

OLD STURT HIGHWAY NURIOOTPA CODE AMENDMENT

Bluegum Borders Pty Ltd

For Consultation

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HAVE YOUR SAY

This Code Amendment is on consultation from **26 September 2022** to **24 October 2022**.

During this time, you are welcome to lodge a written submission about any of the changes proposed in this Code Amendment.

Submissions on the Code Amendment can be made online, via email, or post:

- **Online:**
via the SA Planning Portal:
https://plan.sa.gov.au/have_your_say/code_amendments
- **Email:**
plan@masterplan.com.au
Attention: Old Sturt Highway Nuriootpa Code Amendment.
- **In writing:**
c/- MasterPlan SA Pty Ltd, 33 Carrington Street, Adelaide, SA, 5000.
Attention: Old Sturt Highway Nuriootpa Code Amendment.

If you wish to discuss the Code Amendment or ask questions during the engagement period you can contact David Lake, Consultant Planner, MasterPlan SA Pty Ltd by telephone on (08) 8193 5600.

1.0 WHAT IS THE PLANNING AND DESIGN CODE?

The Planning and Design Code (“the Code”) sets out the rules that determine what landowners can do on their land.

For instance, if you want to build a house, the Code rules will tell you how high you can build and how far back from the front of your land your house will need to be positioned. The Code will also tell you if any additional rules apply to the area where your land is located. For example, you might be in a high bushfire risk area or an area with specific rules about protecting native vegetation.

1.1 Planning and Design Code Framework

The Code is based on a framework that contains various elements called overlays, zones, sub zones and general development policies. Together these elements provide all the rules that apply to a particular parcel of land. An outline of the Code Framework is available on the SA Planning Portal.

1.2 Overlays

Overlays contain policies and maps that show the location and extent of special land features or sensitivities, such as heritage places or areas of high bushfire risk.

They may apply across one (1) or more zones. Overlays are intended to be applied in conjunction with the relevant zone. However, where policy in a zone conflicts with the policy in an overlay, the overlay policy trumps the zone policy.

1.3 Zones

Zones are areas that share common land uses and in which specific types of development are permitted. Zones are the main element of the Code and will be applied consistently across the state.

For example, a Township Zone for Andamooka can be expected to apply to similar townships like Carrieton. Each zone includes information (called classification tables) that describes the types of development that are permitted in that zone and how they will be assessed.

1.4 Sub Zones

Sub Zones enable variation to policy within a zone, which may reflect local characteristics. An example is Port Adelaide Centre, which has many different characteristics to typical shopping centres due to its maritime activities and uses.

1.5 General Development Policies

General development policies outline functional requirements for development, such as the need for car parking or wastewater management. While zones determine what development can occur in an area, general development policies provide guidance on how development should occur.

1.6 Amending the Planning and Design Code

The *Planning, Development and Infrastructure Act 2016* (“the Act”) provides the legislative framework for undertaking amendments to the Code. With approval of the Minister for Planning and Local Government (“the Minister”) a Council, Joint Planning Board, Government Agency or private proponent may initiate an amendment to the Code and undertake a Code Amendment process.

An approved Proposal to Initiate will define the scope of the Amendment, and prescribe the investigations which must occur to enable an assessment of whether the Code Amendment should take place, and in what form.

The State Planning Commission (“the Commission”) is responsible under the Act for ensuring the Code is maintained, reflects contemporary values relevant to planning, and readily responds to emerging trends and issues.

The Commission provided independent advice to the Minister for Planning and Local Government on the Proposal to initiate this Code Amendment. The Commission will also provide a report on the Code Amendment (including compliance with the Community Engagement Charter) at the final stage of the Code Amendment process.



2.0 WHAT IS PROPOSED IN THIS CODE AMENDMENT?

2.1 Need for the Amendment

The Proponent, Bluegum Borders Pty Ltd, is proposing to initiate an amendment to the Planning and Design Code ("the Code Amendment") as it relates to a group of three (3) allotments, located generally to the east of Murray Street Nuriootpa, between Old Sturt Highway and Sturt Highway (hereafter referred to as "the Area Affected"). The allotments are situated in the Rural Zone and are illustrated on the Area Affected Plan in **Appendix A**.

The Area Affected comprises three (3) allotments that were created when the Sturt Highway was realigned. The realignment resulted in the creation of smaller allotments, previously associated with larger agricultural holdings on the northern side of the realigned Sturt Highway. The smaller, excised allotments to the south of the corridor were surplus to the Government's requirements following acquisition and construction of the Sturt Highway corridor.

The Area Affected covers 1.184 hectares. It is triangular shaped, wider at the western end and terminating as a point at the eastern end where Old Sturt Highway connects back onto Sturt Highway. All allotments in the Affected Area have frontage to Sturt Highway, which is a Type R Designated Road. Direct access to Sturt Highway is not permitted and all vehicle access is gained from Old Sturt Highway.

Adjacent to the Area Affected there are two (2) allotments closer to Murray Street that have been developed for commercial purposes. Allotment 289 with frontage to Murray Street and Old Sturt Highway is developed as a petrol filling station in accordance with an approval granted by Council dated 21 March 2016. Allotment 1005, immediately to the east of Allotment 289, has been developed as a service trade premises, in accordance with an approval granted by Council dated 16 March 2017.

Allotments 289 and 1005 are not included in the Area Affected as they are already developed and because the proponent does not have any legal interest in either of these properties.

The three (3) allotments (allotments 1003, 1006 and 1007) that form the Area Affected are vacant. A speculative development application was approved by Light Regional Council to develop these allotments for service trade premises in accordance with an approval granted in 2017 to DA 313/510/2016.

The '*life*' of that consent was extended by Council until September 2021; however, the consent has now lapsed. Despite some interest being shown by prospective purchasers, contracts of sale did not eventuate due to potential taxation limitations applying to the commercial development of these allotments because of their location in the Rural Zone.

The Area Affected is situated in the Light Regional Council. Old Sturt Highway is the local government area boundary between this Council and the Barossa Council.

The Area Affected is part of an anomaly in-so-far as the current Rural Zone is concerned. The anomaly is particularly evident when reviewed in context with the zoning pattern shown on the Zones extract in **Figure 1** reproduced from the South Australian Planning and Property Atlas (SAPPA) below.

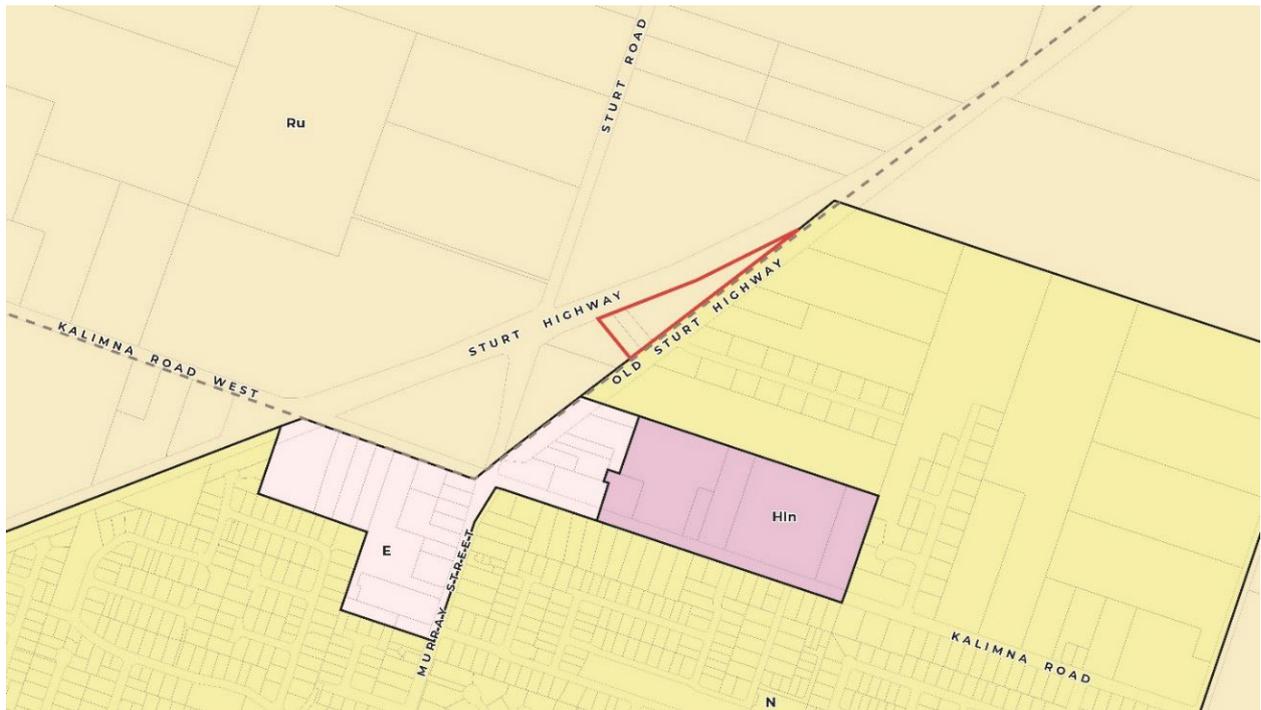


Figure 1: SPPA Zones extract of the site.

The Code Amendment seeks to apply a more appropriate zone to the Area Affected, having regard to the unsuitability of the allotments for agricultural purposes given:

- The size, shape and isolation of the allotments.
- The pattern of zoning to the south of Old Sturt Highway in The Barossa Council.
- The location of the Affected Area directly adjacent to the realigned Sturt Highway.
- The approval granted by Light Regional Council to develop service trade premises on the allotments.

As noted in **Figure 1**, Employment Zone applies to allotments between Old Sturt Highway and Kalimna Road, to the southwest of the Area Affected. The Desired Outcome of the Employment Zone encourages development in this zone to consist of:

“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.”.

Against this background, the Proponent seeks to rezone the Area Affected from Rural Zone to Employment Zone.

2.2 Area Affected

The proposal seeks to amend the Code for the Area Affected, as shown on **Appendix A**, being the land described in **Table 1** below.

The Area Affected is wholly contained within the Light Regional Council. Old Sturt Highway is the local government area boundary between this Council and The Barossa Council.

Table 1: Affected Land

| ADDRESS | ALLOTMENT & PLAN REF | CERTIFICATE OF TITLE | HUNDRED | OWNER |
|--|------------------------------------|------------------------|------------|--------------------------|
| Lot 1006, Old Sturt Highway and Sturt Highway, Nuriootpa | Allotment 1006, DP 25439. | Volume 5433 Folio 754. | Belvidere. | Bluegum Borders Pty Ltd. |
| Lot 1007, Old Sturt Highway and Sturt Highway, Nuriootpa | Allotment 1007, Filed Plan 162483. | Volume 5433 Folio 755. | Belvidere. | Bluegum Borders Pty Ltd. |
| Lot 1003, Old Sturt Highway and Sturt Highway, Nuriootpa | Allotment 1003, DP 20768. | Volume 5449 Folio 287. | Belvidere. | Bluegum Borders Pty Ltd. |

2.3 Summary of Proposed Policy Changes

2.3.1 Current Code Policy

The Area Affected is currently located in the Rural Zone. The Desired Outcomes for the Rural Zone are:

DO1: A zone supporting the economic prosperity of South Australia primarily through the production, processing, storage and distribution of primary produce, forestry and the generation of energy from renewable sources.

DO2: A zone supporting diversification of existing businesses that promote value-adding such as industry, storage and warehousing activities, the sale and consumption of primary produce, tourist development and accommodation.

Envisaged development in the Rural Zone is listed as:

- Advertisement.
- Agricultural building.
- Brewery.
- Carport.
- Cidery.

- Dairy.
- Dam.
- Distillery.
- Dwelling.
- Dwelling addition.
- Farming.
- Horse keeping.
- Horticulture.
- Industry.
- Intensive animal husbandry.
- Low intensity animal husbandry.
- Outbuilding.
- Renewable energy facility.
- Shop.
- Small-scale ground mounted solar power facility.
- Stock slaughter works.
- Tourist accommodation.
- Transport distribution.
- Verandah.
- Warehouse.
- Winery.
- Workers' accommodation.

A number of overlays currently apply to the Area Affected and these are described in **Table 2** below:

Table 2: Summary of Overlays Relating to the Affected Area

| OVERLAY | DESIRED OUTCOMES |
|--|--|
| Character Preservation District (Township) | Because it is located within the Township boundary for Nuriootpa, the Area Affected is not subject to Character Preservation policies, which seek to recognise, protect and enhance the special character of Character Preservation Districts. |
| Hazards (Bushfire - General Risk) | Development, including land division responds to the general level of bushfire risk by siting and designing buildings in a manner that mitigates the threat and impact of bushfires on life and property taking into account the increased frequency and intensity of bushfires as a result of climate change. To facilitate access for emergency service vehicles to aid the protection of lives and assets from bushfire danger. |
| Hazards (Flooding - Evidence Required) | 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. |
| Limited Land Division | The long-term use of land for primary production is maintained by minimising fragmentation through division of land. |
| Major Urban Transport Routes | <ul style="list-style-type: none"> • Safe and efficient operation of Major Urban Transport Routes for all road users. • Provision of safe and efficient access to and from Major Urban Transport Routes. • Triggers a referral to the Commissioner for Highways for certain development scenarios. |
| Native Vegetation | <p>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.</p> <p>Triggers a referral to the Native Vegetation Council for certain development scenarios.</p> |
| Prescribed Water Resources Area | <p>Sustainable water use in prescribed surface water resources areas maintains the health and natural flow paths of water courses.</p> <p>Triggers a referral to the relevant authority that administers the <i>Landscape South Australia Act 2019</i> for certain development scenarios.</p> |
| Traffic Generating Development | <ul style="list-style-type: none"> • Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users. • Provision of safe and efficient access to and from urban transport routes and major urban transport routes. • Triggers a referral to the Commissioner for Highways for certain development scenarios. |

| OVERLAY | DESIRED OUTCOMES |
|-----------------------|--|
| Water Protection Area | <p>Safeguard South Australia's public water supplies and ecologically significant areas by protecting regionally and locally significant surface and underground water resources in Water Protection Areas from pollution. This includes considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change.</p> <p>Triggers a referral to the Environment Protection Authority for certain development scenarios.</p> |

These overlays remain relevant to addressing matters for future development and should continue to apply, with the exception of the Limited Land Division Overlay. The Limited Land Division Overlay seeks to protect land used for primary production purposes and will be removed as it will no longer be relevant under the Employment Zone.

Two (2) Local Variations (Technical and Numerical Variations) currently apply to the Area Affected:

- minimum Site Area (33 hectares); and
- minimum Dwelling Allotment Size (33 hectares).

These will be deleted as they relate to development in the Rural Zone and will no longer be required. New TNVs are not required - this is consistent with the Employment Zone in close proximity to the south and east of the Area Affected.

The current policies are shown in **Appendix B**.

2.3.2 *Proposed Code Policy*

The Code Amendment seeks to apply the Employment Zone to the Area Affected, having regard to the unsuitability of the allotments for agricultural purposes given their size, shape and isolation, the pattern of zoning to the south of Old Sturt Highway, the location of the allotments directly adjacent to the realigned Highway, and an approval granted by Light Regional Council to develop service trade premises on the allotments.

The proposed amended zone arrangement is shown in **Figure 2** below:

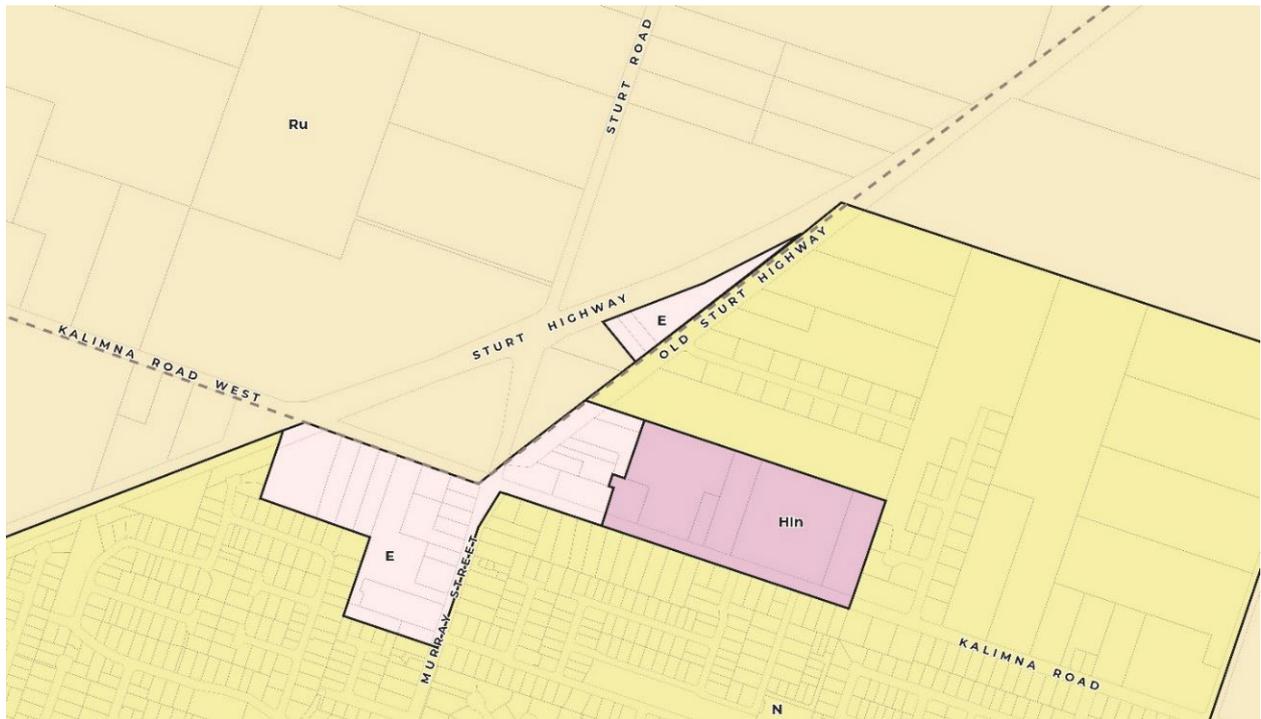


Figure 2: Proposed Amended Zone Arrangement.

The Desired Outcomes for the Employment Zone are:

- DO1: 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.**
- DO2: Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.**

Envisaged development in the Employment Zone is listed as:

- Advertisement.
- Consulting room.
- Indoor recreation facility.
- Light industry.
- Motor repair station.
- Office.
- Place of worship.
- Research facility.

- Retail fuel outlet.
- Service trade premises.
- Shop.
- Store.
- Telecommunications facility.
- Training facility.
- Warehouse.

The following overlays will be retained:

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

As described previously the Limited Land Division Overlay that currently applies will be deleted.

The two (2) Local Variations (Minimum Site Area and Minimum Dwelling Allotment Size) that currently apply to the Area Affected will be deleted as they relate to development in the Rural Zone and will no longer be required.

The selection of overlays and removal of Local Variations is consistent with the Employment Zone in close proximity to the south-west of the Area Affected.

The proposed policy is shown in **Appendix C**.

3.0 WHAT ARE THE NEXT STEPS FOR THIS CODE AMENDMENT?

3.1 Engagement

Engagement on the Code Amendment must occur in accordance with the Community Engagement Charter principles, which required that:

- engagement is genuine;
- engagement is inclusive and respectful;
- engagement is fit for purpose;
- engagement is informed and transparent; and
- engagement processes are reviewed and improved.

An Engagement Plan has been prepared for this Code Amendment to ensure that engagement will be conducted and measured against the principles of the Charter. For more information on the Community Engagement Charter go to the SA Planning Portal at (www.plan.sa.gov.au).

A summary of the engagement that is occurring for this Code Amendment is as follows:

- A four (4) week consultation process.
- Public notice on the PlanSA Portal.
- Website update (PlanSA Portal).
- Online form to collect feedback on the Code Amendment (PlanSA Portal).
- Information provided on the websites of Light Regional Council and the Barossa Council (subject to Council agreement).
- Notice in local newspapers – The Leader and The Bunyip.
- Letter to the Local Member for Parliament.
- Letters to surrounding property owners.
- Letters to Light Regional Council, The Barossa Council and the Local Government Association of South Australia.
- Letters to relevant State agencies and utility providers.
- Opportunity to discuss the Code Amendment and ask questions with a consultant planner at MasterPlan Pty Ltd.

3.2 How can I have my say on the Code Amendment?

There are several ways in which you can provide feedback on the Code Amendment. Submissions can be made online, via email, or post:

- **Online:**
via the SA Planning Portal:
https://plan.sa.gov.au/have_your_say/code_amendments
- **Email:**
plan@masterplan.com.au
Attention: Old Sturt Highway Nuriootpa Code Amendment.
- **In writing:**
c/- MasterPlan SA Pty Ltd, 33 Carrington Street, Adelaide, SA, 5000.
Attention: Old Sturt Highway Nuriootpa Code Amendment.

If you wish to discuss the Code Amendment or ask questions during the engagement period you can contact David Lake, Consultant Planner, MasterPlan SA Pty Ltd by telephone on (08) 8193 5600.

3.3 What changes to the Code Amendment can my feedback influence?

Aspects of the project which stakeholders and the community can influence are:

- Whether the Code Amendment ultimately proceeds, i.e. whether the Area Affected is rezoned to the Employment Zone.
- The application of policies that address specific issues, in particular traffic management and interface policies, for example noise.
- The need for any Technical and Numeric Variations (for example building height).
- The application of any overlays to the Area Affected.

Aspects of the project which stakeholders and the community cannot influence are:

- Zone boundary – the proponent is only able to propose a Code Amendment for properties that they have a legal interest in.
- The standard wording of the policy established by the Planning and Design Code for the Employment Zone.
- The standard wording of the policy established by the Planning and Design Code for relevant overlays and General Development Modules.

3.4 What will happen with my feedback?

Bluegum Borders Pty Ltd (as the Proponent of the Code Amendment) is committed to undertaking consultation in accordance with the principles of the Community Engagement Charter and is genuinely open to considering the issues raised by people in the community.

All formal submissions will be considered by Bluegum Borders Pty Ltd when determining whether the proposed Amendment is suitable and whether any changes should be made.

Each submission will be entered into a register, and you will receive an email acknowledging receipt of your submission. Your submission will be published on the PlanSA Portal. Personal addresses, email and phone numbers will not be published; however, company details will be.

Bluegum Borders Pty Ltd will consider the feedback received in finalising the Code Amendment and will prepare an Engagement Report which will outline what was heard during consultation and how the proposed Code Amendment was changed in response to submissions.

The Engagement Report will be forwarded to the Minister, and then published on the PlanSA Portal.

3.5 Decision on the Code Amendment

Once the Engagement Report is provided to the Minister, the Commission may provide further advice to the Minister.

The Minister will then either adopt the Code Amendment (with or without changes) or determine that the Code Amendment should not proceed. The Minister's decision will then be published on the PlanSA Portal.

If adopted, the Code Amendment will be referred to the Environment Resources and Development Committee of Parliament (ERDC) for their review. The Commission will also provide the Committee with a report on the Code Amendment, including the engagement undertaken on the Code Amendment and its compliance with the Community Engagement Charter.

4.0 ANALYSIS

4.1 Strategic Planning Outcomes

4.1.1 *Summary of Strategic Planning Outcomes*

The key strategic planning considerations to be addressed by this Code Amendment include:

- Applying a more appropriate zone to three (3) small undeveloped allotments on the fringe of Nuriootpa that were isolated when the Sturt Highway was realigned, to provide the owner with greater certainty regarding future potential development.

4.1.2 *Consistency with the State Planning Policies*

State Planning Policies define South Australia's planning priorities, goals and interests. They are the overarching umbrella policies that define the state's interests in land use. There are 16 State Planning Policies and six (6) special legislative State Planning Policies.

These policies are given effect through the Code, with referral powers assigned to relevant Government Agencies (for example, the Environmental Protection Agency for contaminated land). The Code (including any Code Amendments) must comply with any principle prescribed by a State Planning Policy.

This Code Amendment is considered to be consistent with the State Planning Policies as shown in **Appendix D**.

4.1.3 *Consistency with the Regional Plan*

The directions set out in Regional Plans provide the long-term vision and set the spatial patterns for future development within a region. This can include land use integration, transport infrastructure and the public realm.

The Commission has identified that the existing volumes of the South Australian Planning Strategy, prepared under the *Development Act 1993*, will apply until such time as the new Regional Plans are prepared and adopted. Refer to the SA Planning Portal for more information on the Commission's program for implementing Regional Plans throughout South Australia.

Where there is conflict between a Regional Plan and the State Planning Policies, the State Planning Policies will prevail.

This Code Amendment is considered to be consistent with the *2017 Update to the 30-Year Plan for Greater Adelaide* volume of the Planning Strategy as shown in **Appendix D**.

4.1.4 Consistency with other Key Strategic Policy Documents

Light Regional Council has prepared two (2) reports which are relevant to the Code Amendment. They are:

- Light Regional Council Strategic Plan 2021-2025; and
- Light Regional Council Economic Development Plan 2020-2030, [July 2020].

This Code Amendment aligns with these two (2) key policy documents as shown in **Appendix D**.

4.2 Infrastructure Planning

The following infrastructure planning is relevant to this Code Amendment:

Table 3: Summary of Infrastructure Planning

| COUNCIL INFRASTRUCTURE PLANNING | RESPONSE/COMMENT |
|---------------------------------|---|
| Roads | Stantec Australia have undertaken a transport impact assessment (see Section 4.3.3 below). Predicted daily traffic volumes from anticipated development following rezoning are not dissimilar to many unsignalized intersections within the Adelaide metropolitan area that operate efficiently without any major operational or safety issues. No upgrades to roads or intersections in the locality are required. |
| Wastewater | The Barossa Council has provided the following advice: <i>There is a CWMS gravity drain located in Old Sturt Highway adjacent the frontage of the site under review. If the new buildings remain as warehouse with the proposed wastewater systems, the CWMS will have capacity. A Connection /Augmentation charge will be payable on connection to the Barossa CWMS network. The septic tank pump outs will be managed by Light Regional Council with the Barossa Council charging a set effluent disposal service charge to Light for the connected properties.</i> |
| Stormwater Management | The Barossa Council has provided the following advice: <i>In terms of stormwater drainage, Old Sturt Highway is under the care and responsibility of The Barossa Council. We note the "Stormwater drainage Management Plan" prepared by Ardill Payne titled "Bridgestone Truck Centre Lots 1006 and 1007 on DP 25439 & 1003 on DP 20768 Old Sturt Highway, Barossa, SA", dated November 2016. Notwithstanding, there is no underground drainage in the immediate vicinity and special consideration is required to ensure free and unrestricted flow of stormwater in the roadside swale in a safe and convenient manner consistent with the limited capacity of the system. The Barossa Council will provide specific stormwater and detention requirements at time of development application.</i> |

| COUNCIL INFRASTRUCTURE PLANNING | RESPONSE/COMMENT |
|---|--|
| | <p>The stormwater management plan prepared as part of the approval for Development Plan Consent for DA313/510/2016 demonstrates that stormwater could be managed:</p> <ul style="list-style-type: none"> • a combination underground pipe (minor storm flows) and overland flow (major storm flows) system to convey runoff to the proposed site discharge to the Old Sturt Highway roadside table drains; • to achieve reduction of post development peak flows to existing 20-year ARI levels provision of a detention basin within each lots' site area, adjacent to the southern site Old Sturt Highway frontage and proposed site accesses.; and • the requirements of the EPA '<i>Stormwater Pollution Prevention</i>' code of practice are met primarily through the provision of a total of 20 square metres of bio retention area incorporated into the bases of the detention basins. |
| GOVERNMENT AGENCY INFRASTRUCTURE PLANNING | RESPONSE/COMMENT |
| Roads | <p>New access points (vehicle crossovers) to the Area Affected will be provided via Old Sturt Highway, which is a Council-controlled road. No direct access will be provided to/from the State-controlled Sturt Highway.</p> |
| Water | <p>Light Regional Council's assessment of the application DA 313/510/2016 did not identify any infrastructure capacity issues which would constrain the allotments' development for commercial purposes.</p> <p>The South Australian Property and Planning Atlas indicates that Water Main is available adjacent to the site along Old Sturt Highway and connects to the wider network in Nuriootpa via Murray Street and Steinborner Street.</p> |
| Electricity | <p>Light Regional Council's assessment of the application DA 313/510/2016 did not identify any infrastructure capacity issues which would constrain the allotments' development for commercial purposes.</p> <p>The South Australian Property and Planning Atlas indicates that SAPN sub-transmission and high voltage overhead line is available adjacent to the site, along Old Sturt Highway and Sturt Highway.</p> <p>The Atlas also indicates that SAPN sub-transmission and high-voltage underground cable is available adjacent to the site, at the intersection of Old Sturt Highway and Steinborner Street.</p> |
| Gas | <p>The Australian Gas Infrastructure Group have advised that there is natural gas infrastructure on Old Sturt Highway adjacent to the Area Affected. Depending on the requested gas demand, it is expected there would be capacity in this gas main to supply the allotments.</p> |
| Communications | <p>The Area Affected is in the "<i>service available area</i>" for the NBN. Some augmentation may be required to provide connections to future development.</p> |

4.3. Investigations

4.3.1 *Investigations Undertaken*

The extent of investigations that have been undertaken as part of the Code Amendment process have been agreed by the Minister in the Proposal to Initiate. The following investigations have been undertaken:

- Review information provided as part of the (approved) application DA 313/510/2016, to develop the three (3) allotments for service trade premises.
- A transport impact assessment to assess anticipated transport implications of the Code Amendment, including traffic demand of anticipated uses and impact on the surrounding road network.
- Acoustic investigations to ensure residential development is not disadvantaged or inconvenienced by noise associated with future development on the three (3) allotments.
- Consideration of bushfire risk and whether to change the Hazards (Bushfire – General Risk) Overlay which currently applies to the Area Affected.

In addition to this, the Commission has also specified certain investigations or information requirements to be undertaken to support the Code Amendment:

- Removal of the Limited Land Division Overlay.
- General amenity impacts on adjacent residential development within the Neighbourhood Zone, including building design, hours of operation, servicing and vehicle movements.

4.3.2 *Development Application DA 313/510/2016*

A speculative development application was approved by Light Regional Council to develop the three (3) allotments for service trade premises in accordance with an approval granted in 2017 to DA 313/510/2016. The service trade premises have not proceeded given concerns with the rural zoning.

The application was assessed against the (then) Primary Production Zone of the Light Regional Council Development Plan. The application was processed as '*non-complying*' form of development. The (then) Development Assessment Commission concurred with Council's decision to grant consent to the application.

Council's assessment of the application did not identify any infrastructure capacity issues which would constrain the allotments' development for commercial purposes.

The table **below** identifies the investigations that were undertaken in support of the Development Application and are relevant to the proposed Code Amendment.

Table 4: Summary of Investigations for DA 313/510/2016

| INVESTIGATION UNDERTAKEN | SUMMARY OF SCOPE OF INVESTIGATIONS | SUMMARY OF OUTCOME OF RECOMMENDATIONS |
|---|---|--|
| <p>Stormwater Management Plan (SMP) Nov 2016 (Ardill Payne)</p> | <p>The SMP outlines the proposed stormwater design in order to demonstrate compliance with the requirements of the Light Regional Council (LRC) document <i>'Standards and Requirements for the Design, Construction and Development of Infrastructure Assets in the Light Regional Council'</i>.</p> | <p>The SMP found that stormwater could be managed:</p> <ul style="list-style-type: none"> • A combination underground pipe (minor storm flows) and overland flow (major storm flows) system to convey runoff to the proposed site discharge to the Old Sturt Highway roadside table drains; • To achieve reduction of post development peak flows to existing 20-year ARI levels provision of a detention basin within each lots' site area, adjacent to the southern site Old Sturt Highway frontage and proposed site accesses; and <p>The requirements of the EPA <i>'Stormwater Pollution Prevention'</i> code of practice are met primarily through the provision of a total of 20 square metres of bio retention area incorporated into the bases of the detention basins.</p> |
| <p>DA 313/510/2016 Statement of Effect Nov 2016 (MasterPlan)</p> | <p>Provides an assessment of the proposed development against the relevant provisions of the Light Regional Council Development Plan.</p> | <ul style="list-style-type: none"> • The proposed land use (service trade premises) is considered appropriate in this location as it does not compromise the achievement of the Objectives of the Zone or Policy Area. • The proposed development is in accord with the relevant design and appearance provisions of the Light Regional Council Development Plan. • Proposed car parking complies with Table Lig/2 of the Light Regional Council Development Plan for Vehicle Parking. • The proposed measures to minimise the potential impacts at the interface of multiple land uses is sufficient when viewed in the context of the locality and assessed against the relevant provisions of the Development Plan. • The proposed landscaping meets the requirements of the Light Regional Council Development Plan. • Additional landscaping on the site is considered to be a positive environmental effect as it will assist in providing a landscaped visual buffer to adjacent land, as well as providing a landscape corridor for fauna, with drought tolerant species selected to minimise irrigation requirements. |

| INVESTIGATION UNDERTAKEN | SUMMARY OF SCOPE OF INVESTIGATIONS | SUMMARY OF OUTCOME OF RECOMMENDATIONS |
|--------------------------|------------------------------------|---|
| | | <ul style="list-style-type: none"> The environmental effects as a result of this development are considered minimal as all vehicle movements can be accommodated on the site and all stormwater will be retained on each site within the designated detention basins. The proposed development will provide additional employment to the region in terms of both current and future employment opportunities and during the construction phase and will offer economic support to a number of business enterprises which could be accommodated in the proposed buildings. |

4.3.3 Traffic Investigations

Stantec Australia have undertaken a transport impact assessment to assess anticipated transport implications of the Code Amendment, including traffic demand of anticipated uses and impact on the surrounding road network.

Traffic movement counts at the intersections of Murray Street, Old Sturt Highway and Kalimna Road intersection were undertaken on 3 August 2022, which showed that current traffic volumes on Old Sturt Road are 500 vehicles per day and on Murray Street are 5,300 vehicles per day north of Old Sturt Highway and 5,200 vehicles per day south of Old Sturt Highway.

A review of reported crash history for the roads and intersections adjacent to the Area Affected was done, with no crashes reported. It was noted there are no pedestrian, cycling or public transport facilities provided in the locality, nor is any future road widening anticipated.

An estimation of future vehicle movements was undertaken based on the anticipated uses within the Affected Area under the intended zoning being predominantly service trade or light industrial uses. It was anticipated that there will be new access points to the Area Affected on Old Sturt Highway, but no direct access will be provided to Sturt Highway.

It was estimated that anticipated uses for the Area Affected following rezoning could generate collectively 150 vehicle trips per day, with 30 vehicle trips per hour during morning (8.00 am - 9.00 am) and afternoon (3.00 pm - 4.00 pm) peak periods.

Based on this traffic generation the forecast traffic volumes associated with the Area Affected will increase the traffic volumes on Old Sturt Highway up to 650 vehicles per day and increase Murray Street north of Old Sturt Highway up to 5,360 vehicles per day and south of Old Sturt Highway up to 5,290 vehicles per day.

These daily traffic volumes are not dissimilar to many unsignalized intersections within the Adelaide metropolitan area that operate efficiently without any major operational or safety issues. The site observations indicated large portions of available gaps that would enable the intersection to operate effectively.

The assessment also concluded:

- Parking for the anticipated uses in the Area Affected would be assessed with any development application based on actual land use and built form layouts. The parking rates in the Planning and Design Code will be suitable for this purpose.
- The Hazards (Bushfire – General Risk) Overlay applies to the Area Affected. Although separate to the Code Amendment process, the Affected Area shall be designed to accommodate the specific designated-performance feature criteria relating to the design of circulation roads and access points.
- Although separate to the Code Amendment process, the Area Affected is capable of accommodating appropriately configured allotments and road layouts that can satisfy the specific designated-performance criteria relating to the design of roads and access points.

A copy of the traffic impact assessment by Stantec Australia is included at **Appendix E**.

4.3.4 Acoustic Investigations

Sonus Pty Ltd have undertaken an acoustic assessment of the proposed Code Amendment, noting the closest sensitive receivers to the new Employment Zone comprise existing residents within the Neighbourhood Zone opposite the site across Old Sturt Highway to the southeast.

Sonus' report recognises that subjectively, the Code Amendment provides the opportunity for an orderly transition between the very high noise levels associated with the Sturt Highway and the amenity desired within the Neighbourhood Zone.

As the site is located in close proximity to the Sturt Highway, the existing ambient noise environment in the vicinity of the Affected Area is likely to be dominated by road traffic on this major road. This is expected to remain the dominant noise source and effectively mask the potential character of noise emissions from most potential developments within the Area Affected.

An objective assessment was undertaken by Sonus, which considers the following:

- The noise criteria that would apply as a result of the Code Amendment.
- The suitability of the resulting noise criteria in the context of established standards and guidelines.
- The likely acoustic treatment measures that would be required for a typical development within the site.

The assessment has considered typical noise sources associated with commercial, light industrial or service trade premises. The assessment is expected to be representative of the land use likely to be accommodated on any of the allotments within the proposed Employment Zone. The purpose of the indicative assessment is to determine if a land use, promoted in the proposed zone, can be accommodated without the noise impacting the amenity at sensitive receivers in the vicinity (i.e. residences in the Neighbourhood Zone).

The typical noise sources considered (within a 15-minute period during the day) were:

- Ten (10) passenger vehicle movements to or from the site.
- Continuous activity within a building (with moderate noise levels).
- Continuous forklift activity on the Sturt Highway side of the building.

In summary, the assessment found that:

- The proposed Code Amendment will result in noise criteria for future developments, which are determined in accordance with the *Environment Protection (Noise) Policy 2007* (the Policy) for an interface area.
- The Policy is based on the *Guidelines for Community Noise (1999)* published by the World Health Organisation, which are designed to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area.
- An objective environmental noise assessment has been conducted, which considers a potential future development within the Area Affected. The assessment considered typical noise sources associated with commercial, light industrial and service trade premises. The assessment provides indicative practical acoustic treatments which could be applied to such a development to achieve compliance with the goal noise levels of the Policy. Future proposals for development at any location within the Area Affected are likely to result in similar outcomes.
- The treatments are consistent with those which would apply to a similar development in other Employment zones and will result in a comparable level of amenity at nearby sensitive receivers.

The recommended practical acoustic treatments that could be taken include:

- Placing roller doors on the Sturt Highway side of the building.
- Locating any plant or equipment on the Sturt Highway side of the building.
- Ensuring unloading and other activities using a forklift are located on the Sturt Highway side of the building.
- Installing "broadband" reversing alarms on any forklift.

With these practical treatments in place, noise from proposed developments within the Area Affected will achieve the Policy goal noise levels at all nearby existing sensitive receivers. Final treatment measures required for a specific development may vary based on the proposed activity and location on the subject land.

Based on the above, Sonus also concluded the existing General Development Policies(*Interface between Land Uses*) in the Planning and Design Code provide a suitable level of acoustic amenity at sensitive receivers and will result in the incorporation of practical acoustic treatment measures, which are typical for similar developments located adjacent to sensitive receivers.

A copy of the acoustic report by Sonus is included at **Appendix F**.

4.3.5 Bushfire Risk

The Hazards (Bushfire – General Risk) Overlay currently applies to the Area Affected. This overlay would have been applied prior to the realignment of the Sturt Highway and reflects the application of the General Risk Overlay to farmland on the northern side of the Highway. **Figure 3** shows how the Hazards (Bushfire) Overlays currently apply in the locality.

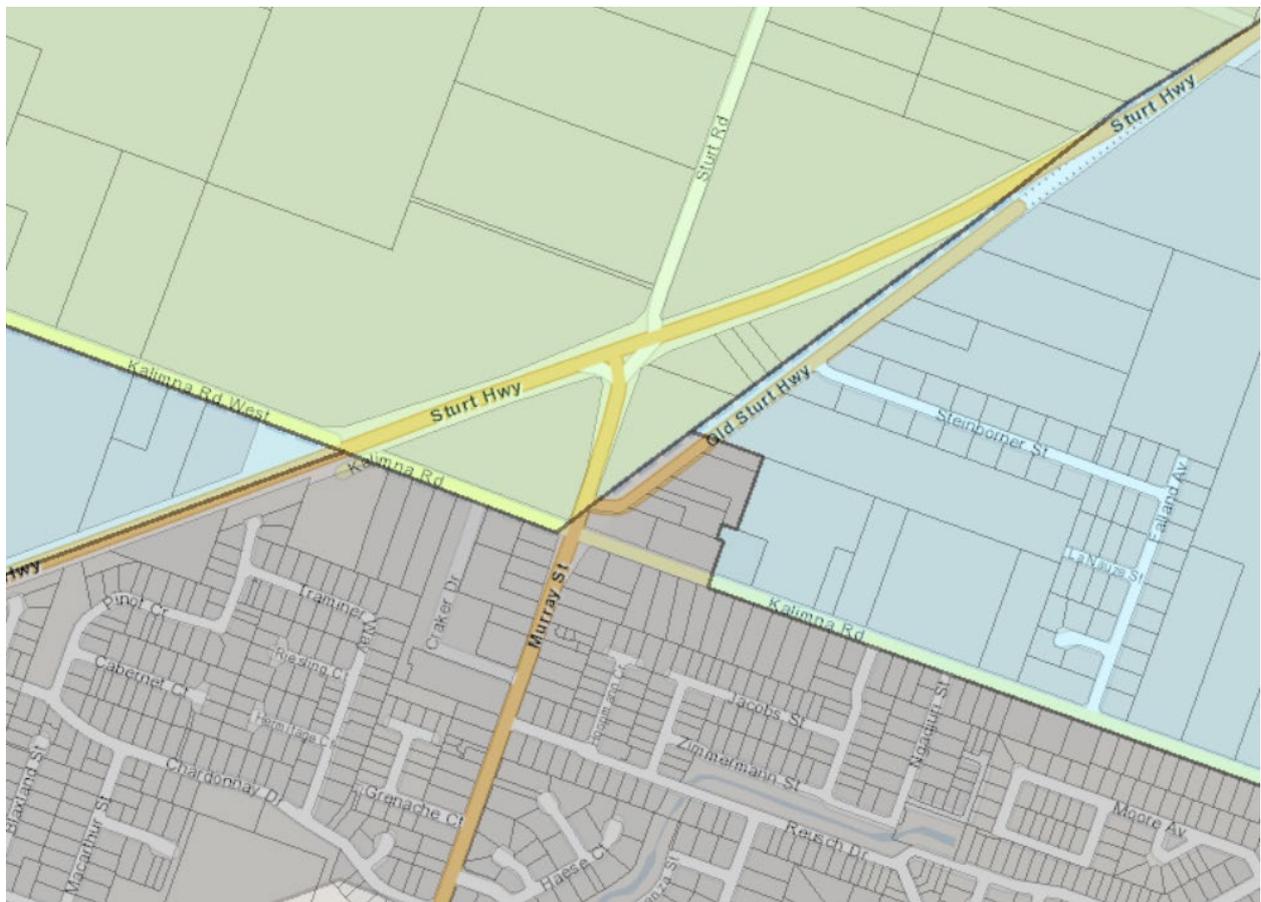


Figure 3: Hazards (Bushfire) Overlays: Green - General Risk; Blue - Medium Risk; Grey - Urban Interface.

Consultation with the Country Fire Service (CFS) has been undertaken on whether the General Risk Overlay should continue to apply to the Area Affected, given the realignment of Sturt Highway and the proposed rezoning to Employment. The CFS supports retention of the current Hazards (Bushfire – General Risk) Overlay at this stage given the following:

- The State Planning Commission is currently preparing a State-wide Bushfire Hazards Overlay Code Amendment that aims to review the current policy framework (spatial layers and policy content) of the six (6) Hazard (Bushfire Risk) Overlays as well as explore other planning instruments and mechanisms to assist in mitigating bushfire hazard impacts. The State-wide Code Amendment will introduce updated policy and updates to spatial application of the bushfire overlays, in particular the boundaries of high, medium, general and urban interface areas. As such it will supersede any bushfire overlay changes that could be introduced by this Code Amendment. It is understood the State-wide Bushfire Hazards Code Amendment will be on public consultation later in 2022.
- There is a relatively low risk of bushfire impacting on the Area Affected.
- The Area Affected is buffered from adjoining land by significant roads, in particular the Sturt Highway and the Old Sturt Highway.
- It is not anticipated that any habitable buildings will be constructed in the Area Affected once the Employment Zone has been applied.

4.3.6 Limited Land Division Overlay

The Limited Land Division Overlay seeks to protect land for primary production purposes by limiting land division and the ongoing fragmentation of primary production land.

The overlay applies to vital agricultural lands and key rural areas where there is a desire to retain larger allotment sizes and minimise the potential for the creation of smaller allotments that have the potential to undermine primary production. **Figure 4** shows how the Limited Land Division Overlay currently applies in the locality.

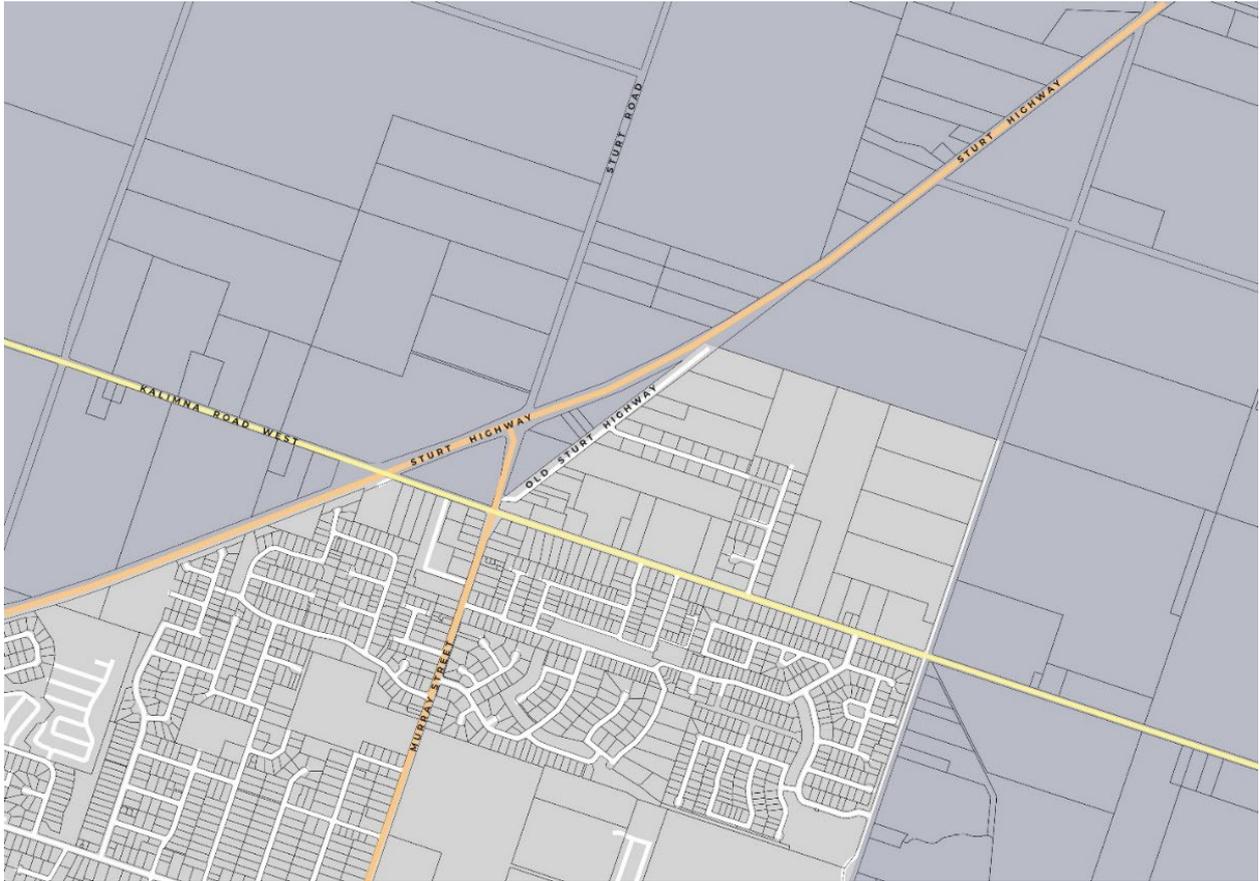


Figure 4: Limited Land Division Overlay (in dark grey).

For the reasons described previously the Area Affected is part of an anomaly in-so-far as the current Rural Zone is concerned, particularly the unsuitability of the allotments for agricultural purposes given their isolation since the realignment of the Sturt Highway.

The realignment of the Sturt Highway and the proposed rezoning of the Area Affected to the Employment Zone renders application of the Limited Land Division Overlay redundant and it is proposed that it be removed. This is consistent with the Employment Zone in close proximity to the south and west of the Area Affected.

Figure 5 shows how the Limited Land Division Overlay will be amended.

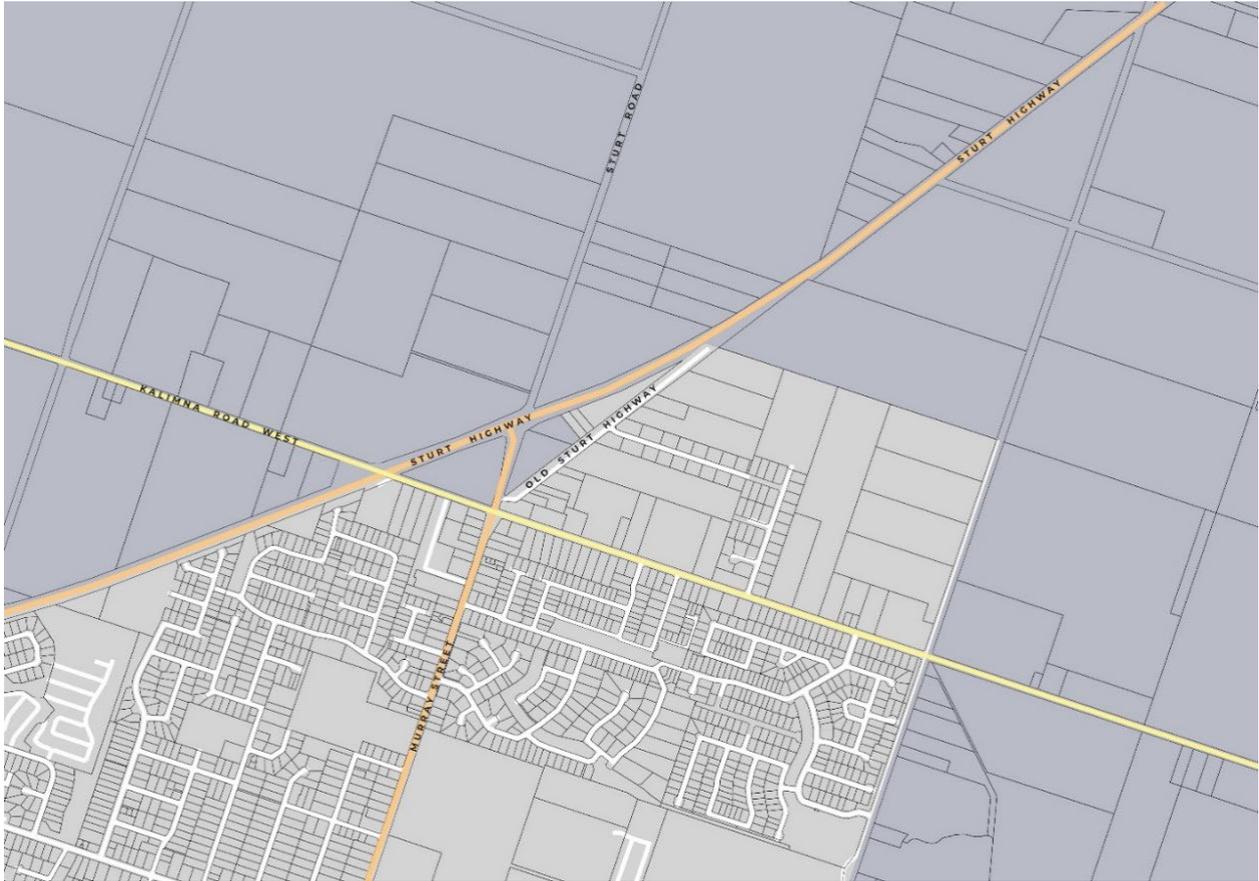


Figure 5: Amended Limited Land Division Overlay (in dark grey).

4.3.7 General Amenity Impacts

It is very common for Employment Zones to be located directly adjacent to residential areas in the urban areas of Adelaide and in regional towns, including several existing locations in Nuriootpa.

The Area Affected adjoins a Neighbourhood Zone to the south, which is partially developed. There is scope for this area to become further developed in the future, albeit at a low density – the minimum site area for all dwelling types is specified in the Code as 1,000 square metres. Should the area become fully developed it is anticipated there will be approximately 20 dwellings directly fronting the southern side of Old Sturt Highway opposite the Area Affected.

The Area Affected is separated from the residential properties to the south in the Neighbourhood Zone by the Old Sturt Highway, which is estimated to have a road reserve of approximately 29 metres. Currently the nearest house to the Area Affected is approximately 33 metres away.

Given the opportunity to capitalise on the exposure to Sturt Highway it is anticipated that the Area Affected will be utilised for commercial type development (such as the service trade premises that were previously approved by Light Regional Council). There is already commercial development in existence on the adjoining properties, a Bridgestone Tyre Centre and a petrol filling station, both of which are directly opposite the Neighbourhood Zone.

In the Employment Zone only minor types of development such as internal building work, shade sails, roof mounted solar photovoltaic panels, water tanks, advertisements and replacement buildings can be assessed as Accepted or Deemed to Satisfy Development. The vast majority of development proposals (including service trade premises, stores, warehouses, light industry) will follow the Performance Assessed assessment pathway which means they will be assessed against a number of provisions in the Code to ensure the amenity of the nearby residential area is not compromised.

In addition, development proposals for common activities in an Employment Zone are likely to be subject to public notification, including service trade premises. Land uses including consulting rooms, light industry, office, motor repair station, retail fuel outlet, shop, store, warehouse is likely to be subject to public notification as the allotments in the Area Affected are adjacent to land used for residential purposes in the Neighbourhood Zone. Notification would allow the property owners on the southern side of Old Sturt Highway to review development proposals and provide their views, which can then be considered by the relevant authority.

The Desired Outcomes for the Employment Zone emphasise the need for low-impact activities and high visual and environmental amenity along zone boundaries, as follows:

- DO1: 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.**
- DO2: Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.**

The Employment Zone includes the following performance outcomes related to the protection of amenity in adjoining areas, including:

- PO 2.1: 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.**
- PO 2.2: 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:**
 - (a) using a variety of building finishes.**
 - (b) avoiding elevations that consist solely of metal cladding.**
 - (c) using materials with a low reflectivity.**
 - (d) using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.**
- PO 3.6: Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.**

PO 3.7: Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.

PO 3.8: Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.

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

In addition, the Code includes a number of General Development Policies that are relevant, including:

Design

PO 1.5: The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.

Interface between Land Uses

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.**

PO 4.1: Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).

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.**

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 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:

- (e) incorporating appropriate treatment technology before exhaust emissions are released.**
- (f) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.**

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).

These policies ensure that development proposals in the Area Affected will be assessed to ensure amenity impacts on the adjoining Neighbourhood Zone are suitably addressed in terms of:

- building design, including facades, massing, overshadowing and scale;
- landscaping;
- location and visual impact of storage, waste management and loading/service areas;
- hours of operation;
- noise;
- location and operation of areas for on-site vehicle manoeuvring, plant and equipment and outdoor work spaces;
- air quality; and
- external lighting.

The Area Affected is currently vacant which means these matters can be considered using a clean slate rather than having to consider previous developments that have not addressed amenity impacts successfully. In addition, development on the allotments may help to create a buffer to any noise impacts for residents from the fast-moving traffic using Sturt Highway.

The service trade premises that were approved in 2017 by Light Regional Council on the allotments in the Affected Area included a number of features that illustrate how appropriate design can minimise potential amenity impacts, by:

- proposed buildings were setback from the residential interface of Old Sturt Highway;

- proposed buildings were open plan suitable for storage or low impact activities, to be constructed of high-quality materials creating an integrated built form with coordinated appearance;
- proposed storage areas were located internally within buildings, screened from view;
- landscaping was included on road frontages, including Old Sturt Highway to provide a physical and visual buffer and to soften the built form;
- all hard surfaces were to be kept clean by regular sweeping so that dust-generation did not impact off-site;
- hours of operation were reasonable, noting the context of a nearby 24-hour petrol filling station;
- all stormwater would be treated and managed on-site; and
- external lighting was to be located, directed and shielded so that no nuisance or loss of amenity was caused.

4.3.8 *Recommended Policy Changes*

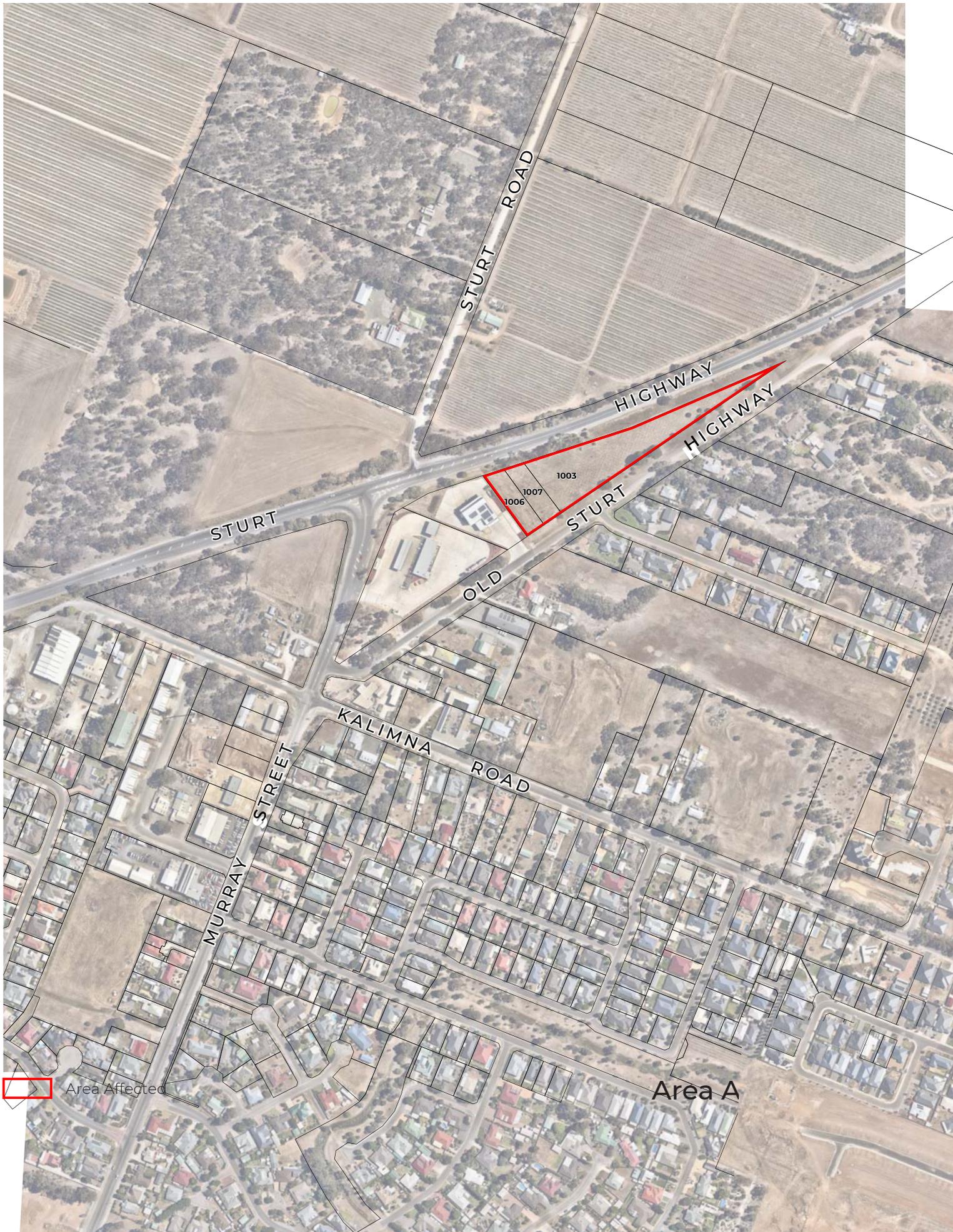
The above investigations confirm that the policy contained within the Code is sufficient to guide future development of the Area Affected. Accordingly, this Code Amendment does not seek to change any policy within the Code and will only result in changes to boundaries for the Rural Zone and Employment Zone, Limited Land Division Overlay and application of Local Variations (TNVs) for Minimum Site Area and Minimum Dwelling Allotment Size as described in **Section 2.3** of this report.

5.0 REFERENCES

- Plan SA - Guide to the Planning and Design Code June 2022.
- Department of Planning, Transport and Infrastructure - The 30-Year Plan for Greater Adelaide 2017 Update.
- State Planning Commission - State Planning Policies for South Australia 2019.
- Light Regional Council - Strategic Plan 2021-2025.
- Light Regional Council - Economic Development Plan 2020-2030.
- MasterPlan Pty Ltd - Development Application to Light Regional Council for JJ Oldfield - DA 313/510/2016.
- Sonus Pty Ltd - Old Sturt Highway, Nuriootpa Planning and Design Code Amendment, Acoustic Report, August 2022.
- Stantec Australia – Nuriootpa Employment Zone Code Amendment, Old Sturt Road Nuriootpa, Traffic Impact Assessment, August 2022.

APPENDIX A

Area Affected Mapping



1:5000 @ A4
0 100m

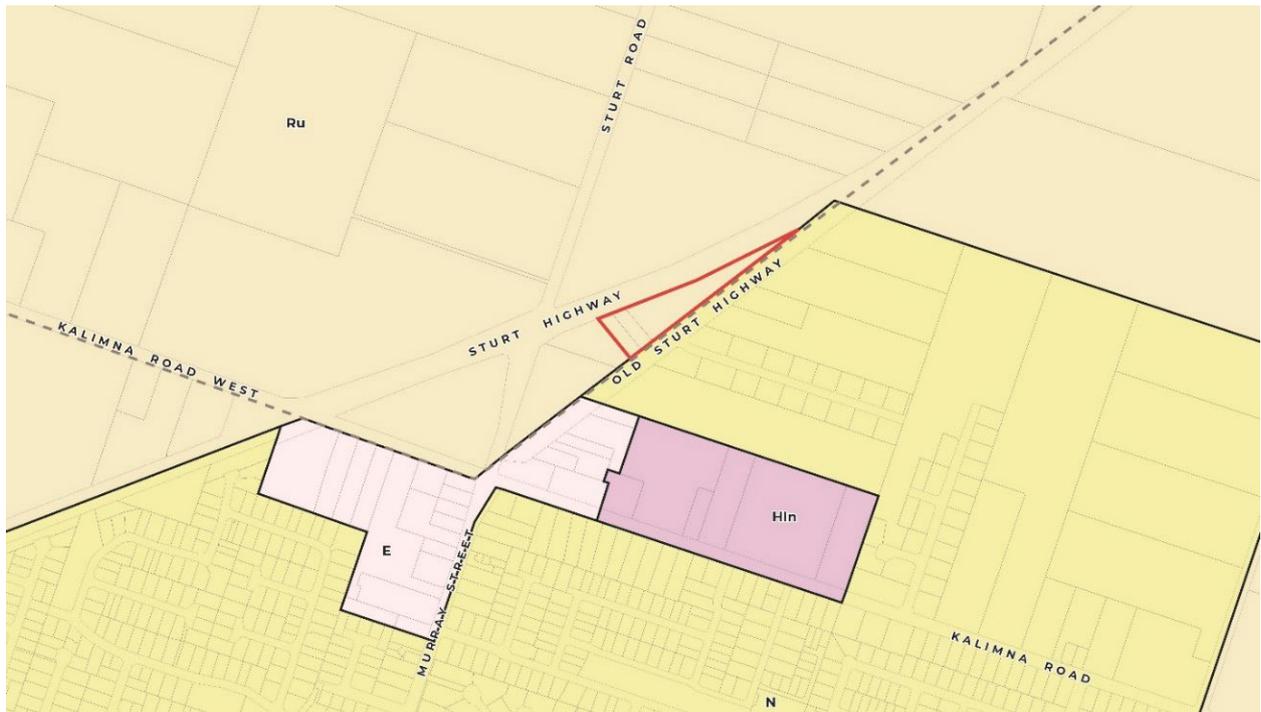
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APPENDIX B

Current Code Policy

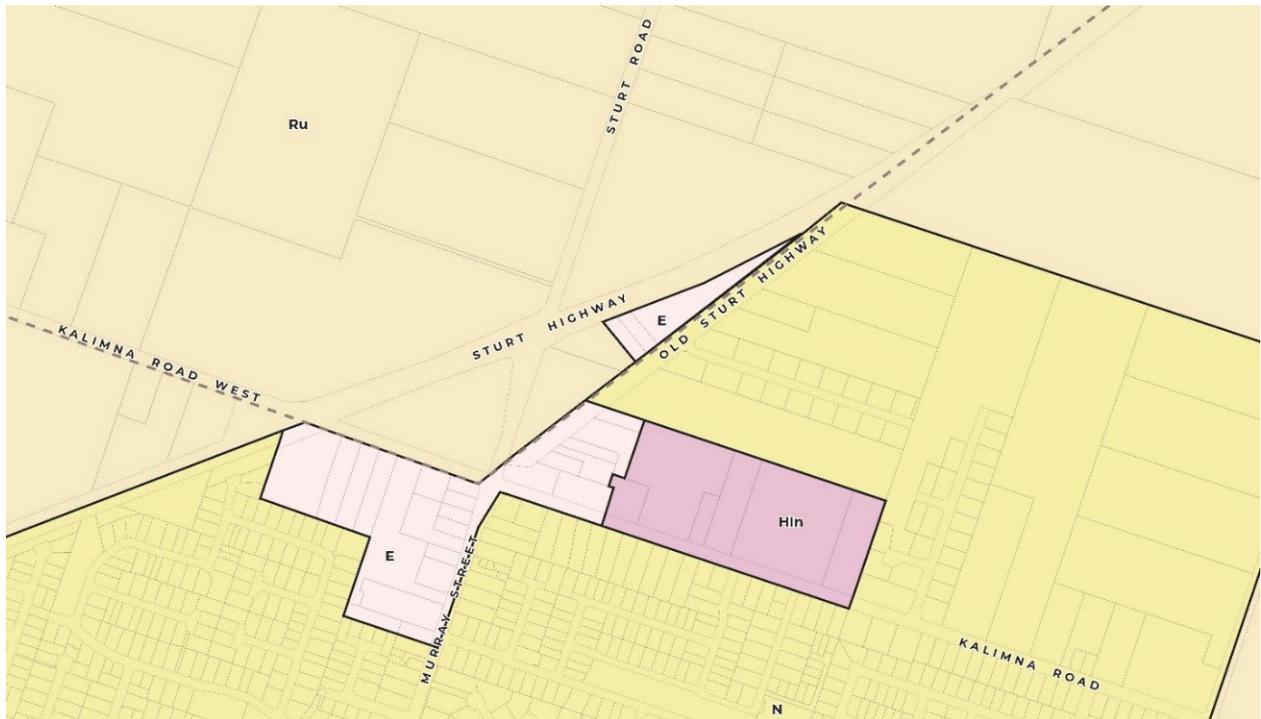


Current Zoning

| CURRENT CODE POLICY | |
|-----------------------|---|
| Current Policy | <u>Zone</u> Rural Zone. |
| | <u>Subzone</u> Nil. |
| | <u>Overlays</u> (a) Character Preservation District (Township). (b) Hazards (Bushfire - General Risk). (c) Hazards (Flooding - Evidence Required). (d) Limited Land Division. (e) Major Urban Transport Routes. (f) Native Vegetation. (g) Prescribed Water Resources Area. (h) Traffic Generating Development. (i) Water Protection Area. |
| | <u>Local Variation (TNV)</u> (a) Minimum Site Area (33 hectares). (b) Minimum Dwelling Allotment Size (33 hectares). |
| | |

APPENDIX C

Proposed Code Policy



Proposed Zoning

| PROPOSED CODE POLICY | |
|------------------------|--|
| Proposed Policy | <u>Zone</u> Employment Zone. |
| | <u>Subzone</u> Nil. |
| | <u>Overlays</u> (a) Character Preservation District (Township). (b) Hazards (Bushfire – Urban Interface). (c) Hazards (Flooding - Evidence Required). (e) Major Urban Transport Routes. (f) Native Vegetation. (g) Prescribed Water Resources Area. (h) Traffic Generating Development. (i) Water Protection Area. |
| | <u>Local Variation (TNV)</u> Nil. |

APPENDIX D

Strategic Planning Outcomes

1.0 STATE PLANNING POLICIES

The State Planning Policies (SPPs) require that the Principles of Good Planning are considered in the preparation of any designated instrument, including a Code Amendment.

1.1 SPP Key Principles

There are 16 SPPs that include Objectives, Policies and Principles for Statutory Instruments (including the Planning and Design Code). The table **below** describes the most critical SPPs in the context of this Code Amendment and how the Code Amendment aligns:

| STATE PLANNING POLICY (SPP) | CODE AMENDMENT ALIGNMENT WITH SPP'S |
|---|---|
| SPP 1: Integrated Planning | |
| <p>Purpose</p> <p>Integrated planning coordinates the strategic use of land with the necessary services and infrastructure. It can influence how a city or region grows and evolves, which if done well, creates liveable and sustainable places that contribute to our prosperity.</p> | <p>While the Area Affected is small, the underlying Rural Zone applying to the Affected Area is redundant and an anomaly. It serves no logical purpose following the acquisition and construction of the realigned Sturt Highway. The creation of an Employment Zone over the Area Affected aligns with recent decisions made by the relevant planning authority to approve commercial uses over these allotments. It will also better align with the development pattern which exists in the adjacent Employment Zone on the opposite side of Old Sturt Highway towards Murray Street.</p> |
| <p>Policy 1.1</p> <p>An adequate supply of land (well serviced by infrastructure) is available that can accommodate housing and employment growth over the relevant forecast period.</p> | <p>The land in the Area Affected (Allotments 1006, 1007 and 1003) is undeveloped and has the potential to be further divided and used for a range of employment-generating commercial developments that would benefit from exposure to Sturt Highway. This will add to the supply of suitable serviced land in Nuriootpa and in turn generate employment growth.</p> |
| SPP 2: Design Quality | |
| <p>Purpose</p> <p>Good design improves the way our buildings, streets and place's function, making them more sustainable, more accessible, safer, and healthier. The integration of design within the planning system encourages creative solutions to complex social, economic, and environmental challenges including those arising from our changing settlement patterns.</p> | <p>A high-quality built environment over the affected land can be created by application of policies in the Planning and Design Code. This will be especially important because the land has frontage and exposure to Sturt Highway, and interfaces with residential development in the Neighbourhood Zone on the opposite side of Old Sturt Highway.</p> |

| STATE PLANNING POLICY (SPP) | | CODE AMENDMENT ALIGNMENT WITH SPP'S |
|--|--|-------------------------------------|
| SPP 9: Employment Lands | | |
| <p>Purpose</p> <p>Providing a suitable supply of land for employment use is critical to support job growth and the economic prosperity of communities. The planning system needs to support the diversification of our economy and remove barriers to innovation. It is critical that the right signals are sent to the market to attract interest, investment, and tourism opportunities across South Australia.</p> | <p>Nuriootpa has a limited and diminishing supply of suitably zoned land for industrial and commercial purposes. The Area Affected has the potential to deliver a small but valuable amount of land which can be offered to market for employment use.</p> | |
| <p>Policy 9.2</p> <p>Enable opportunities for employment and encourage development of underutilised lands connected to, and integrated with, housing, infrastructure, transport, and essential services.</p> | <p>The Area Affected is connected to public roads and has direct exposure to the National Highway. It is also connected to infrastructure and other essential urban services in Nuriootpa.</p> | |
| <p>Policy 9.4</p> <p>Adaptable policies that allow commercial and industrial-focused employment lands to support local economies and evolve in response to changing business and community needs.</p> | <p>Nuriootpa is the largest town in the world-renowned Barossa Valley region. The Code Amendment will deliver much-needed land to support the local and regional economy.</p> | |

2.0 REGIONAL PLANS

2.1 The Regional Plan

The key policies and targets of the *2017 Update to the 30-Year Plan for Greater Adelaide* volume of the Planning Strategy which are most relevant to this Code Amendment are summarised in the table **below**, along with how the Code Amendment aligns:

| REGIONAL PLAN IDENTIFIED PRIORITIES OR TARGETS | CODE AMENDMENT ALIGNMENT WITH REGIONAL PLAN |
|---|--|
| The Economy and Jobs | |
| <p>P56</p> <p>Ensure there are suitable land supplies for the retail, commercial and industrial sectors.</p> | <p>Nuriootpa has a limited and diminishing supply of suitably zoned land for industrial and commercial purposes. The Area Affected has the potential to deliver a small but valuable amount of land which can be offered to market for employment use.</p> |
| Transport | |

| REGIONAL PLAN IDENTIFIED PRIORITIES OR TARGETS | CODE AMENDMENT ALIGNMENT WITH REGIONAL PLAN |
|--|---|
| <p>P74</p> <p>Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets.</p> | <p>The Area Affected directly adjoins the re-aligned Sturt highway and commercial developments on the land will benefit from the exposure that provides. Development will not impact negatively on Sturt Highway (a designated Major Urban Transport Route), particularly as access will be provided via the Old Sturt Highway.</p> |

3.0 OTHER STRATEGIC PLANS

Light Regional Council has prepared two (2) reports which are relevant to the Code Amendment. They are:

- Light Regional Council Strategic Plan 2021-2025; and
- Light Regional Council Economic Development Plan 2020-2030, [July 2020].

3.1 Alignment with Light Regional Council Strategic Plan 2021-2025

| CSP GOALS | CODE AMENDMENT ALIGNMENT |
|--|---|
| Goal 2.0 Environment | |
| <p>Policy 2.1</p> <p>Comprehensive environmental planning and program delivery with a focus on sustainability, hazard reduction, pressing biodiversity, waste reduction, management of resources and innovative adaptation solutions.</p> | <p>The rezoning of the Area Affected to Employment Zone will ensure that development proposals are assessed against all relevant environmental policies in the Code, such as Desired Outcome DO2 which requires development to “<i>achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces</i>”. Future development will also be assessed against the Code’s Interface General Development Policies including “<i>Air Quality, Light Spill, Solar Reflectivity/Glare, Interface with Rural Activities</i>”.</p> |
| Goal 3.0 Investment | |
| <p>Policy 3.4</p> <p>Identify policy and program adjustments to support regional agri-business and opportunities to value-add.</p> | <p>The Performance Indicator against this objective seeks to advocate for and support “<i>suitable policy amendments as appropriate</i>”. This Code Amendment is an example where planning policy will be amended to support regional agri-business and value-adding enterprises.</p> |

3.2 Alignment with Light Regional Council Economic Development Plan 2020-2030

Lucid Economics were engaged by Council to prepare an Economic Development Plan (EDP). The EDP provides a guide to investment and resource management decisions in a local government context. Section 6.2.5 (Planning) of the Economic Development Plan observes that planning can have a significant impact on the area, which is why the planning process needs to be very clear and easy to understand. This comment is relevant to the Area Affected, where despite approval being granted to a commercial Development Application over vacant land, the market has been reluctant to develop in accordance with the approval due to the underlying Rural Zone restrictions that could impact future development or variations to the approved development.

APPENDIX E

Traffic Investigations

Nuriootpa Employment Zone Code Amendment

Old Sturt Road, Nuriootpa

Transport Impact Assessment

10/08/2022

Ref: 300304027

PREPARED FOR:

Master Plan Pty Ltd

PREPARED BY:

Stantec

Quality Record

| Issue | Date | Description | Prepared By | Checked By | Approved By | Signed |
|-------|------------|-------------|-------------|-------------|-------------|---|
| A | 10/08/2022 | Final | Tim Jones | David Kwong | David Kwong |  |

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1. Introduction

1.1 Background

An amendment to the Planning and Design Code is being sought relating to land located on Old Sturt Highway, bounded by Sturt Highway and Old Sturt Highway in Nuriootpa. The code amendment intends to change the land use from the existing Rural zone to an Employment zone to which accommodates commercial uses on the land.

Stantec was commissioned by Master Plan Pty Ltd to undertake a transport impact assessment of the proposed code amendment.

1.2 Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the Code Amendment, including consideration of the following:

- Anticipated uses in the Affected Area
- Existing traffic and parking conditions surrounding the Affected Area
- Traffic demands of the anticipated uses
- Possible access arrangements for the Affected Area
- Transport impact of the Intended Policy on the surrounding road network
- Suitability of the policy framework to cater for anticipated uses

1.3 References

In preparing this report, reference has been made to the following:

- South Australian Planning and Design Code
- concept plans for the affected area
- traffic and car parking surveys undertaken by Stantec as referenced in the context of this report
- various technical data as referenced in this report
- an inspection of the Affected Area and its surrounds
- other documents as nominated.



2. Affected Area

The Affected Area is located on land located on Old Sturt Highway, located between Sturt Highway and Old Sturt Highway in Nuriootpa. The Affected Area is approximately 1.2 hectares in area with approximate frontages of 330 metres to Old Sturt Highway and 340 metres to Sturt Highway. The Affected Area is located within a Rural zone and is currently vacant land.

The surrounding properties include a mix of land uses including low density residential to the south, commercial to the west and rural land uses to the north and east. The location of the Affected Area and the surrounding environs is shown in Figure 2.1. The Affected Area currently has no formalised crossovers to either Old Sturt Highway or Sturt Highway.

Figure 2.1: Affected Area and its Environs



(PhotoMap courtesy of SAPPA)



3. Existing Conditions

3.1 Road Network

3.1.1 Old Sturt Highway

Old Sturt Highway is a local road managed and maintained by the Barossa Council. It comprises of a single carriageway approximately 7 metres wide aligned in a north-east/south-west direction with a single lane in each direction. No kerbs are present, enabling parking within the verge as required. The road reserve is approximately 28.7 metres wide adjacent the Affected Area. The view along Old Sturt Highway to the north-east is outlined in Figure 3.1.

Old Sturt Highway has the default urban a posted speed limit of 50km/h and carries approximately 500¹ vehicles per day and 46 and 35 vehicles per hour during the AM and PM peak periods respectively.

Figure 3.1: Old Sturt Highway (view north-east)



3.1.2 Murray Street

Murray Street is an arterial road managed by the Department of Infrastructure and Transport (DIT) and is aligned in an approximate north-south direction. Murray Street provides a connection from Sturt Highway to the Nuriootpa town centre. It is a single carriageway two-way road configured with one lane in each direction. The carriageway width is 7.8 metres (approx.) and is set within a 22 metre wide road reserve to the south of Kalimna Road. Parking is permitted on both sides to the south of Kalimna Road via dedicated parking lanes, or via verge parking where no kerbs are present. The view along Murray Street to the north-east is outlined in Figure 3.2.

Murray Street has a posted speed limit of 50km/h and carries approximately 5,300 vehicles per day¹ and 150 and 125 vehicles per hour during the AM and PM peak periods respectively.

¹ Based on peak hour traffic counts undertaken by Stantec in August 2022 assuming a peak-to-daily ratio of 10% for local roads.

Figure 3.2: Murray Street (view south)



3.2 Traffic Volumes

Stantec undertook traffic movement counts at the intersections of Murray Street, Old Sturt Highway and Kalimna Road intersection on 3 August 2022 during the 8.00-9.00am and 3.00-4.00pm peak periods

The AM and PM peak hour traffic volumes are shown in Figure 3.3. Assuming a peak-to-daily ratio of 10% for local roads, the estimated daily traffic volumes are shown in Figure 3.4.

Figure 3.3: Existing Peak Hour Traffic Volumes

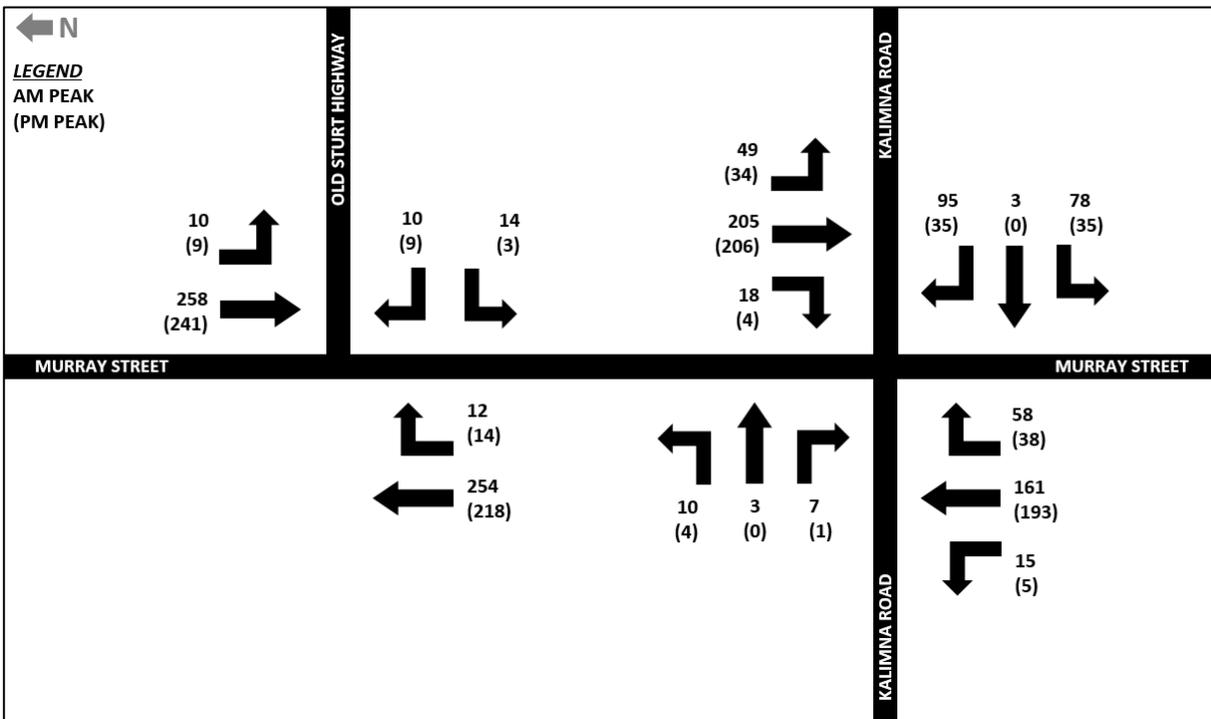
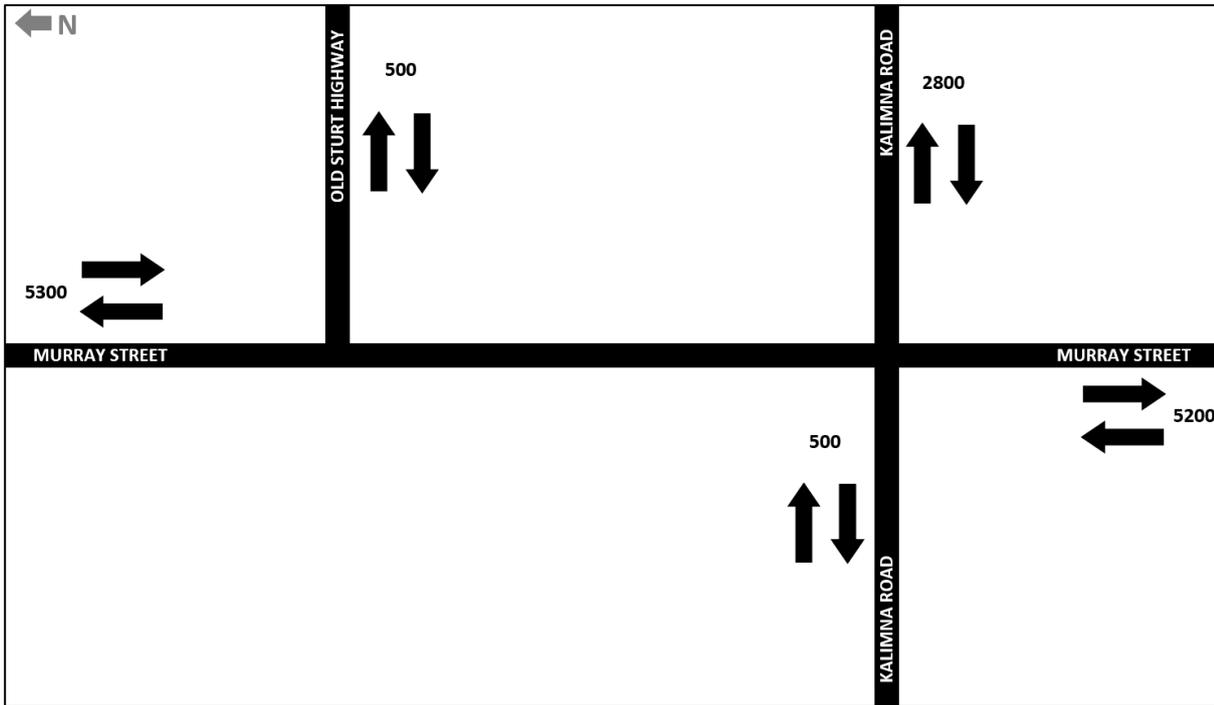


Figure 3.4: Existing Daily Traffic Volumes



Observations during the surveys identified the following:

- Traffic flows were platooned in each direction (or bunched) with periods of no vehicles present at any of legs of the intersections.
- Vehicles from Kalimna Road and Old Sturt Highway could turn generally at will unless a platoon of traffic was passing on Murray Street. Vehicle queues were generally 1 vehicle or less, with a maximum queue of 3 vehicles observed on Kalimna Road.
- The intersections operated very efficiently with little to no queuing observed.

3.3 Crash History

A review of the reported crash history for the roads and intersections adjacent to the Affected Area has been sourced from the Department for Infrastructure and Transport database via Location SA datasets.

A summary of the accidents for the last available five-year period (2016-2020) is presented in Figure 3.5.

Figure 3.5: Existing Crash Records (2016-2020)



Source: Department for Infrastructure and Transport

The review of crash data has found no crashes have occurred on Old Sturt Highway, or the intersection of Old Sturt Highway and Murray Street.

3.4 Walking, Cycling and Public Transport

No pedestrian or cycling facilities are provided along Old Sturt Highway or the northern section of Murray Street.

3.5 Public Transport

Minimal to no public transport facilities are provided within Nuriootpa, with no facilities observed in the vicinity of the Affected Area.

3.6 Future Road Widening

The South Australian Property and Planning Atlas does not contain any Metropolitan Adelaide Road Widening Plan requirement for this Affected Area.

4. Intended Policy

The Code Amendment intends to replace the existing 'Rural Zone' with the 'Employment Zone' (or similar Type Zone pending the outcome of investigations).

With regards to Traffic and Transport, the relevant parts of the P&D Code include:

Part 3 – Overlays

Hazards (Bushfire – General Risk) Overlay

Major Urban Transport Routes Overlay

Traffic Generating Development Overlay

Part 4 – General Development Policies

Design

Land Division

Transport, Access and Parking

4.1 Anticipated Uses

The anticipated uses within the Affected Area based on the Intended Policy is anticipated to provide predominantly services trade or light industrial uses across the Affected Area. It is anticipated that the site could be 25% developable, resulting in a floor area of approximately 3,000 square metres.

It is anticipated there will be new access points on Old Sturt Highway to provide access to the site. No direct access will be provided to Sturt Highway.



5. Traffic Impact Assessment

5.1 Traffic Demands

Traffic generation estimates for the proposed development have been sourced from Transport For New South Wales 'Guide to Traffic Generating Developments', and other similar uses surveyed by Stantec. The traffic generation rates applicable to the anticipated uses and the resultant traffic volumes are set out in Table 5.1.

Table 5.1: Traffic Generation Estimate

| Land Use | Size (sq.m) | Traffic Generation Rate (Trips/Dwelling) | | Vehicle Movements | |
|--------------------------------|--------------|--|---------------------|-------------------|---------------|
| | | Peak | Daily | Peak (v/hr) | Daily (v/day) |
| Service Trade/Light Industrial | 3,000 | 1 trip per 100sq.m | 5 trips per 100sq.m | 30 | 150 |
| Totals | 3,000 | - | - | 30 | 150 |

v/day – vehicles per day
v/hr – vehicles per hour

The anticipated uses for the Affected Area could generate collectively 150 vehicle trips per day, with 30 vehicle trips per hour during the AM and PM peak periods.

The directional distribution and assignment of traffic generated by the proposed development will be influenced by a number of factors, including the:

- configuration of the arterial road network in the immediate vicinity of the Affected Area;
- existing operation of intersections providing access between the local and arterial road network;
- surrounding employment centres, retail centres and schools in relation to the Affected Area;
- configuration of access points to the Affected Area.
- Attraction of existing residents to the south and west of the Affected Area.

Having consideration to the above and the existing distributions at the Old Sturt Highway intersection, for the purposes of estimating vehicle movements, the following directional distributions have been assumed:

- to and from the North - 40%
- to and from the South - 60%

In addition, the directional split of traffic (i.e. the ratio between the inbound and outbound traffic movements) has been assumed as 60:40 in the AM peak period, 30:70 in the PM peak period during these periods.

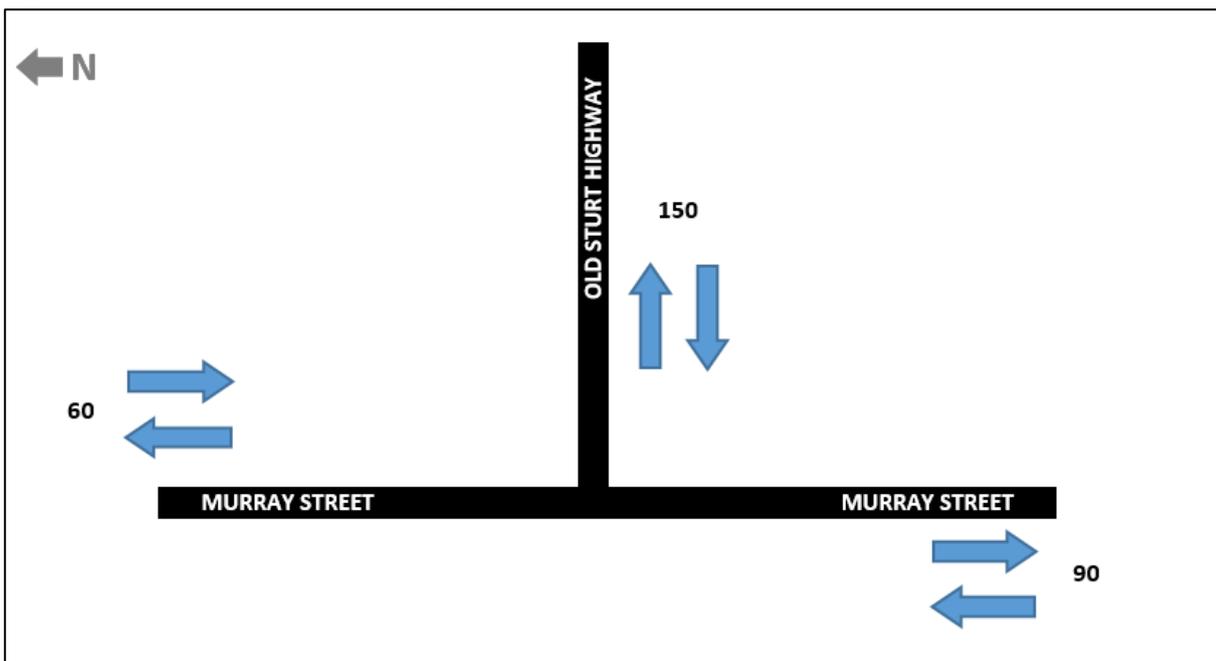
Based on the above, Figure 5.1 and Figure 5.2 have been prepared to show the estimated increase in turning movements in the vicinity of the subject property following full site development.



Figure 5.1: Affected Area Forecast Peak Hour Traffic Volumes



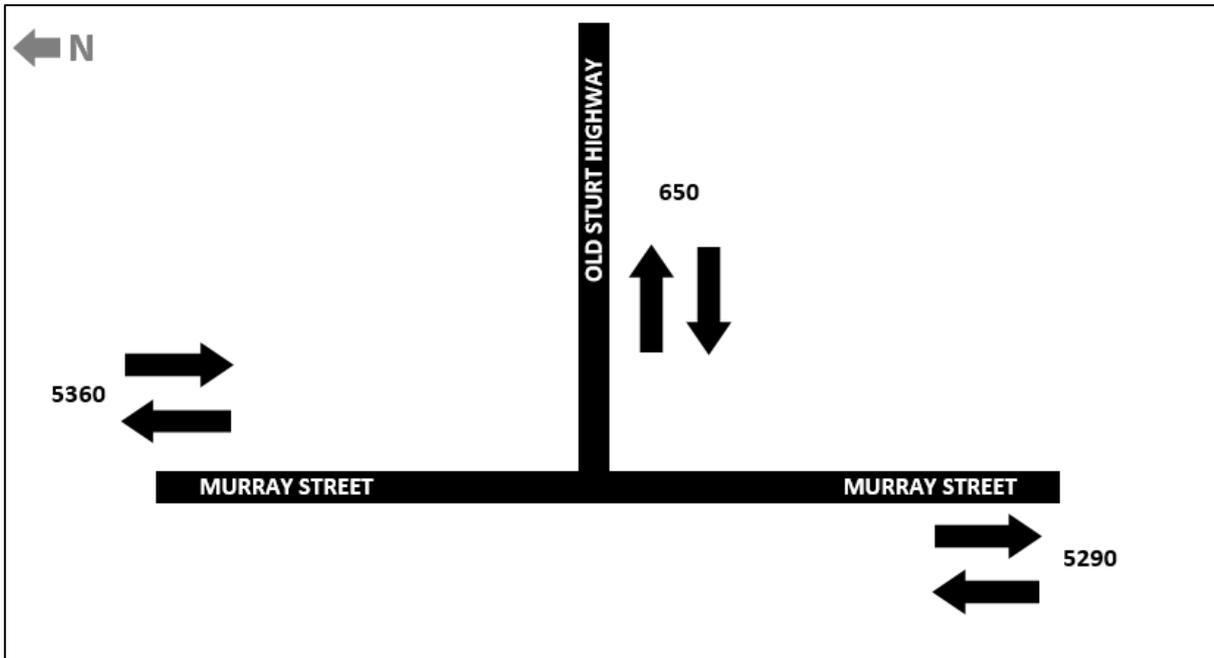
Figure 5.2: Affected Area Forecast Daily Traffic Volumes



5.2 Impact on Road Network

The predicted traffic volumes for the anticipated uses in the Affected Area will distribute to the adjacent road network based on the distributions discussed earlier in this report. Figure 5.3 outlines the forecast daily traffic volumes on the surrounding road network, following full development of the Affected Area.

Figure 5.3: Resultant Daily Traffic Volumes



Based on the above traffic generation, the forecast traffic volumes associated with the Affected Area will increase the traffic volumes on Old Sturt Highway up to 650 vehicles per day and increase Murray Street up to 5,360 vehicles per day.

While this is a large increase to that of the current existing volumes on Old Sturt Highway, the daily traffic volumes are not dissimilar to many unsignalised intersections within the Adelaide metro area that operate efficiently without any major operational or safety issues. The site observations indicated large portions of available gaps that would enable the intersection to operate effectively.

6. Parking and Access

6.1 Parking

The Planning and Design Code provides parking requirements for land divisions and specific land uses in Part 4 General Development Policies:

- Design
- Land Division
- Transport, Access and Parking

A review of these policies has not found any specific policies which would be problematic for the anticipated uses in the Affected Area. Given the size and layout of the Affected Area, it is likely that these policies can generally be satisfied with development in the Affected Area.

Parking for the anticipated uses in the Affected Area would be assessed with any development application based on actual land use and built form layouts. The parking rates provided in the Planning & Design Code will be suitable for consideration of the anticipated uses in the Affected Area.

6.2 Bushfire

Whilst the Hazards (Bushfire – General Risk) Overlay presently applies to the Affected Area, and the commercial uses to the west.

The Hazards (Bushfire – General Risk) includes provisions which seek to ensure developments (including associated circulation roads networks) are capable of being designed to facilitate the safe and efficient movement of emergency service vehicles, residents, occupants and visitors in the event of a fire.

Although separate to the Code Amendment process, the Affected Area shall be designed to accommodate the specific designated-performance feature criteria relating to the design of circulation roads and access points.

6.3 Waste Collection

The design of waste collection for the Affected Area will need to be considered as part of any future development application, with consideration of Council collection (from the street) or private collection (within the site). This will depend on the actual size of any development proposal and provision of appropriate infrastructure to cater for the waste collection service.

This could be either Council bin storage locations, or waste collection vehicle access routes for private collection services. The access points would need to cater for appropriate access for waste collection where required and allow for entry and exit in a forward direction.



7. Conclusions

Based on the analysis and discussions presented within this report, the following conclusions are made:

1. The Affected Area is located on land at Old Sturt Highway, bounded by Sturt Highway and Old Sturt Highway in Nuriootpa.
2. The Code Amendment is seeking to change the existing Rural zone to an Employment zone. Anticipated uses will include predominantly services trade or light industrial uses.
3. New access roads are envisaged to be on Old Sturt Highway, with no direct access to Sturt Highway.
4. The Affected Area is anticipated to generate approximately 150 vehicles per day, with 30 vehicles per hour during the AM and PM peak periods.
5. The forecast traffic volumes associated with the Affected Area will increase the traffic volumes on Old Sturt Highway totalling in the order of 650 vehicles per day and increase Murray Street to a total of 5,360 vehicles per day, which is not dissimilar to many unsignalised intersections within the Adelaide metro area.
6. Site observations indicated large portions of available gaps that would enable the intersection to operate effectively.
7. Parking for the anticipated uses in the Affected Area would be assessed with any development application based on actual land use and built form layouts. The parking rates provided in the Planning & Design Code will be suitable for consideration of the anticipated uses in the Affected Area.
8. The Hazards (Bushfire – General Risk) Overlay presently applies to the Affected Area and the commercial uses to the west. Although separate to the Code Amendment process, the Affected Area shall be designed to accommodate the specific designated-performance feature criteria relating to the design of circulation roads and access points.
9. Although separate to the Code Amendment process, the Affected Area is capable of accommodating appropriately configured allotments and road layouts that can satisfy the specific designated-performance feature criteria relating to the design of roads, and access points.





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APPENDIX F

Acoustic Investigations

Old Sturt Highway, Nuriootpa

Planning and Design Code Amendment

Acoustic Report

S7446C3

August 2022

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Acoustic Report

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1 INTRODUCTION

A proposed amendment to the Planning and Design Code (the **Code Amendment**) has been initiated for Lots 1003, 1006 and 1007 Sturt Highway, Nuriootpa (the **Affected Area**).

The Affected Area comprises the entirety of Lots 1003, 1006 and 1007 Sturt Highway, Nuriootpa. The Affected Area currently lies within the *Rural* zone in accordance with the Planning and Design Code (the **Code**).

The Code Amendment proposes to rezone the Affected Area to an *Employment* zone. An overview of the locality showing the Affected Area (hatched black), *Neighbourhood* zone boundaries (shaded blue), and the existing *Rural* zone (shaded orange) is provided in Figure 1 below.



Figure 1: Affected Area and surrounding locality

Subjectively, the Code Amendment provides the opportunity for an orderly transition between the very high noise levels associated with the Sturt Highway and the amenity desired within the *Neighbourhood* zone. Notwithstanding, an objective assessment has been conducted, which considers the following:

- The noise criteria that would apply as a result of the Code Amendment;
- The suitability of the resulting noise criteria in the context of established standards and guidelines;
- The likely acoustic treatment measures that would be required for a typical development within the site.

The assessment has been based on *Proposal to Initiate an Amendment to the Planning and Design Code – Old Sturt Highway Nuriootpa Code Amendment* prepared by Bluegum Borders Pty Ltd, dated 21 April 2022.

2 CRITERIA

The proposed Code Amendment will result in the Affected Area being removed from the existing *Rural* zone and being rezoned as an *Employment* zone in accordance with the Code. The closest sensitive receivers to the new *Employment* zone comprise existing residents within the *Neighbourhood* zone opposite the site across Old Sturt Highway to the southeast.

2.1 Planning and Design Code

The Planning and Design Code has been reviewed, and the following *General Development Policies* apply to environmental noise:

Part 4 – General Development Policies – Interface between Land Uses

| Desired Outcome | |
|-----------------|--|
| D01 | Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses. |

| Performance Outcome | Deemed to Satisfy Criteria / Designated Performance Feature |
|---|--|
| General Land Use Compatibility | |
| PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts. | DTS/DPF 1.2 None are applicable. |
| Activities Generating Noise or Vibration | |
| PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers). | DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria |

| | |
|--|--|
| <p>PO 4.2</p> <p>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:</p> <ul style="list-style-type: none">(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 of acoustic enclosure(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone. | <p>DTS/DPF 4.2</p> <p>None are applicable.</p> |
|--|--|

2.2 Environment Protection (Noise) Policy 2007

DTS/DPF 4.1 of the Interface between Land Uses section of the Code references the *Environment Protection (Noise) Policy 2007* (the **Policy**). The Policy provides goal noise levels to be achieved at sensitive receivers from activity at a site. The goal noise levels are based on the principally promoted land use of the zone in which the subject site and the sensitive receivers (the residences) are located.

The Policy provides objective noise criteria to assess the environmental noise emissions from a proposed development. The noise criteria provided by the Policy are based on the *Guidelines for Community Noise (1999)* published by the *World Health Organisation*, to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, achievement of the goal noise levels will result in a suitable level of amenity, consistent with that already achieved in other similar interface situations.

Goal noise levels resulting from the Code Amendment

The proposed amendment will require that each new development within the Affected Area achieves the following goal noise levels at existing sensitive receivers within the *Neighbourhood* zone:

- an average (L_{eq}) noise level of 51 dB(A) during the daytime (7:00am to 10:00pm);
- an average (L_{eq}) noise level of 44 dB(A) at night (10:00pm to 7:00am); and,
- a maximum instantaneous (L_{max}) noise level of 60 dB(A) at night (10:00pm to 7:00am).

When measuring or predicting noise levels for comparison with the Policy, adjustments may be made to the average goal noise levels for each “annoying” characteristic of tonality, impulsiveness, low frequency and modulation of the noise source.

As the site is located in close proximity to the Sturt Highway, the existing ambient noise environment in the vicinity of the Affected Area is likely to be dominated by road traffic on this major road. This is expected to remain the dominant noise source and effectively mask the potential character of noise emissions from most potential developments within the Affected Area.

3 ASSESSMENT

An indicative environmental noise assessment has been conducted for a potential future development. The assessment has considered typical noise sources associated with commercial, light industrial or service trade premises. The assessment is expected to be representative of the land use likely to be accommodated on any of the allotments within the proposed *Employment* zone. The purpose of the indicative assessment is to determine if a land use, promoted in the proposed zone, can be accommodated without the noise impacting the amenity at sensitive receivers in the vicinity.

3.1 Typical Level of Activity

The assessment has considered the following level of activity within a 15-minute period¹ during the day (7:00am to 10:00pm), representative of typical operations for a future development:

- 10 passenger vehicle movements to or from the site;
- Continuous activity within a building (with moderate noise levels); and,
- Continuous forklift activity on the Sturt Highway side of the building.

3.2 Likely Acoustic Treatments

Based on the above noise sources and level of activity, the following practical acoustic treatment measures could be taken to achieve the Policy goal noise levels:

- Placing roller doors on the Sturt Highway side of the building.
- Locating any plant or equipment on the Sturt Highway side of the building.
- Ensuring unloading and other activities using a forklift are located on the Sturt Highway side of the building; and,
- Installing “broadband” reversing alarms on any forklift.

With these practical treatments in place, noise within the Affected Area will achieve the Policy goal noise levels at all nearby existing sensitive receivers.

¹ Default assessment period of the Policy

As noted above, the treatments are based on the assessment of an indicative development. As such, the final treatment measures required for a specific development may vary based on the proposed activity and location on the subject land.

The above measures are consistent with those which would be required for similar developments within other existing *Employment* zones, and will result in a comparable level of amenity at nearby sensitive receivers.

4 SUMMARY

An assessment has been performed to consider the environmental noise impacts associated with a proposed amendment to the Planning and Design Code (the **Code Amendment**) for Lots 1003, 1006 and 1007 Sturt Highway, Nuriootpa (the **Affected Area**). The Code Amendment proposes to rezone the Affected Area to an *Employment* zone.

Subjectively, the Code Amendment provides the opportunity for an orderly transition between the very high noise levels associated with the Sturt Highway and the amenity desired within the Neighbourhood Zone.

- The proposed Code Amendment will result in noise criteria for future developments, which are determined in accordance with the *Environment Protection (Noise) Policy 2007* (the **Policy**) for an interface area.
- The Policy is based on the *Guidelines for Community Noise (1999)* published by the *World Health Organisation*, which are designed to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area.
- An indicative environmental noise assessment has been conducted, which considers a potential future development within the Affected Area. The assessment considered typical noise sources associated with commercial, light industrial and service trade premises. The assessment provides indicative practical acoustic treatments which could be applied to such a development to achieve compliance with the goal noise levels of the Policy. Future proposals for development at any location within the Affected Area are likely to result in similar outcomes.
- The treatments are consistent with those which would apply to a similar development in other *Employment* zones and will result in a comparable level of amenity at nearby sensitive receivers.

Based on the above, the existing *General Development Policies (Interface between Land Uses)* provide a suitable level of acoustic amenity at sensitive receivers and will result in the incorporation of practical acoustic treatment measures, which are typical for similar developments located adjacent to sensitive receivers.