuits:	A	
No. of Fixtures:	24	
Total Load:	33.84 kW	

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

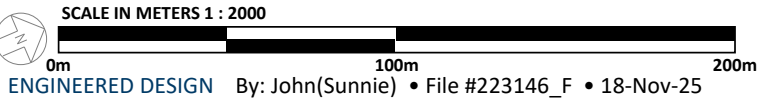
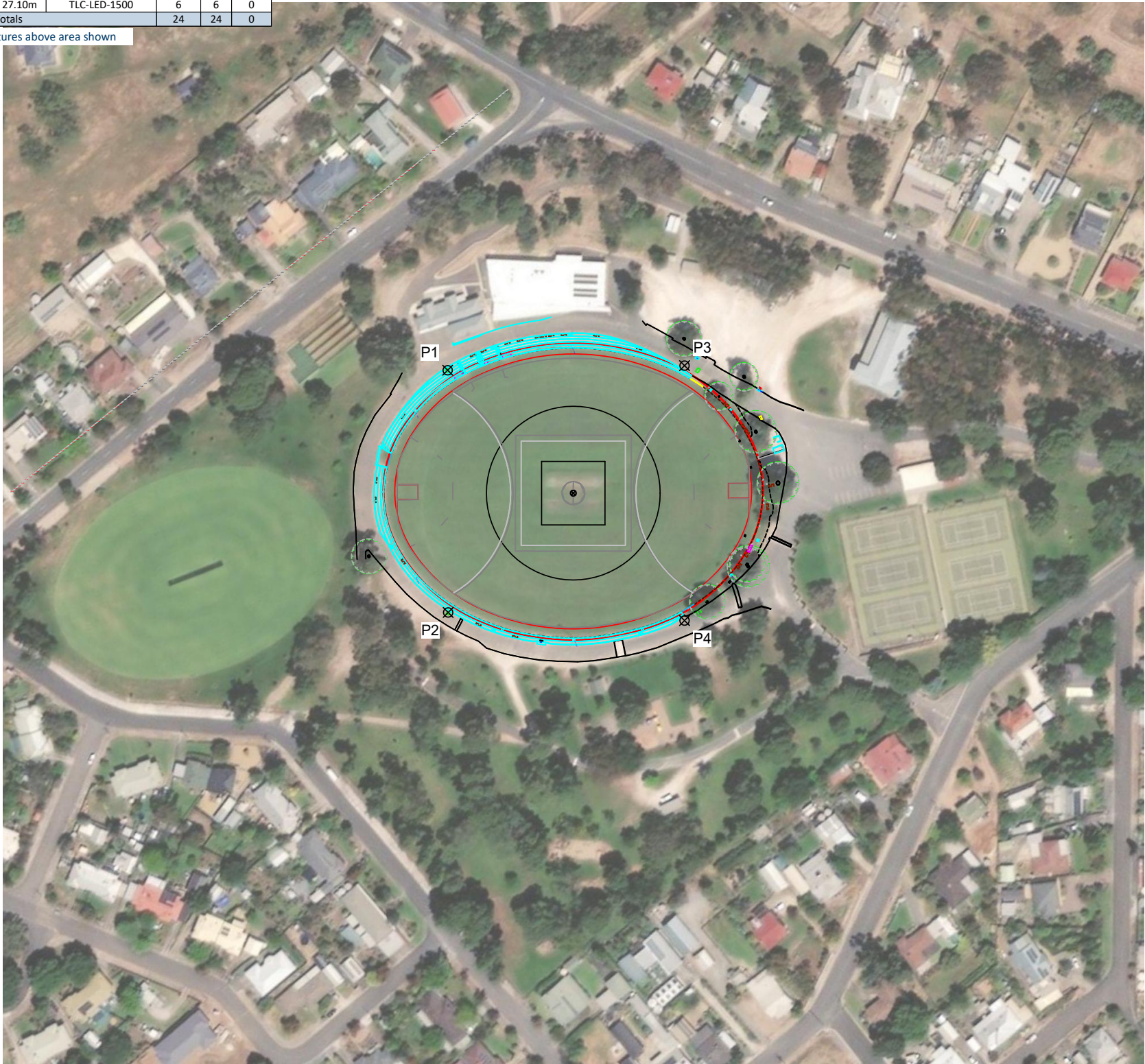


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name: 13 Spill #Radford Rd
Spacing: 2.0m
Height: 1.5m above grade

Illumination Summary

Entire Grid		INITIAL 90° MAX VERTICAL LUX
Maximum:	0.05	
Minimum:	0.00	
No. of Points:	138	
FIXTURE INFORMATION		
Applied Circuits:	A	
No. of Fixtures:	24	
Total Load:	33.84 kW	

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

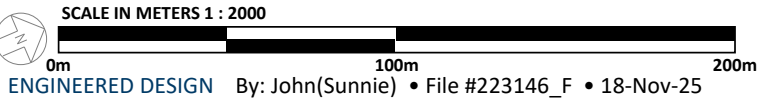
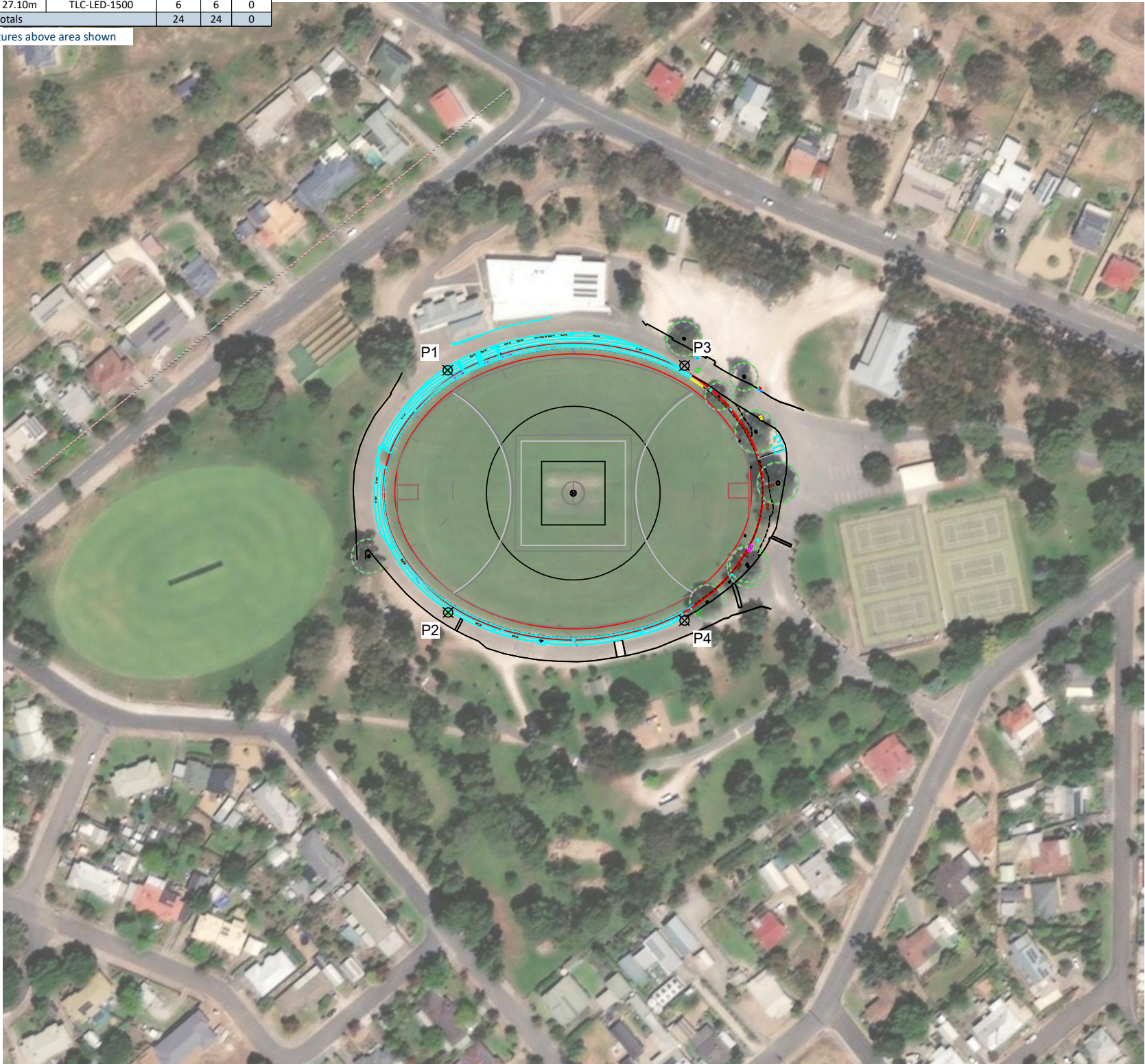


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name:	14 Luminous Intensity #Radford Rd
Spacing:	2.0m
Height:	3.0m above grade

Illumination Summary

INITIAL CANDELA (PER LIGHTBANK)	
Entire Grid	
Maximum:	364.34
Minimum:	0.00
No. of Points:	138
FIXTURE INFORMATION	
Applied Circuits:	A
No. of Fixtures:	24
Total Load:	33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

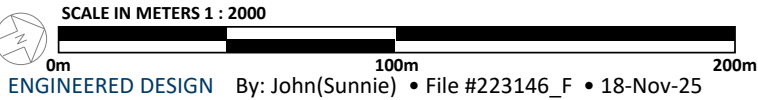
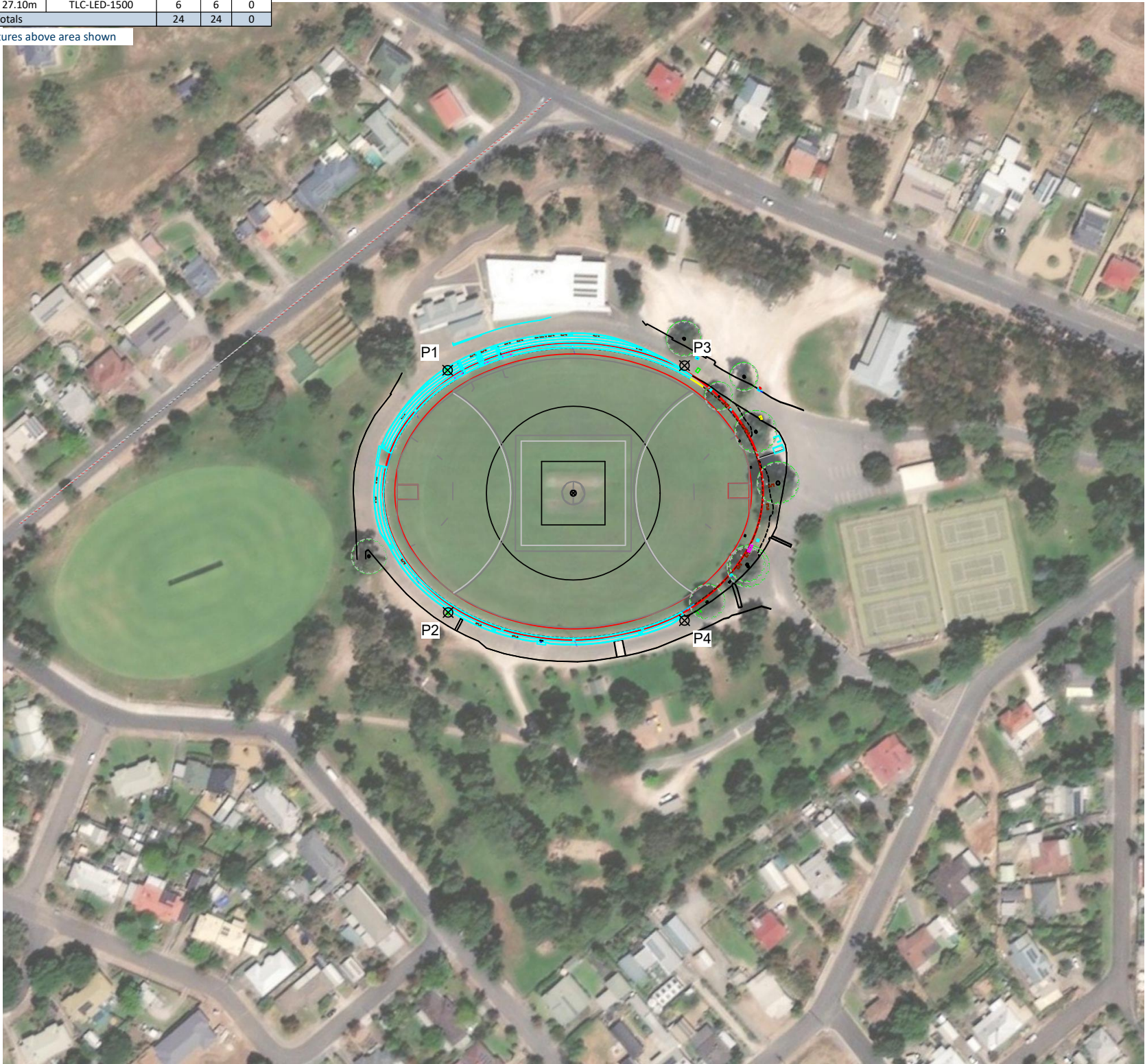


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name:	15 Threshold Increment #Radford Rd @NW
Spacing:	2.0m
Height:	1.5m above grade

Illumination Summary

THRESHOLD INCREMENT: @ 45	
Entire Grid	
Maximum:	0.00
Minimum:	0.00
No. of Points:	147
FIXTURE INFORMATION	
Applied Circuits:	A
No. of Fixtures:	24
Total Load:	33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

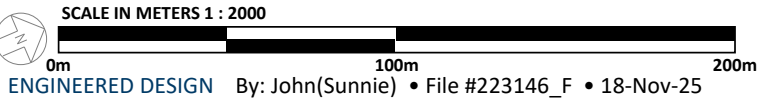
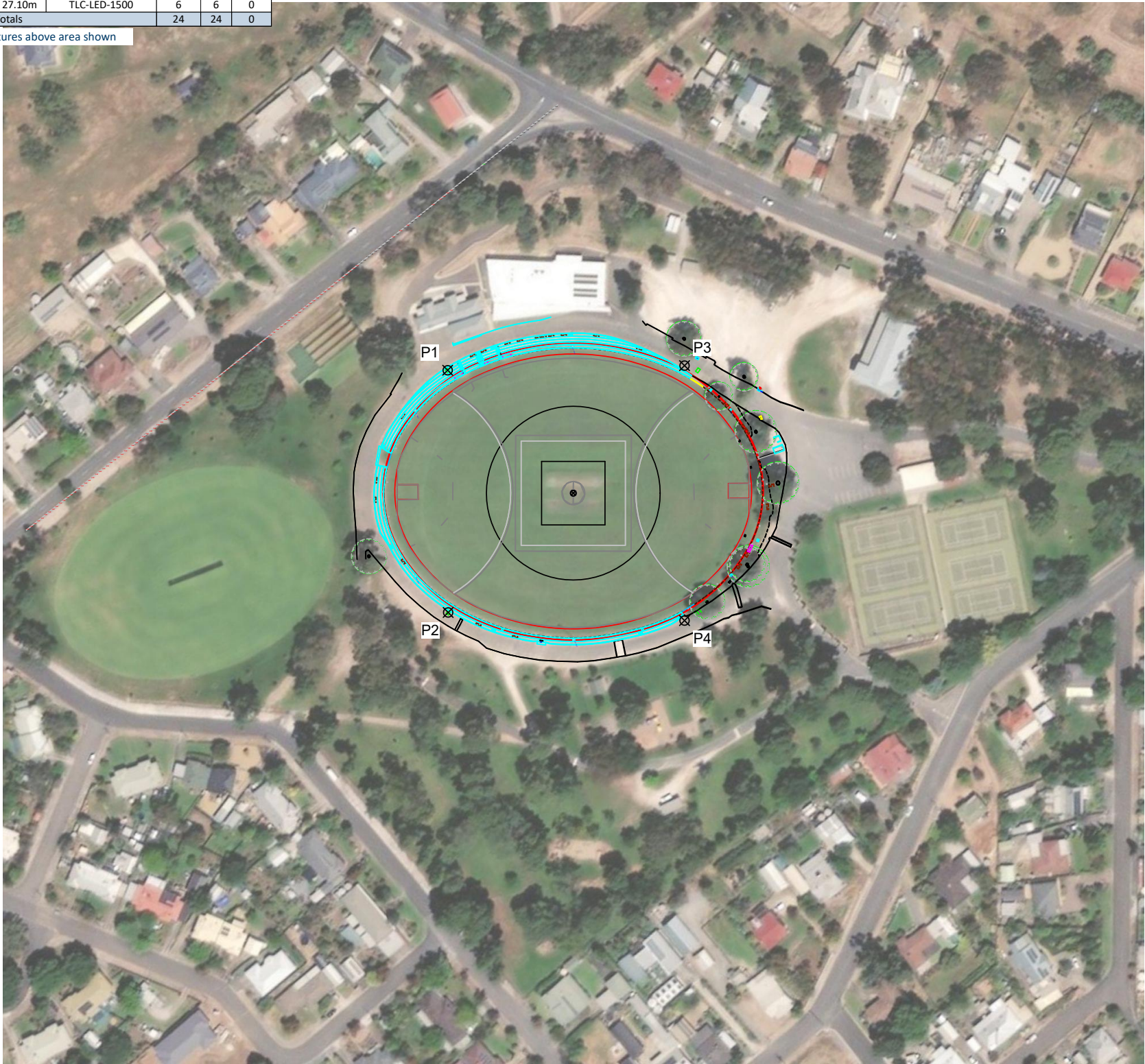


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name: 16 Threshold Increment #Radford Rd @SE
Spacing: 2.0m
Height: 1.5m above grade

Illumination Summary

Entire Grid		THRESHOLD INCREMENT: @ -135
Maximum:	0.00	
Minimum:	0.00	
No. of Points:	147	
FIXTURE INFORMATION		
Applied Circuits:	A	
No. of Fixtures:	24	
Total Load:	33.84 kW	

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

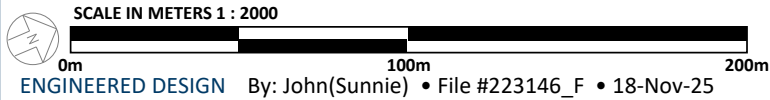
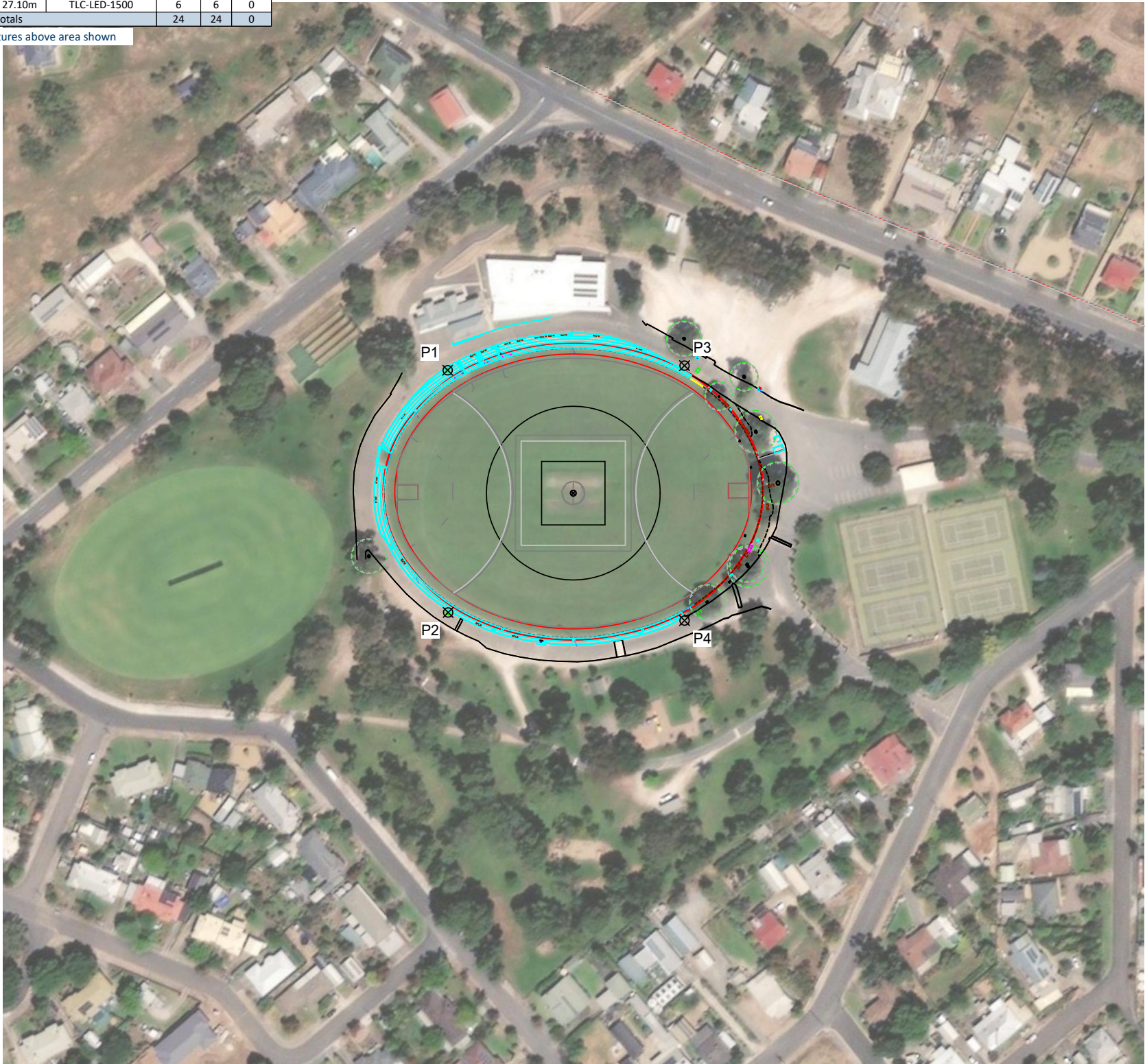


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary
Name: 17 Spill #Washington St
Spacing: 2.0m
Height: 1.5m above grade

ILLUMINATION SUMMARY
Entire Grid
Maximum: 0.00
Minimum: 0.00
No. of Points: 142
FIXTURE INFORMATION
Applied Circuits: A
No. of Fixtures: 24
Total Load: 33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

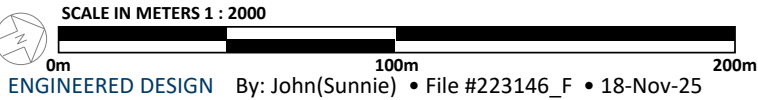
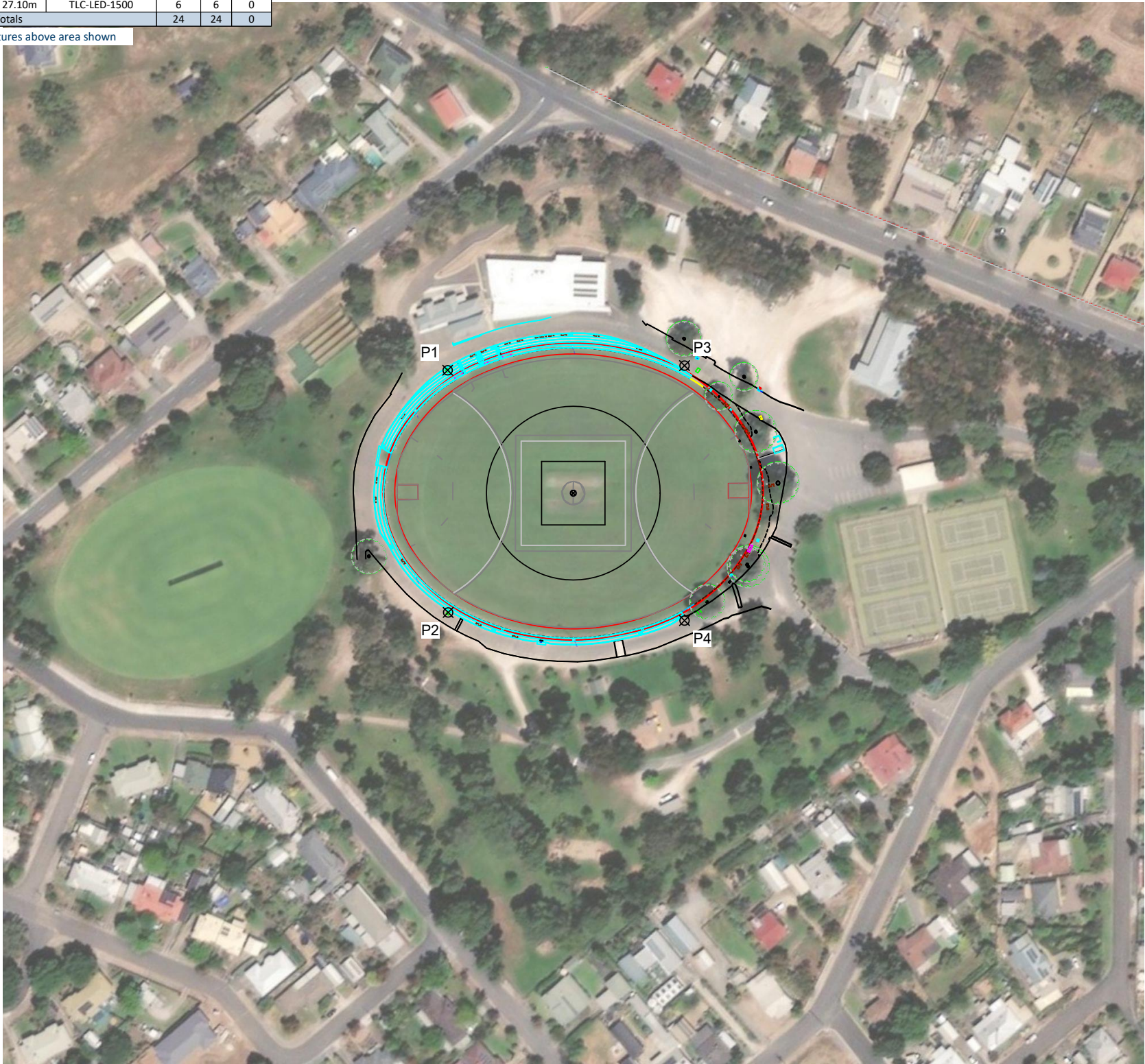


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name: 18 Luminous Intensity #Washington St
Spacing: 2.0m
Height: 1.5m above grade

Illumination Summary

Entire Grid		INITIAL CANDELA (PER LIGHTBANK)
Maximum:	9.46	
Minimum:	0.00	
No. of Points:	142	
FIXTURE INFORMATION		
Applied Circuits:	A	
No. of Fixtures:	24	
Total Load:	33.84 kW	

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

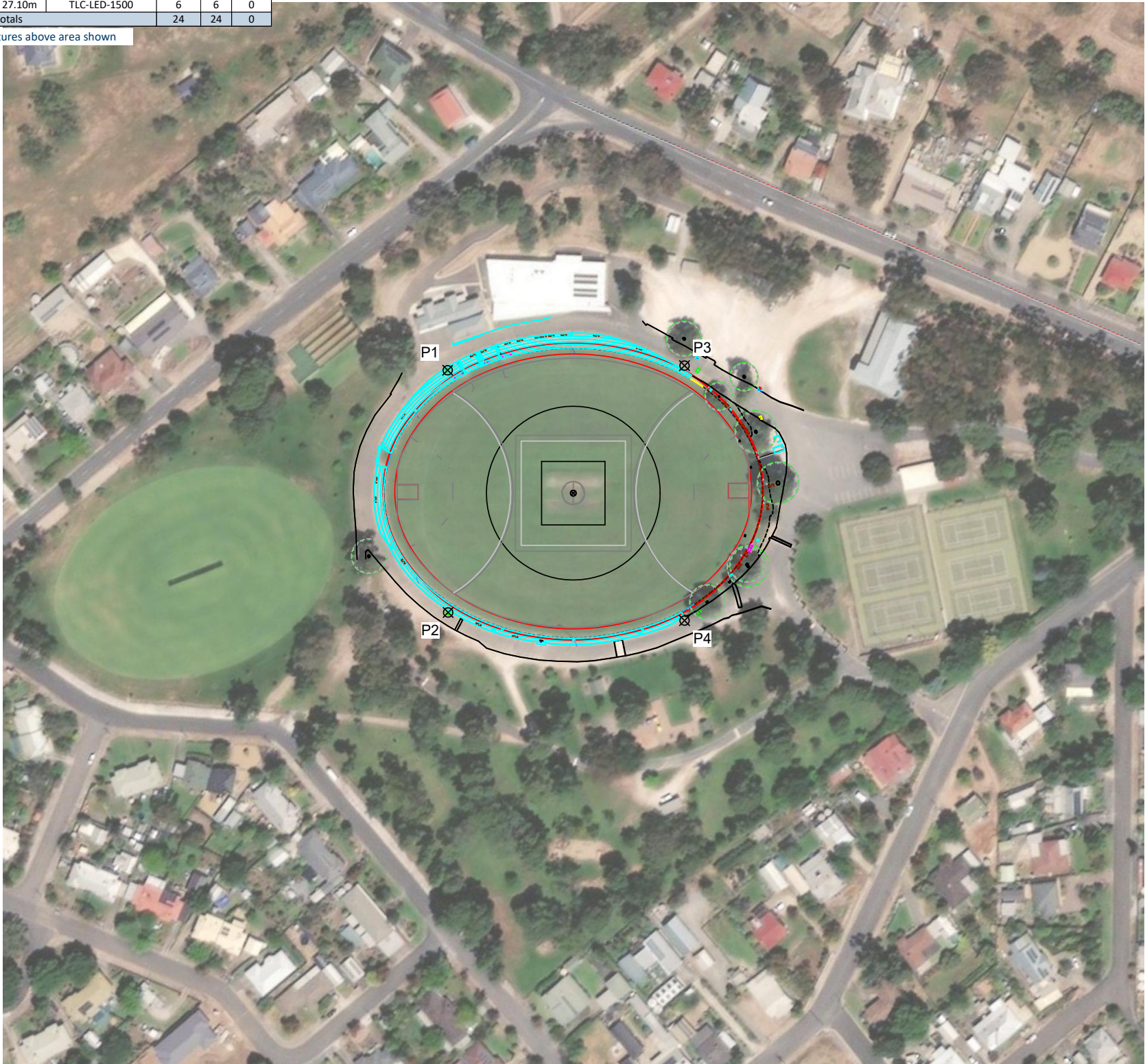


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



SCALE IN METERS 1 : 2000
0m 100m 200m
ENGINEERED DESIGN By: John(Sunnie) • File #223146_F • 18-Nov-25

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name: 19 Threshold Increment #Washington St @NE
Spacing: 2.0m
Height: 1.5m above grade

Illumination Summary

THRESHOLD INCREMENT: @ 120

Entire Grid

Maximum: 0.00

Minimum: 0.00

No. of Points: 134

FIXTURE INFORMATION

Applied Circuits: A

No. of Fixtures: 24

Total Load: 33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

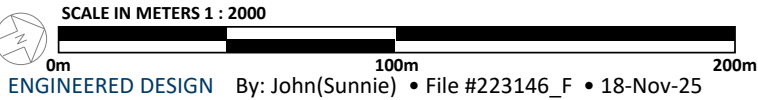
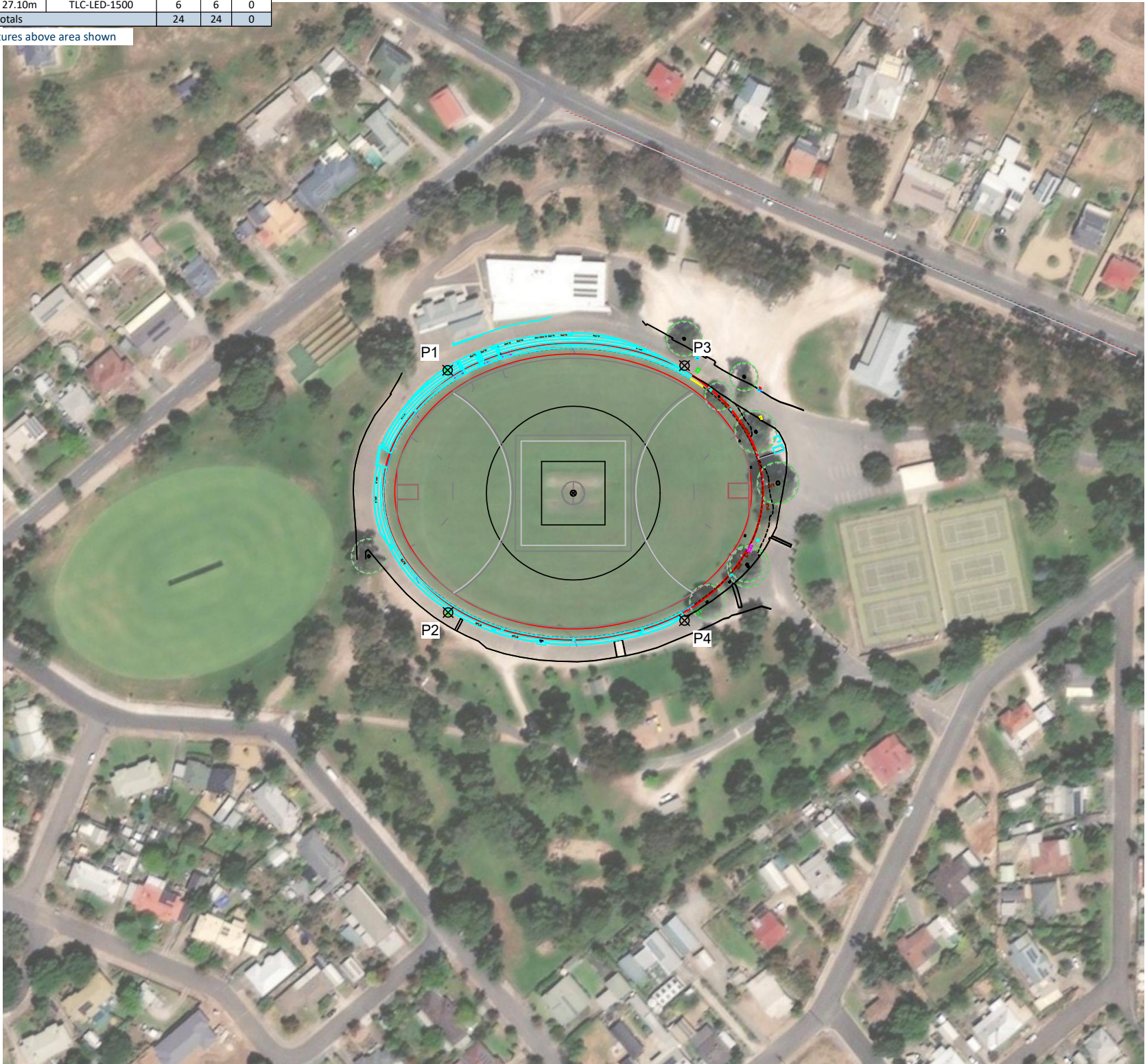


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name: 20 Threshold Increment #Washington St @SW
Spacing: 2.0m
Height: 1.5m above grade

Illumination Summary

THRESHOLD INCREMENT: @ -60

Entire Grid
Maximum: 0.00
Minimum: 0.00
No. of Points: 134

FIXTURE INFORMATION

Applied Circuits: A
No. of Fixtures: 24
Total Load: 33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

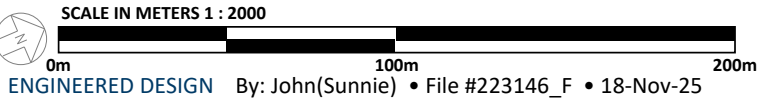
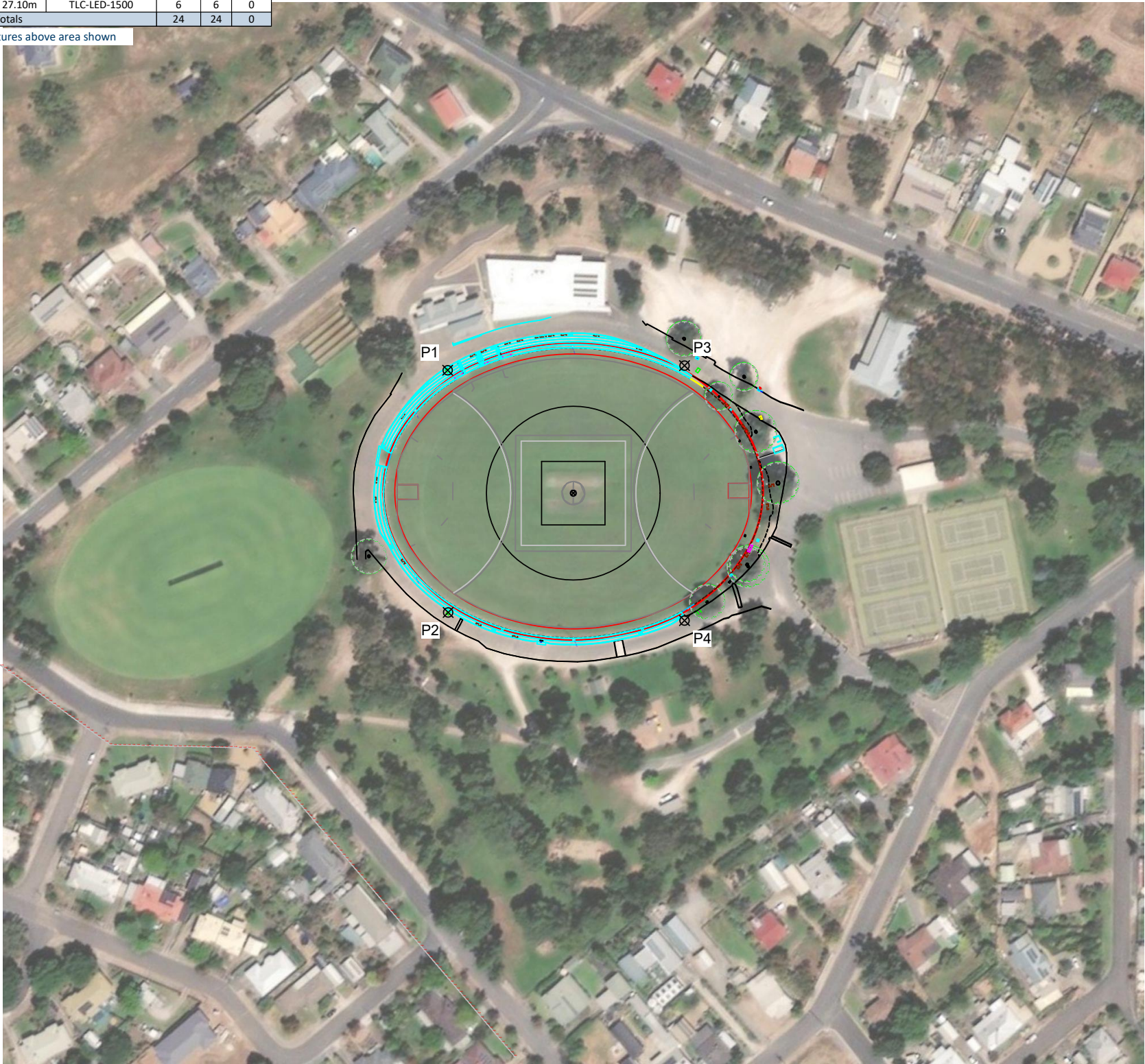


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary	
Name:	21 Spill #Gramp Ave
Spacing:	2.0m
Height:	1.5m above grade

Illumination Summary	
	Entire Grid
Maximum:	0.00
Minimum:	0.00
No. of Points:	149
FIXTURE INFORMATION	
Applied Circuits:	A
No. of Fixtures:	24
Total Load:	33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

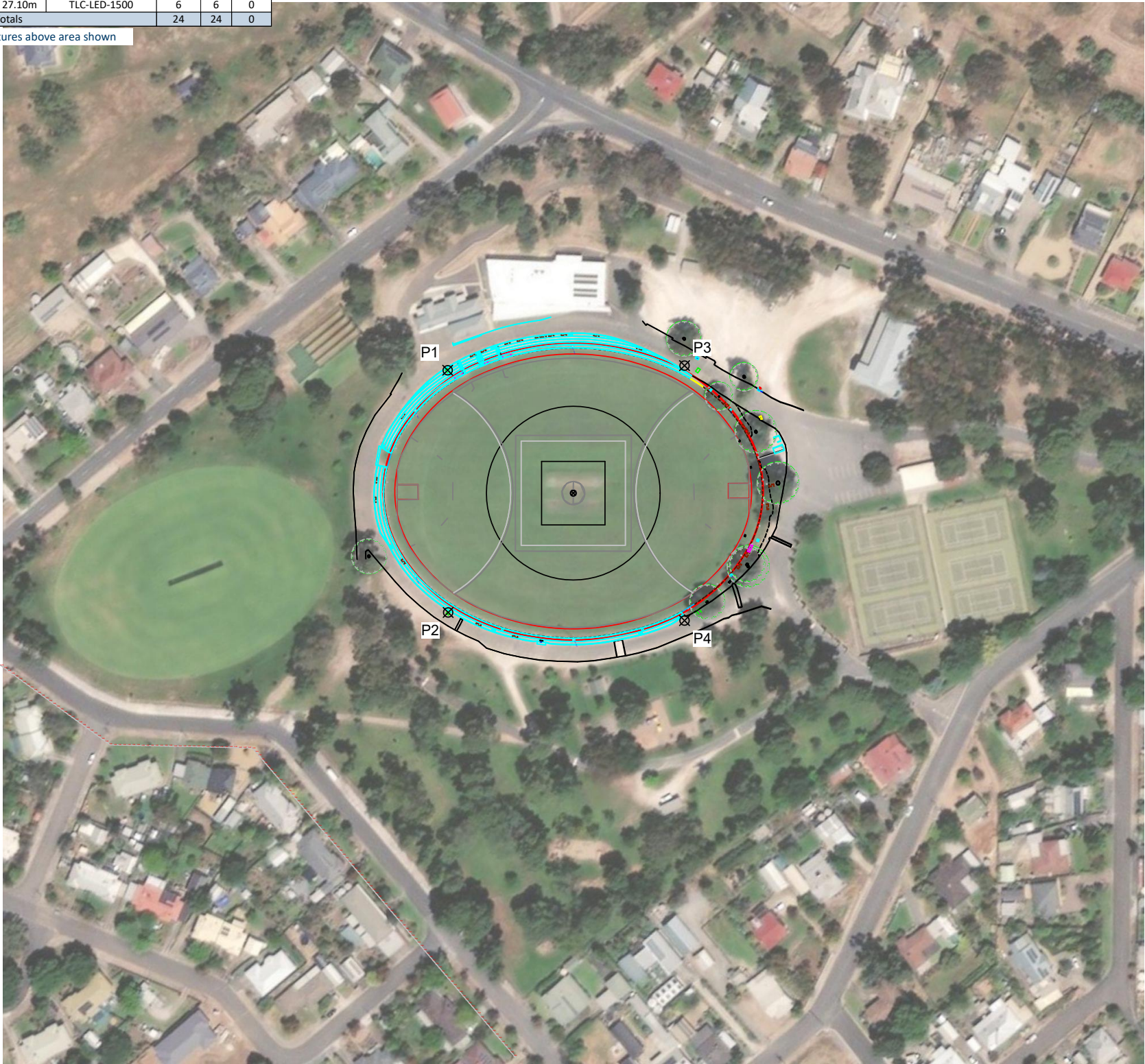


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



SCALE IN METERS 1 : 2000
0m 100m 200m
ENGINEERED DESIGN By: John(Sunnie) • File #223146_F • 18-Nov-25

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name: 22 Luminous Intensity #Gramp Ave
Spacing: 2.0m
Height: 1.5m above grade

Illumination Summary

INITIAL CANDELA (PER LIGHTBANK)	
Entire Grid	
Maximum:	0.00
Minimum:	0.00
No. of Points:	149
FIXTURE INFORMATION	
Applied Circuits:	A
No. of Fixtures:	24
Total Load:	33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

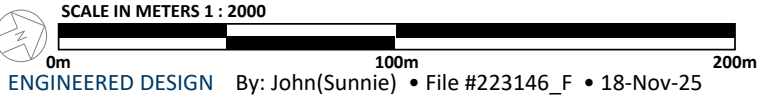
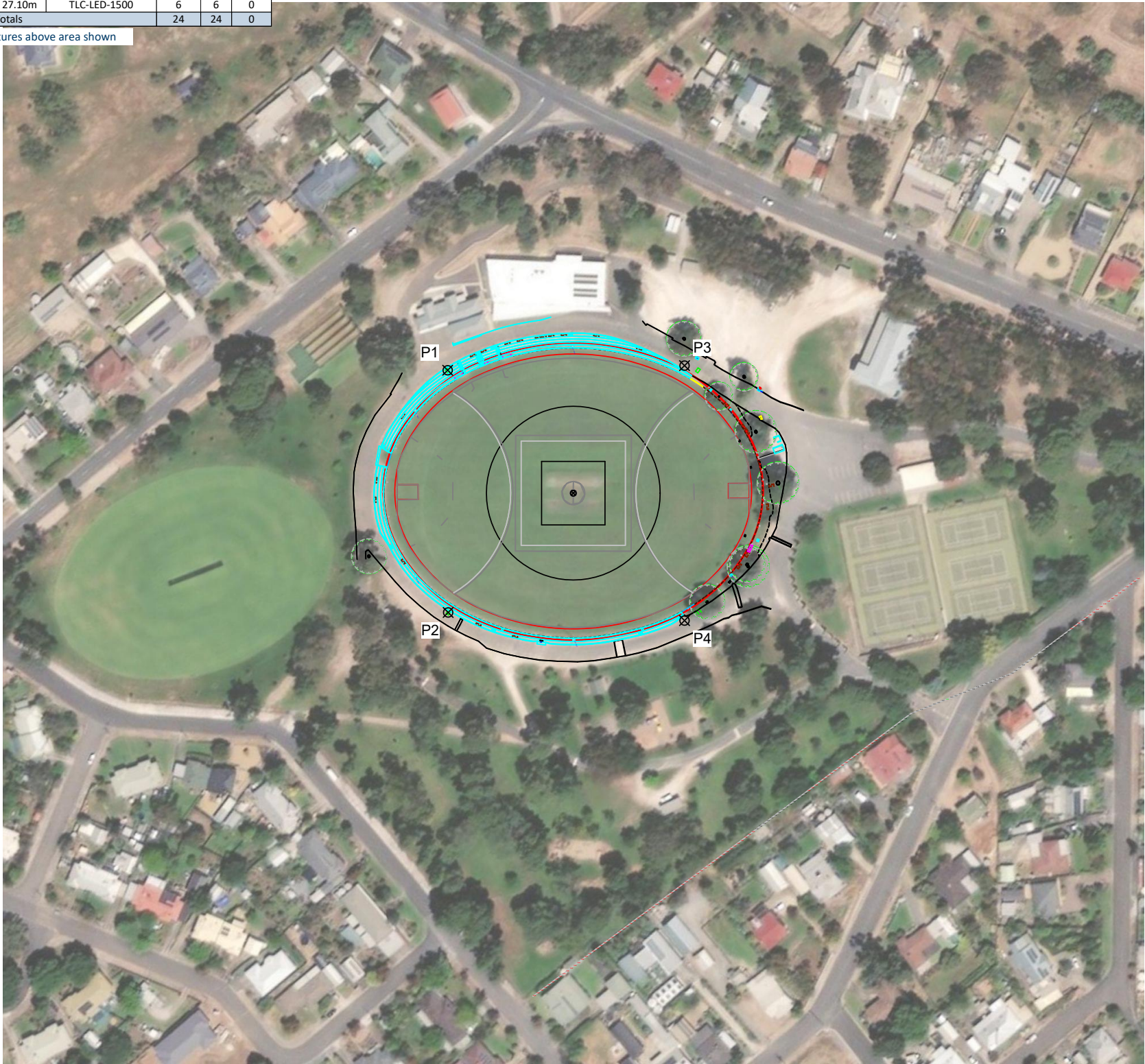


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name:	23 Spill #Park Rd
Spacing:	2.0m
Height:	1.5m above grade

Illumination Summary

Entire Grid		INITIAL 90° MAX VERTICAL LUX
Maximum:	0.01	
Minimum:	0.00	
No. of Points:	160	
FIXTURE INFORMATION		
Applied Circuits:	A	
No. of Fixtures:	24	
Total Load:	33.84 kW	

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

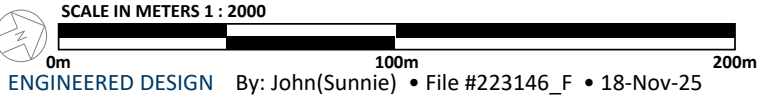
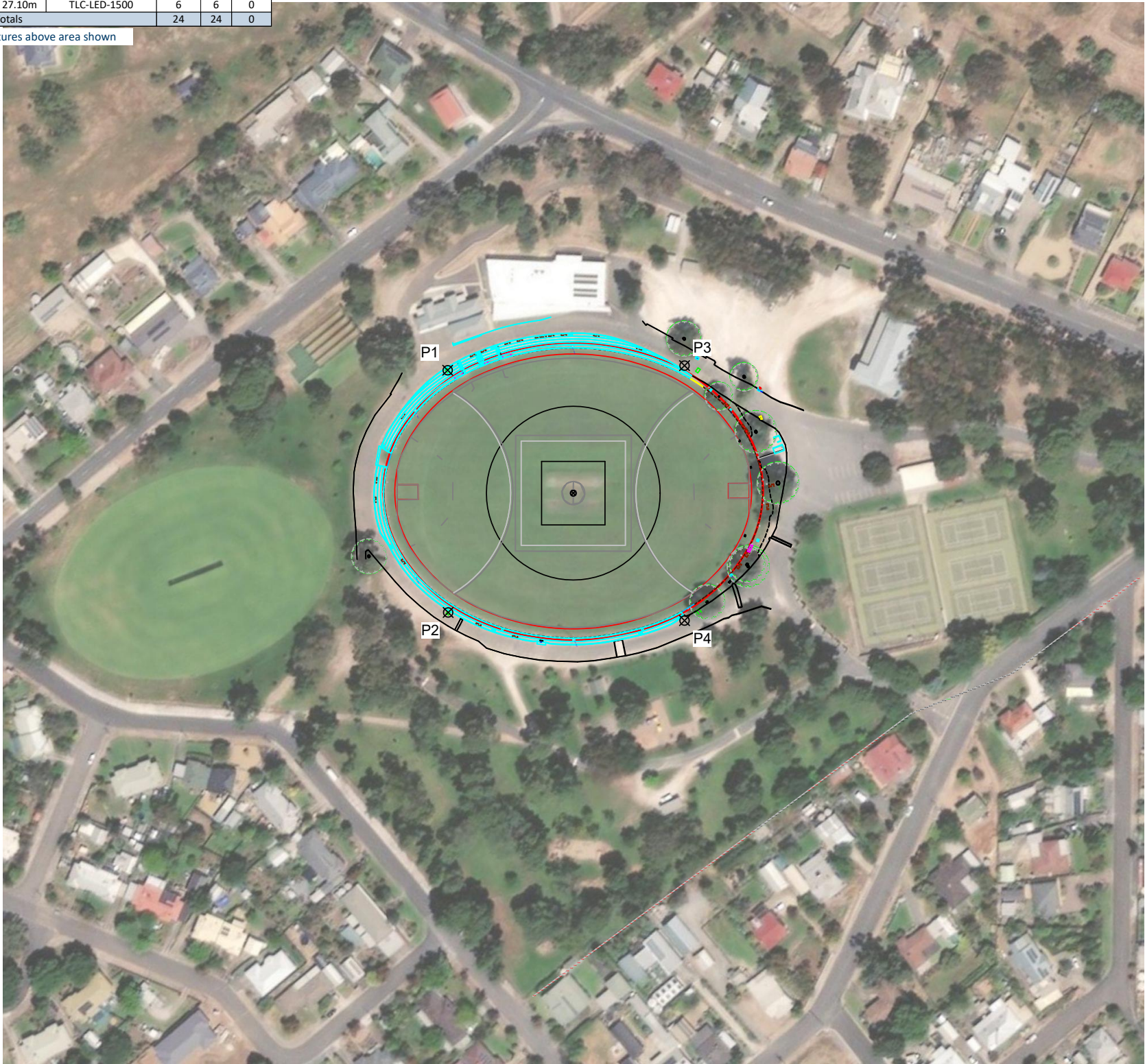


Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY

Equipment List For Areas Shown								
Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6	6	0
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6	6	0
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6	6	0
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6	6	0
4	Totals					24	24	0

Above Field Level is height of fixtures above area shown



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Angaston AFL Football Club

Angaston,SA

Grid Summary

Name:	24 Luminous Intensity #Park Rd
Spacing:	2.0m
Height:	1.5m above grade

Illumination Summary

INITIAL CANDELA (PER LIGHTBANK)	
Entire Grid	
Maximum:	113.16
Minimum:	0.00
No. of Points:	160
FIXTURE INFORMATION	
Applied Circuits:	A
No. of Fixtures:	24
Total Load:	33.84 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

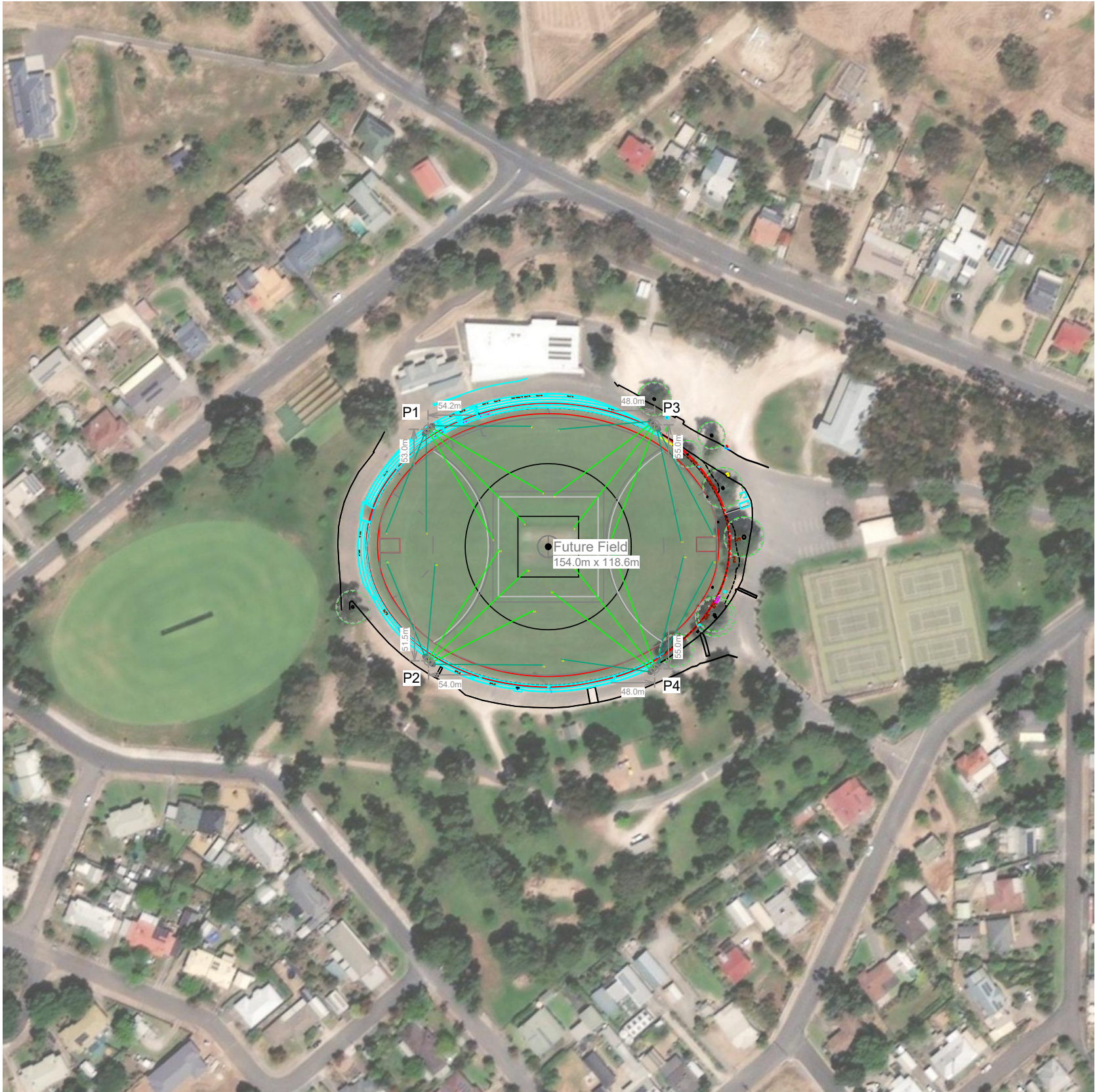
Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

ILLUMINATION SUMMARY



Angaston AFL Football Club

Angaston,SA

Equipment Layout

INCLUDES:
· AFL
· Future Field

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume 73% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

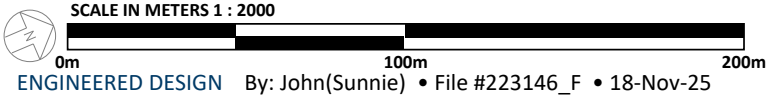
Equipment List For Areas Shown

Structure				Fixtures		
QTY	STRUCTURE ID	SIZE	GLOBAL ELEVATION	ABOVE GLOBAL LEVEL	FIXTURE TYPE	QTY/POLE
1	P1	27.40m	2.00m	29.40m	TLC-LED-1500	6
1	P2	27.40m	1.50m	28.90m	TLC-LED-1500	6
1	P3	27.40m	-0.20m	27.20m	TLC-LED-1500	6
1	P4	27.40m	-0.30m	27.10m	TLC-LED-1500	6
4	Totals					24

Above Global Level is height of fixtures above design (0,0,0)

Single Fixture Amperage Draw Chart

Driver Specifications (.90 min power factor)	Line Amperage Per Fixture (max draw)					
	220	230	240	380	400	415
Single Phase Voltage	(50)	(50)	(50)	(50)	(50)	(50)
TLC-LED-1500	7.9	7.6	7.3	4.6	4.4	4.2



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗



Not to be reproduced in whole or part without the written consent of Musco Sports Lighting, LLC.
©1981, 2025 Musco Sports Lighting, LLC.

EQUIPMENT LAYOUT

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 Barossa Assessment Panel Meeting Schedule 2026

REPORT

The first Barossa Assessment Panel meeting for 2026 has been scheduled for Tuesday 20 January 2026 and thereafter shall be held on the first Tuesday of each month.

The following schedule of meeting dates is provided for members consideration:

20 January 2026
3 February 2026
3 March 2026
7 April 2026
5 May 2026
2 June 2026
7 July 2026
4 August 2026
1 September 2026
6 October 2026
3 November 2026
1 December 2026

RECOMMENDATION

That the Barossa Assessment Panel resolve to meet on the first Tuesday of each month, with the exception of the January meeting which shall be held on the third Tuesday of the month, 20 January 2026. All meetings shall be held at The Barossa Council Chambers commencing at 5.00 pm.

9.2 Assessment Manager's Quarterly Report - July 2025 - September 2025

BACKGROUND

Clause 18 of the Barossa Assessment Panel Operating and Meeting Procedures requires the Assessment Manager to prepare a quarterly report of:

- The development applications determined under delegated authority of the Barossa Assessment Panel for the previous period
- A report at the next meeting of the Panel for any development application delegated by the Panel where a deemed consent notice has been received.

This report provides a quarterly report for the period July to September 2025

REPORT

The Panel is assigned as a relevant authority in its own right under the *Planning, Development and Infrastructure Act 2016*. In the exercise of its duties, the Panel has delegated to the Assessment Manager specific duties and powers on its behalf. Delegations enhance decision making processes and allow nominated matters to be resolved efficiently and effectively without the need for the Panel's consideration.

The delegations provide for:

- Administrative matters to assist in the timely processing of applications such as verifying development applications, undertaking statutory referrals and public notification.
- Determining prescribed development applications.

The planning applications received by The Barossa Council for the period are summarised in the table below.

	Number
Planning Applications Lodged	209
Planning Applications determined (excluding Private Certification)	140
Notified Applications	13
Determined Planning Consents by Relevant Authority (excluding Private Certification):	
• BAP	4
• Assessment Manager (AM)	123
• AM for BAP	13

The number of development applications that were notified during this period was 13. 123 development applications were determined by the Assessment Manager. Four development applications were determined by the Panel and 13 development applications were determined by the Assessment Manager under delegation of the Panel.

There are no outstanding development applications subject to decision under the repealed *Development Act 1993* (prior to 19 March 2021).

Development Applications Assessed under Delegated Authority of BAP by the Assessment Manager

The development applications considered by the Assessment Manager under Delegated Authority of the Panel are summarised below:

Development Application 24041768 – 27 Samuel Road Nuriootpa Construction of a light industry building (pallet production) with associated office and storage areas Representations – One (nil requested to be heard) Decision – Planning Consent Granted 29 August 2025 subject to conditions
Development Application 25002432 – 33 Carlisle Street Williamstown The parking of a heavy vehicle (exceeding 3000 kg in weight) Representations – Seven (nil requested to be heard) Decision – Planning Consent Granted 24 July 2025 subject to conditions
Development Application 25007425 – 109B Gravel Pit Road Angaston Change of use of existing outbuilding to distillery (no public access) and associated identification sign Representations – Two (nil requested to be heard) Decision – Planning Consent Granted 13 August 2025 subject to conditions
Development Application 25010325 – 14 Gransbury Court Angaston Construction of a two storey detached dwelling and associated retaining walls Representations – Nil Decision – Planning Consent Granted 1 August 2025 subject to conditions
Development Application 25010690 – 190 Moculta Road Penrice Change of use from dwelling to tourist accommodation (up to six guests) Representations – Nil Decision – Planning Consent Granted 8 July 2025 subject to conditions
Development Application 25011257 – 57 North Street Angaston Installation of freestanding 16.92 kW ground-mounted photovoltaic solar array (36 fixed solar panels mounted at a 30-degree tilt angle) with lithium battery storage of 31.2 kWh and associated fencing Representations – Nil Decision – Planning Consent Granted 21 July 2025 subject to conditions
Development Application 25013617 – 76 Penrice Road Penrice Change of use from dwelling to tourist accommodation (short stay for maximum of 6 guests) Representations – One (nil requested to be heard) Decision – Planning Consent Granted 18 August 2025 subject to conditions
Development Application 25015661 – 27-29 Penrice Road Angaston Partial change of use of existing dwelling to cellar door for the purpose of hosting wine tastings and sales for up to 10 customers by appointment. Representations – Two (nil requested to be heard) Decision – Planning Consent Granted 12 September 2025
Development Application 25016901 – 17 Barossa Valley Way Tanunda Change of use from dwelling to tourist accommodation (up to 8 guests) and installation of a free-standing advertising sign Representations – Nil

Decision – Planning Consent Granted 1 September 2025 subject to conditions
Development Application 25017242 – 26 Angas Street Tanunda Change of use from dwelling to tourist accommodation (short stay for maximum of 6 guests) Representations – Nil Decision – Planning Consent Granted 9 September 2025 subject to conditions
Development Application 25019333 – 6-10 Railway Terrace Nuriootpa Change of use from Bulky Goods to Indoor Recreation Facility (Unit 3) and associated advertising signage Representations – Two (nil requested to be heard) Decision – Planning Consent Granted 19 September 2025 subject to conditions
Development Application 25021214 – 69-71 Murray Street Nuriootpa Variation to Development Application 24022573 (Alteration to façade design/materiality of car wash building, alteration to approved signage to change branding and colour scheme (including illuminated signage to carwash and freestanding signage), reduction in size of freestanding sign and removal of LED screens on the northern façade of the building and replacement with simple internally illuminated branding signage of a smaller size) Decision – Planning Consent Granted 22 September 2025 subject to conditions
Development Application 25024743 – 11 Murray Street Eden Valley Alteration to Condition 13 of Development Authorisation 24009122 to restrict outdoor capacity of the hotel to 50 persons Decision – Planning Consent Granted 21 August 2025 subject to conditions

Deemed Consents

No deemed consent notices have been received for this period.

CONCLUSION

The Assessment Manager's Quarterly Report for the period July to September 2025 be received and noted.

RECOMMENDATION

That the report be received.

10. REPORTS – CONFIDENTIAL

Nil.

11. NEXT MEETING

12. CLOSURE OF MEETING

The Presiding Member will declare the meeting closed.